

Pikes Peak Radio Control Club Newsletter



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AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920
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Club President – Doug Ransom / Club Vice President – Rod Hart
Club Safety Officer – Mark “Gus” Grissom / Club Treasurer – Adam Heffington
Club Secretary – Keith Davis / Club Newsletter & Website Manager – Keith Davis

Next PPRCC Meeting:
7:00pm / Apr 8th (Mon) 2013
@ Pikes Peak Public Library on Union

Local RC events happening this month:

Last Month's Minutes . . . (March)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:40 pm

Members Attended: 31
New Members: 1 – Allen Hancock. Welcome!
Guests: 1 – Billy Crisler

New Business:

1) Club President Doug Ransom, brought up the subject of bringing back the RC Airplane Trainer/Trainee program to the club. The floor was open for discussion and many pros and cons about the program were discussed. The matter is still under debate.

2) Club Treasurer Adam Heffington, stated the club had paid its annual property tax bill last month. Next month the annual AMA insurance and annual property payment will be due.

Old Business:

1) Club VP Rod Hart, has arranged to have PPRCC members get a guided tour at the newly opened National Museum of WWII Aviation in Colorado Springs. The tour will take place this month.

You're having
A bad Day when . . .



“The company helicopter finally arrives with your replacement after completing your one-year assignment at the North Pole. But it looks like your assignment is about to get extended.”

Gus & Safety

By Gus Grissom



Gus said that after coming out of a long, cold winter, be sure to check your fuel containers and fuel filters for possible algae growth. Algae can grow in kerosene and nitro fuels in temperatures as low as 20 degrees. Black or dark green substance in your fuel will be a sign of growing algae. Algae can build up in the fuel filters and cause the engine to flame out.

Guest Speaker Mr. Billy Crisler

By Keith Davis



Mr. Billy Crisler, Professor of Engineering and in charge of RC Modeling at the USAFA, paid us another visit at the March club meeting.

During his visit, he informed us that 3 local high schools are interested in RC airplanes and would like to conduct a half-day of RC airplane learning and flying at their schools.



“Mr. Billy Crisler, Professor of Engineering, visiting from the United States Air Force Academy.”

Mr. Crisler is hoping the events will take place in April or May and looking for volunteer instructors from our club. Doug Ransom and Kevin Kinzel are working out the details with Mr. Crisler and we should be hearing something from them soon.

Show & Tell Item - I

Dan Brunson's Great Planes Quad Copter



“Dan brought in Great Planes' newest item, the SQ Quad Copter. The copter is operated by a 2.4ghz radio and powered by a 2-cell battery that can be charged with the USB charger that comes with it. Dan is now selling the item at Pikes Peak Hobbies for \$100.00. Dan also did a demo flight at the meeting, pretty neat!”

Get Ready for Those Test Flights!

By Keith Davis



I wrote a similar article to this last year, but with the large amount of new members we have this year, and summer fast approaching, I thought that I would do it again.

As everyone knows, the first flight on a new airplane can be nerve racking. Questions like; Did I forget anything? Is the CG correct? Do I know what I am doing? Questions like that, any many more are usually going through your mind just before to give that throttle 100% as you roll down the runway.

Here are a few easy suggestions to remember before you bring your plane out to the airfield for that first flight:

Suggestion #1: Make sure that you complete a CG check in accordance with the airplane manual.

Why? A nose-heavy airplane may not get off the ground but if it does, it still may fly stable. A tail-heavy airplane may get off the ground but if it does, it will take a lot of stick control to keep it in the air and landings will be difficult.

Suggestion #2: Make sure that all of your radio trim tabs are centered when setting up the radio to the receiver. If it is an electric plane, then your throttle trim should be off or all the way down.

Why? If your trim tabs are not centered during flight and need to make trim adjustments, you may run out of trim and end up trying to fly the plane while holding pressure on one or both of the sticks. Very difficult to fly and land that way!

Suggestion #3: Always do the first flight control check while standing behind the plane and while the plane is right-side up.

Why? It is an easy mistake to set up the ailerons and or the elevator in reverse when standing in front of the plane or while it is inverted when setting up the radio to the plane.

These are just a few of the major causes of first flight –first crash incidents. If you follow these suggestions before you leave the house with your plane, then there will be a good chance that you will come home with your plane, in one piece!

Good luck on those test flights!

Show & Tell Item - II

Keith Davis' Nitroplanes P-51 Mustang



"Keith displayed his P-51 Mustang, the Lou IV. The plane is pretty simple with a .60 electric motor, electric retracts and a 66" wingspan. However Keith went more into the history of the real LOU IV. It served in WWII, the Air National guard, later bought by a private owner, involved in several mishaps and was finally destroyed during a crash in 2007."

Ben Woofter's Class On the Vanessa Device



By Keith Davis

During the March meeting, club member Ben Woofter presented a short class on how to build a Vanessa C.G. Rigging device for balancing you planes.

Ben went through the list of items that are required to build the device for large and small airplanes. With the proper equipment and parts, it shouldn't take more than a few hours to complete.

Ben also handed out building instructions for those who wanted to try and build one at home.



"Ben explains how to build the Vanessa C.G. device, quick and simple!"

When Ben was done with the class, he raffled off the two examples that he brought in. Club members Kevin and Brad were the lucky recipients.

Thanks for the class Ben!

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

Lkdavis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor

Show & Tell Item - III



Dick Clasen's Kit-Built Tiger II



"Dick had owned this Tiger II for over ten years now. He brought it in to explain how he had recently crashed the plane because the servo tray had come loose. But after 3 months of repair work, the Tiger II is up and flying again. The plane is powered by an O.S. 61 two-stroke engine. Nice repair job!"

All About Civilian Birds

By Keith Davis



Established in 2000, this little known aerobatic team out of South Africa, called the Flying Lions, became one of the world's most popular aerobatic teams after being the first aerobatic team to perform this dangerous stunt, called water skimming.



“First time ever that four aerobatic planes completed the feat of water skimming.”

The four-man team acquired the four T-6 Harvards from the South African Air Force (SAAF) after the SAAF decommissioned them in 2000. Team members Scully Levin (Lead Pilot), Ellis Levin (#2 Slot), Arnie Meneghelli (#3 Slot) and Stewart Lithgow (#4 Slot) were all retired Air Force pilots and decided to become an aerobatic team.

However, after a few shows, they wanted to come up with something different to really wow the crowds. Within a few years, they came up with the idea of water skimming. In 2006, they performed their first show and stunned the crowd with a 2km stretch of water skimming across the Klipdrift Dam in South Africa.



“Water Skimming – The technique of placing the main wheels just a few inches into the water, without causing the plane to cartwheel.”

The Flying Lions have performed this dangerous stunt for several years now, without a mishap. Despite several shows performing this stunt, many people who view the pictures believe it may be photo-shopped pictures.

And unfortunately, several not-so-talented pilots have tried this stunt with their own planes and were not so lucky. You Tube has also posted several videos of pilots performing water skimming with their own planes, pretty cool but pretty dangerous too!



“As you can imagine, one wrong move with the stick and over you go!”



“Overhead view of the team. Coordination, timing and spacing is everything.”

Did You Know? In the United States, the AT-6 was known as the Texan. Anywhere overseas, the AT-6 was known as the Harvard. It was still the same airplane.

Did You Know? During the 1948 Arab-Israeli War, The Syrian Air Force used the AT-6 as a ground attack plane. During that same war, a Syrian rear gunner in an AT-6 shot down an Israeli Avia S-199 fighter plane during a dogfight.

Doolittle Raider, Passes away

Article sent in by Curt Hughes



Tom Griffin, one of just five surviving Doolittle Raiders, died Tuesday night in his sleep at the Fort Thomas VA hospital in Kentucky. He navigated one of 16 North American B-25 Mitchell bombers from the USS Hornet in the middle of the Pacific during the early dark days of World War II to launch a surprise daylight attack on Tokyo, lifting American morale. The longtime Green Township, Ohio, resident was 96.

By his own count, Mr. Griffin cheated death eight times during World War II. The first time was when he took off in a land-based bomber from the deck of the USS Hornet at 9 a.m. April 18, 1942. The mid-ocean takeoff made history. No land-based bomber had ever taken off from an aircraft carrier in combat. The Raiders made history later that day when they bombed Tokyo in partial payback for Japan's Dec. 7, 1941, surprise attack on Pearl Harbor.



"Mr. Tom Griffin. Photo by the National Museum of the U.S. Air Force."

Mr. Griffin's plane, which he named the Whirling Dervish, knocked the lights out in Tokyo. The Whirling Dervish's bombs flattened the Tokyo Gas & electric plant. The Doolittle Raid took place this month, 71 years ago.

Show & Tell Item - IV

Curt Hughes' Top Flite ARF P-47 Thunderbolt



"This is one of the two P-47s that Curt brought to the March club meeting. This P-47 with a bubble canopy, has a G-62 gas engine, weighs 22 pounds and has an 86" wingspan.

This nice-looking Jug was recovered with Ultrakote and Callie graphics. Curt had the plane for sale and it was sold that night!"

2013 PPRCC Events

By Keith Davis



The club currently has three major events scheduled for 2013; Warbirds over Pikes Peak, PPRCC Scale Fly-In and PPRCC Electric Fly-In. And believe it or not, these events are just 90 days away!

However, before you arrive, please know the "Rules of Engagement" for each of the events:

General Rules of Engagement:

- All events are open to PPRC club members, local club members and flying guests.
- All participants must have a 2013 AMA card.
- During the events, the field will be closed to non-participant flyers.
- All events are non-contest events. Fly as much or as little as you wish, no pressure!

Specific Rules of Engagement:

Warbirds over Pikes Peak (22-23 June 2013)

- \$25 Pilot's fee.
- Open to any type of scale or semi-scale aircraft, with military markings.
- Gas, glow or electric powered.
- Awards will be given out to several airplane categories.

PPRC Scale Fly-In (13 July 2013)

- \$5.00 Pilot's fee.
- Open to any type of scale or semi-scale airplane, military or civilian.
- Gas, glow or electric powered.
- Awards will be given out to best military airplane and best civilian airplane.

PPRC Electric Fly-In (27 July 2013)

- \$5.00 Pilot's fee.
- Open to any type of scale, semi-scale or non-scale airplane.
- Electric powered only.
- Awards will be given out to best electric airplane, 1st – 2nd – 3rd place.

These events should cover the majority of pilot's interests but the club is always open to suggestions. We hope to see more PPRCC members at the events this year, so stay and fly all day or stay just a few hours and fly once, but come on out!

Show & Tell Part - V

Curt Hughes' Top Flite RTC P-47 Thunderbolt



"This was the second airplane that Curtis brought in, a Ready-to Cover (RTC) P-47 with a Razorback conversion kit. This plane has a DA-50 gas engine, weighs about 23 pounds and also has an 86" wingspan. As you can see, it is still in the process of being built. It will be named the Little Demon when complete."

WWII Aviation Museum Tour

By Keith Davis



Back in March Club Vice President Rod Hart, arranged to have a guided tour for PPRC members at the WWII Aviation Museum. Rod is also a volunteer tour guide there, so he also gave us the exclusive tour!



“Rod met several of the club members at the main entrance to begin the guided tour.”

The tour took about two hours and Rod spoke about everything like the beginnings and future plans of the museum, items on display, airplanes on display and the restoration of airplanes, engines and propellers. It was a full two hours!



“Rod talks a brief history of the B-25 Mitchell while fellow club members looks on and listens.”

Plenty of pictures were taken and now posted on the club website. So if you missed the tour, you can view many of the displays on the PPRCC website or just visit the WWII Aviation Museum website. Rod, thanks for the tour, it was great!

Show & Tell Item - VI

Rick Paquin's Dynam Fw-190 and Me-262



“Rick purchased both of these Plug & Play Dynam aircraft from Nitroplanes. The Me-262 was a little more expensive than the Fw-190, but both aircraft came complete with radio, receiver, motors and battery. Rick said that he already had one mishap with the Me-262, but other than that, both planes fly great!”

Show & Tell

Item - VII

Larry Laughlin's modified Duster



"Larry modified his Duster by taking the dihedral out of the wing and made it a straight wing, recovered the plane and went with a checkerboard pattern on the bottom and installed a RCV 1.20, 2 to 1 gear ratio 4-stroke engine. The plane now weighs 7-8 pounds and is ready for its first flight!"

I Flew

Email sent in by Greg Moore



I FLEW

*When the last checklist is run and the bagdrag is over
I will reminisce of the days I once knew,
I will not remember the 3 AM alerts
But only that I flew!
I will not remember the crew rest in tents
Nor recall how cold arctic winds blew,
And I'll try not to remember the times I got sick.
But only that I flew!
I will never forget when nature became angry
And challenged my intrepid crew,
And I'll always remember the fear I felt
And the pride in knowing I flew!
I will remember the sights my mortal eyes have seen
Colored by multitudes of hues,
Those beautiful lights on cold winter nights
Seen only by those who flew.
God was extremely good to me
And let me touch his face,
He saw my crew through war and peace
And blessed us with his grace.
So when I stand at Saint Peter's Gate
And tell him that I'm new
I know he'll smile and welcome me,
Because he knows
I FLEW!*

Brad Baker

Pikes Peak RC Hobbies



Support Your Local Hobby Store!

Upcoming RC Events:

- Apr 8th (Mon) 2013 - PPRC Club Meeting
- May 6th (Mon) 2013 - PPRC Club Meeting
- Jun 4th (Tue) 2013 - PPRC Club Meeting
- Jun 7th 8th 9th (Fri-Sat-Sun) 2013 - Warbirds over Denver
- Jun 22nd 23rd (Sat-Sun) 2013 - Warbirds over Pikes Peak

