

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

Volume 37, Number 02, February 2009

Officers: Pres.: Jim Terry; VP: Ben Woofter;

Secretary: Rob Waggoner, Treasurer: Frank Tuxworth

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Next Club Meeting:

Thursday, February 5th 2009

7:00 PM at the ELIC

(East Library Info Center)

Pikes Peak Public Library on Union

Last Month's Club Meeting Notes

(January)

Meeting Started: 7:00 pm

Meeting Adjourned: 8:45 pm

Members Attended: 33

Visitors: 5



Old Business:

1) Need business cards and flyers to take to the Denver Air Museum display in February. The cards and flyers are advertisements for the PPRC Warbird event in June 2009.

New Business:

- 1) The perimeter fence off Judge Orr road has been repaired. Also discussed who is responsible for fence maintenance.
- 2) Explanation of the 1st Annual PPRC Digital Airplane contest.
- 3) End of February's club meeting is the end of 2008 club membership. It's time to renew!
- 4) Pros and Cons of participating in the Jefco Auction.
- 5) Channel/Frequency #54 is no longer an "unsafe" frequency to use.

Channel 54

Advisory

By PPRC Safety Officer



Just recently, the club was informed that a neighbor that lives just north of the flying field, has been flying RC airplanes, on his property on channel #54.

He is legal in doing this and he was kind enough to inform the club. For that reason, the frequency **PIN #54** has been removed from the pin box.

However, the same gentleman was at the Jan club meeting and joined the club. So channel #54 is back in service.

It's Renewal Time

By Frank Tuxworth



Membership renewal time is now officially here. As of now, there are approximately 100 members who have not yet done so. Memberships officially expire at the end of the Feb meeting, although we will eagerly accept renewals at any time.

Applications are readily available on the club website, www.pprcflyers.net, where you can fill in all the blanks and print it out all in one easy step. If you reply by US Mule, please enclose a photocopy of your current AMA membership card. If you renew at a meeting or at Dan's, show your card to Dan or me for verification.

If you fill out the application by hand, PLEASE, PLEASE, PLEASE make sure it is legible. We are working on a system by which all members

with email addresses can be rapidly notified about something interesting or critical. You would have a hard time believing some of the hieroglyphics that I've tried to decipher. ALSO, DON'T FORGET TO SIGN THE WAIVER AT THE BOTTOM!!!

If we seem too anal about this form, remember that it is the American Trial Lawyers Association and the ScrewJ2 Insurance companies that run this world we live in. Since we can't prevail against them our best shot is to avoid them. Outside of a handful (pun intended) of medical incidents we at PPRCC have an outstanding safety record. I am not personally aware of any big liability incidents involving PPRCC.

The March newsletter will have 4 numbers by your name if you have renewed by then. That is the new gate combo, which will go into effect on March 1st.

If you have not renewed by then, XXXX will appear next to your name and you will not get the new combo until you renew. Remember, as an AMA sponsored club, all who fly there MUST be AMA members in good standing. Thank you in advance for your cooperation.

Frank Tuxworth
PPRC Treasurer

NOTE: This article is a second printing by request of the author.

'Are You A Kit Basher?' Part II

By Larry Laughlin



This is a continuation from Larry's article from the January newsletter.

Take a hard look at Rick Pacquin's airplanes sometime and you'll see what I'm talking about. You'll rarely recognize any of his airplanes (color schemes, finish details, engine selections, gear systems, etc.) as the ARF or Kit they started out as.

Rick is a 'master basher' and he makes a lot of changes to suit his desires surely, but also to make the airplane unrecognizable as the kit it

started out to be. Rick is a true basher and it really shows (you can almost hear him bashing one together right now).

I recently attempted to bash my Seagull, Edge 540 kit to some degree, falling short by not recovering or repainting the airplane. So other than the different landing gear, wheel pants & canopy, it looks like most all the rest. I may continue to bash the paint scheme this winter, causing it to pull away from the others slightly. We'll see.

We're all so fortunate to have reasonably well built airframes for not much money to start off with. Where you take them from there is YOUR deal and bashing them into something completely different is another art form in itself, don't you think?

Be sure to bring your newest 'bashed' model to the next meeting and share with us just 'how you did that', will ya?

My Bashed Edge 540 Tucks and That Sucks?

By Larry K. Laughlin



I choose to whip up another high performance ARF kit since my Aeroworks Edge 540 didn't hold up to the aerobatic punishment I was administering.

The Seagull kit seemed as good as any, strength wise. I was able to make a few changes I thought would help, where needed. This is a .61 to .91 two stroke recommended airplane. I installed an OS 1.20 AX engine with a Pitts style muffler up front, looking for that unlimited vertical performance where we fly.

I also mounted a larger fuel tank as far AFT as possible so as not to experience huge pitch trim changes as the fuel was depleted. Fortunately, fuel draw isn't an issue with this engine (muffler pressure is all it needed).

Considering how over-powered the Edge was to be, I built-in close to 4 degrees right thrust and got it pretty close. The kit, btw, comes with zero right thrust built into the firewall. There's a fair amount of work required to get the correct

thrust lines established, considering the depth of the engine and the eventual cowl fit. In most cases, you'll want 3 to 4 degrees right offset for dealing with "P-Factor". You won't know if you've got it right until you actually fly it however. I'll cover right thrust offset in another column later.



Larry's Edge 540

What I will address in this column is 'pitch line'. The other important engine mounting consideration is one you can only guess at initially - "engine pitch thrust line" (aiming the engine Up or Down as it relates to the fuselage).

That can only be determined and fine tuned at the field (unless someone has already tipped you off). Every airplane will be different in this respect and you'll only land on the correct pitch setting by analyzing the airplane's flight characteristics during each flight.

Even with someone's prior experience with your airplane's design, other factors you may have built-in during its construction (such as its fuel tank position, engine selection, etc.) will all influence some fine tuning requirements in regards to 'engine pitch' settings.

Try this – next time you put your bird up, cruise overhead at 50% or higher throttle setting, trimmed for straight and level. Now, pull the power and make note of exactly how the airplane's pitch changes. Does it balloon upward? Does it tuck downward into a dive? Or does it remain straight arrow, dead level as it slows?

In my case with this new Edge 540, I found that at full throttle, straight and level, the airplane tended to nose downward when throttle was cut. Also, in a knife-edge pass, the airplane

would 'tuck' towards the landing gear (nearly impossible to stop without adding gobs of UP elevator through-out the maneuver). Landings can be very tricky with this set up. 'Ballooning' is not good and it makes every precision maneuver end poorly, as would the inverse or 'tucking'.

If you didn't know better, you could merely trim the airplane accordingly and just learn to fly it like that. I'd guess 75% or more are doing just that. Why not correct it?

In my case, I know the Edge can do better and that I've got some work ahead of me. I'll be shimming the engine upward, 1 degree at a time, until the Edge flies straight arrow in knife-edge and doesn't change pitch with different throttle settings. This will take a little time and further flight testing, but well worth the effort in the end!

The Jefco R/C Auction

By Keith Davis



If you have never been to the Jefco Auction, you should try to make it at least one of those scheduled days, it's an experience!

Full page flyers can be picked up at Pikes Peak RC store or you can print out the flyer from the PPRC website.

New PPRC Safety Officer

By Keith Davis



Due to the extensive amount of time required to produce a quality newsletter (I hope), I have relinquished my duties as the club safety officer.

Rick Paquin has volunteered to become the new club safety officer. Rick has been a club member for quite a few years now, and knows the rules like he knows his P-47 Thunderbolt!

Rick, thanks for stepping forward in helping to keep our club safe!

2009 Frozen Needle Fly-In

By Gus Gustafson



Over the past 15 years a tradition for the Pikes Peak Flying Club is to have a fly in on the 1st of January no matter what the weather. So far we have never been beat out by the weather.



2009 Frozen Needle Flyers

Two years ago, we just made it as the road to the flying field was impassable until a few hours before the start time. The county cleared the road of deep snow and the Fly-In was saved.

The snow was drifted around the field and the runway was glare ice. The temperature was below 20 degrees and the wind was blowing about 10 to 20 mph. Eighteen flyers showed up and flew that day. That day was considered a success.

Part of the tradition of the Fly-In is to cook the PPRC version of an Egg McMuffin. It includes egg, ham and sausage in an English muffin. Hot coffee and tea is also served. A button that states a person has flown at the Fly-In is given to each pilot.

This year keeping with the tradition, I arrived at the flying field early. The temperature was about 40 degrees and there was almost no wind. Our cook arrived and we set up the kitchen and soon the water has hot for coffee and tea, and the cook started cooking the McMuffins.

Meanwhile people were arriving all morning and the sound of airplane engines started to fill the air. Pilots arrived all morning and were flying. All were given an "I Flew in the 2009 Frozen Needle" button.

By 11:00am, all the McMuffins were gone and people were still arriving to fly. By 1:00pm, the flying was still going on and 43 club members were present.

I handed out 38 "I Flew" buttons, which may be a record for all years. There were 3 mishaps and the airplanes were lost when they hit the ground. All in all, it was a grand day for flying and all had a wonderful time. We are now waiting for January 1st 2010!

2009 Frozen Fence Repair

By Keith Davis



After the Frozen Needle flying and eating was done, some of us still energetic flyers, put our planes away and broke out the hammers and nails to repair the Judge Orr road fence.

Several months back, a car driving down Judge Orr road, managed to flip over and roll through the fence. Then a tow truck had to cut another hole in the fence to recover the car.

So as you can imagine, we had a big project to accomplish. Fortunately, we had the good weather, we had plenty of people, and we had the parts and pieces to repair the fence that afternoon.



The fence gang at work

The repairs turned out pretty good. I just may use my newly acquired fence repairing skills and apply for a job with Homeland Security!

All About Warbirds

(Formerly "The Warbird Corner")
By Keith Davis



This article is a special request by Kirby Stafford. As many of you may or may not know, Kirby, one of the club's most respected member's has the distinct honor of co-piloting the B-17 Flying Fortress, was an Aircraft Commander in the B-24 Liberator, and piloted the B-29 Super Fortress during WWII.

But before Kirby was cleared to go drop bombs on the bad guys, he had to go through some multi-engine training in the Beech AT-10 Wichita. Kirby asked if I would write up an article about the plane, so here it is . . .



Beech AT-10 Wichita

In 1940 Beech Aircraft Company designed a twin-engine, retractable landing gear, advanced trainer for soon to be bomber and transport pilots. It was designed to be built for ease and speed for manufacture on a large scale.

However, due to the concerns of high demands on scarce metals to support the war effort, Beech built the AT-10 out of plywood. Only the engine cowlings, landing gear, and the area around the cockpit used any type of metal. Even the fuel tanks were made of plywood, and then covered with neoprene, a synthetic rubber.

And since the aircraft was nearly 80% plywood, Beech sub-contracted local furniture stores to assist in the building of the AT-10. Beech named the AT-10, "Wichita", after Wichita Kansas, where the factory was located.

The AT-10 Wichita turned out to be one of the most successful twin-engine trainers produced during

WWII. Over 50% of the USAAF pilots received transitional training from single-engine aircraft to multi-engine aircraft through the AT-10 Wichita.



Beech AT-10 Wichita Cockpit

Between 1941 and 1943, nearly 1800 Wichitas were built, 600 of them being built by Globe Aircraft company (later renamed Temco) based out of Dallas, Texas. The last AT-10 to be built was on September 15th 1943.

The U.S. Navy's version of the AT-10 was called the UC-45J Navigator and the SNB-1 Kansan The civilian version was called the Beech -18. In June 1997, the last flyable AT-10 Wichita was sent to the National USAF museum, Wright Paterson AFB in Dayton, Ohio and is now on display.

Aircraft Specs:

Two Lycoming R-680-9 radial engines at 295 hp each

Max Speed: 190 mph

Range: 600 miles

Ceiling: 20,000 ft

Wingspan: 44ft

Length: 34ft 4in

Weight: 6,485 lbs



Kirby C. Stafford, 1943

Got a Picture? Got an Article?

Send it to:

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(Keith Davis PPRC Newsletter Editor)

Show & Tell

By Keith Davis



Duane Zinke and his colorful Kaos



Mike Evans explains his Kaos wing



Jacob Davis enjoys his new Nobler



Dan Brunson and his F-15 Eagle



Ben Woofter and his Spitfire project



Rick Paquin briefs about his Bearcat



Larry Laughlin talks turbine engine



Jim Terry with his Mustang and helo

1st Annual PPRC Digital Airplane Raffle

By Keith Davis



Larry Laughlin's 74" WS Edge 540



Bob Knowles' 64" WS Bampf



Doug Beacham's 74" WS Funtana



Keith Davis' 80" WS Zero



Milt Woodham's 36" WS Gemini



Romi Lucas' 64" WS Corsair



Mike Evans' 80" WS Fokker DVIII

Upcoming Events:

- Feb 5th 2009 (Thursday) – Club Meeting
 - Feb 6th, 7th, 8th 2009 - Jefco Auction
 - Feb 21st 2009 – Denver Air & Space Museum RC Clubs Display
 - Mar 2nd 2009 (Monday) – Club Meeting
 - May 29th, 30th, 31st 2009 – Love-Air RC Club Jet Rally
 - Jun 13th, 14th 2009 - Jefco's "Warbirds Over Denver"
 - Jun 20th, 21st 2009 – PPRC's "Warbirds Over Pikes Peak"
 - Jul 19th 2009 – PPRC's Scale Fly-In
 - Aug 29th, 30th, 31st 2009 – Denver's "Warbirds Over the Rockies"
 - Sep 5th, 6th 2009 – Desert Corral's "Warbirds Over Pueblo"
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