



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
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Officers: Pres.: Adam Heffington; VP: Jim Terry;
Secretary: Rob Waggoner, Treasurer: Frank Tuxworth
Mailing Address: P.O. Box 25604, Colorado Springs, CO 80936
Web Site: <http://www.pprcflyers.net>

Next Club Meeting:
Wednesday, September 3rd, 2008
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

Special Guest for the Meeting! **Maj Gen Pat Halloran, SR-71 Pilot**

By Gus Gustafson

All, I have scheduled Major General Pat Halloran for a briefing on the SR 71 at the Sep 3rd meeting. I will put all this in the next 2 news letters. Due to the nature of this briefing I think it would be proper for us to invite our families also. His BIO as follows:

Biography of Pat Halloran:

Pat entered the Air Force in 1949 from his home in Minnesota. He received his wings and commission through the Aviation Cadet program in 1950.

He spent his first 7 years flying F-84 jet fighters from bases in Georgia, Maine, Oklahoma, England, Alaska, Puerto Rico and Japan. He also flew 100 combat missions in the F-84 over North Korea in 1952. In 1956 he was selected in the first group of pilots to fly the new U-2 high altitude reconnaissance aircraft for the Air Force. He flew from overseas operating locations for over 8 years, accumulating over 1600 hours in that plane. He was then selected for the cadre of the new Mach 3 SR-71 aircraft that he flew for almost 8 years. He was the wing commander when he left that program. He flew missions over Cuba in the U-2 and over Viet Nam in both the U-2

and the SR-71. His next 8 years were spent in command and staff positions in various headquarters, including 3rd Air Division on Guam, 15th AF in California, and Strategic Air Command in Nebraska. His final assignment was in the Office of the Joint Chiefs of Staff, in the Pentagon. He retired in 1983 as a Major General, with over 8,000 hours of flying time and 34 years of service. He was inducted into the Minnesota Aviation Hall of Fame in 2006.

He lives in Colorado Springs, owns a Lancair aircraft, and is actively involved in the Experimental Aircraft Association.

The Warbird Corner

By Keith Davis

How well do you know your (aircraft) nose? On the next page are the noses of four aircraft, if you can get all four correct and be the first to let me know at the next club meeting, an award will be waiting for you!

Did You Know? The U.S. Navy's very first jet was the F6U Pirate followed by the F7U cutlass. They were both total disappointments. But the U.S. Navy gave Chance Vought the opportunity to build a combat jet because they were so successful with the F4U Corsair during WWII.

Did You Know? In 1963, the U.S. Navy needed a quick way to re-supply the fleet far out at sea. So they decided to use KC-130F Hercules transports to land on aircraft carriers. The first trials took place on the USS Forrestal. But soon after, the project was cancelled because the C-2A Greyhound was put into production as the Navy's standard re-supply aircraft.



Nose #1



Nose #3



Nose #2



Nose #4

Upcoming Events:

September – Pueblo Warbirds
Sep 13 – PPRC Annual Memorial Fly-In

Jan 1, 2009 – PPRC Frozen Needle Valve Fly-In
