

**December 2009**



**Newsletter of the Pikes Peak Radio Control Club**

**AMA Club Number 179**

**Volume 37, Number 12 December 09**

**Officers: Pres - Jim Terry; VP - Ben Woofter;**

**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, Dec 2<sup>nd</sup> 2009**

**7:00 PM at the ELIC**

**(East Library Info Center)**

**Pikes Peak Public Library on Union**

## **Last Month's Club Meeting Notes**

(November)



Meeting Started: 7:00 pm

Meeting Adjourned: 8:41 pm

Members Attended: 31

New Members: 3 - Marvin Palmer, Dave Hiscock and Tom Sisk. Welcome to the club!

Visitors: 1

### **Old Business:**

1) Club member Duane Zinske, stated that everything that could be painted at the airfield has been painted. There is nothing else left to paint!

### **New Business:**

1) Club president Jim Terry, spoke in detail of being aware of other airplanes when both runways are being used at the same time. Avoid crossing over into the other traffic pattern, especially when flying from the northern end.

2) Club President Jim Terry, opened the floor for discussion about the 2010 club membership dues. It was voted on by the club members that were present that the club dues will not change for 2010.

3) Club member Dan Brunson, stated that in addition to not using the accessory "storage" capacitor with Spektrum (Air) receivers, a 5-cell battery should be used with the Spektrum receivers. This will alleviate a possible low battery voltage (i.e., below 4.2V) condition under load which could cause the receiver to fall into a "brown out" condition with no control.

## **Airplane Funnies . . .**

Submitted by: I. Splashem



**"Hey, have you guys seen the new Great Planes Sub Cub?"**

## **Busy December Club Meeting**

By Keith Davis



Lots of things are scheduled for the December 2nd club meeting, so hopefully you can make it!

First of all, Jim Terry will have completed his year of President duty and will hand the controls over to VP Ben Woofter. Congratulations to both of them!

Secondly, club members will be voting for their candidate of choice for the 2010 club VP position. The two candidates are Mark "Gus" Grissom and Kevin Kelsey.

Thirdly, the 2010 "Bob Borrows" award recipient will be announced.

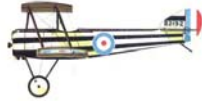
And finally, awards will be given out for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place winners of the PPRCC Digital Photo event drawing. You must be present to be considered.

And that's just what's on the schedule. Who knows what else may come up, so come on down!

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## All About Warbirds

By Keith Davis



If you follow current events in the helicopter world, then you know for the past few years that there has been an ongoing debate on which is considered to be the best attack helicopter in the world, Russia's Mi-28 Havoc or the U.S. AH-64 Apache.

Looking at both helicopters on the outside, they look very similar, they both have a 30mm cannon, carries up to 16 anti-tank missiles and an assortment of air-to-air missiles and air to ground rockets.

The latest versions of each helicopter, the AH-64 Long Bow and the Mi-28N Havoc, both have a mast mounted dome that houses laser range finders, IR sensors and other targeting systems.



**AH-64 Apache Longbow**

Both aircraft's primary role is anti-tank with a secondary role of close fire support. The Apache was first bought by the U.S. Army in 1987 and the Russian Army received their first Havocs in 1996.

Both aircraft has a crew of two with the pilot in the back seat and the gunner/navigator in the front seat. The Apache has a maximum speed of 227 mph with a combat radius of 260 nm, while the Havoc's maximum airspeed is 218 mph with a combat radius of 286 nm.



**Mil Mi-28N Havoc**

Both aircraft have a four-bladed main rotor, powered by two engines and a four-bladed non-orthogonal tail rotor system for noise reduction.

So if these two attack helicopters seems to be nearly identical in performance, what separates them to make one better than the other?

For crew protection, the Havoc wins. The Mi-28 Havoc's cockpit is heavily armored all around, similar to the Mig-27 Flogger, designed to protect the crew for the close-in fight from small arms fire.



**AH-64 Apache**

The Apache is designed for the stand-off fight, not too concerned about being engaged by small arms fire, so the crew area is protected by limited armor and a blast shield between the pilot's stations.

In the weapons systems department, the Apache wins. The Apache has a superior fire control and target designation system. It can engage and destroy targets as far out as 8 km away. The Havoc's anti-tank missiles are effective to about 5km.



**Mi-28 Havoc**

So you decide, which is more important, protecting the crew or hitting the enemy before they can hit you?

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## Show & Tell – Part I

By Keith Davis



**Frank Tuxworth is fond of his newly finished Funtana 120.**



**Curtis Hughes just bought a 6 volume set of airplane profile books.**



**David Storey explains his electric powered Me-109. It has an Eric Hartman color scheme.**

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## Don't Block the Entries

By Larry K. Laughlin



OK, this ought to be a simple concept. We have only a few entry gates to each pit area. On nice days, our gate entries quickly get jammed up with field boxes and airplanes, thereby blocking subsequent new arrivals.

Many of the airplanes are larger these days too, making access to the pit area that much more troublesome at times. Please try to avoid pitting too close to the entry gates, especially right in front of an entry gate. You'll want to leave lots of access for others coming and going, otherwise you risk the chance of a footprint left on your wing or tail feathers.

Another very common kicking zone is that area beneath each set up table. If you attempt to protect your smaller bird by storing it beneath a set up table, be careful. The next pilot using the table top is likely to kick or step on anything stored below. Ask me how I know this.

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## Project List for 2010

By Larry K. Laughlin



A project I'd like to propose for 2010 is the construction of several more tables for the East Runway.

We used scrap, surplus steel for the tables on the West Runway a few years ago and they've held up well. They go together remarkably fast when eight to twelve volunteers gather to measure, cut, weld and drill. My 'weld shop' is all back together (thanks to Duane Zinke's help) and it would be just too easy to whip out six more tables again, so anytime guys!

Another project in that same regard is more Starting Tables. We've got two on the West Runway, but we could use many more. Once all of the pieces have been measured and cut for one, it's easy to duplicate and assemble many more out of 2 x 4 & 2 x 6 Fir.

Our friends at Jefco Aeromod'lers built ten Start Tables for their Chatfield flying site and they're wonderful.

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## Bobcat Jet Info

By Larry K. Laughlin



I brought my seven year old BVM Bobcat XL Jet to the last meeting last month. In all of the excitement of the Show & Tell period, I really derailed and didn't provide many details about the airplane, as I should have, for all those in attendance. Here's the low down:

I built this Bobcat from a wooden, build-up kit provided by Bob Violet Models in Florida. The only composite structures on this airplane are the Fuselage and tail booms. Everything else is built up balsa and plywood, covered with sheet balsa and 3/4 oz fiberglass. I painted the airplane with Sherwin-Williams automotive urethane colors and clear-coat.

The Bobcat is powered by a JetCat P-120, 30 lb thrust engine which pushes it easy to 250 mph for about 9 minutes. It weighs around 25 lbs, has Kevlar fuel tanks and all digital servos inside, but it is very difficult to slow down for landing.

This was my first jet and at the time, it was considered to be a 'jet trainer'. Yeah right! This model was no trainer. Everything about it happens very fast. Indeed, I learned how to fly it, but it was 'baptism by fire' and I messed it up plenty, over and over, as I learned what NOT to do.

I flew it again recently in Waco, TX for the first time in six years or so. It's still very fast and very demanding to fly. I brought it to the meeting to show the "before Flaps" configuration. I'm going to modify the strip ailerons, splitting them so as to have 2/3s used as flaps.

Once complete, I'll bring it back to a meeting in the near future and show the "after Flaps" configuration. This particular airplane lands very fast and I intend to fix that once and for all!



**Larry talks about his Bobcat with pride.**

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## Show & Tell – Part II

By Keith Davis



**Gus Gustafson explaining new improvements on his Kyosho Me-109.**



**Larry Laughlin describes his new quick-disconnect line system.**



**Duane Zinske (left) with his newly completed, scratch-built A-20 Havoc medium bomber.**

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## Show & Tell – Part III

By Keith Davis



**Ben Woofter is a proud owner and builder of his new CRRC 40i gas engine kit.**



**Larry Laughlin and his nice color scheme Bobcat.**



**Jim Terry and his latest project, A Balsa USA kit Sopwith Pup.**

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## War Birds over Pikes Peak 2010

By Larry K. Laughlin



Before long, we'll be starting to plan our Big Annual WAR BIRDS OVER PIKES PEAK 2010 event. It was hugely successful last year and there's no reason why it shouldn't be another terrific club event this next year. Please consider signing on as a volunteer and join in on the fun. As always, we'll need as much help as possible during the event (sometime in June, I believe).

If nothing else, start polishing up your War Birds too. There's lots of flying to be had during this three day event and you'll want to wiggle the sticks up there with everyone else as much as possible. Too much fun!

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## So, What is This Airplane?

By Keith Davis



**CLUE:** This airplane was in service for nearly 20 years until it was finally replaced by the C-5 Galaxy.

Last month's picture was a Waco Cabin. Paul McCoy was first with the correct answer followed by Bill Sanderman. Nice going guys!

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Do you have an article, story or a picture that you want to share with the club? Get it to me at:

**Lkdavis02@msn.com**

Keith Davis – PPRCC Newsletter Editor

## Upcoming Events:

- Dec 2<sup>nd</sup> 2009 (Wednesday) – PPRCC meeting
- Jan 1<sup>st</sup> 2010 (Friday) - PPRCC Frozen Needle Valve Fly-In
- Jan 5<sup>th</sup> 2010 (Tuesday) – PPRCC meeting
- Feb 1<sup>st</sup> 2010 (Monday) – PPRCC meeting
- Feb 27<sup>th</sup> 2010 (Saturday) – Denver Air & Space Museum RC Display
- Mar 1<sup>st</sup> 2010 (Monday) – PPRCC meeting

