

# Pikes Peak Radio Control Club Newsletter

Volume 41 / Issue 08

August 2013



AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920  
Phone: 719-329-1600 / Website: [www.pprcflyer.net](http://www.pprcflyer.net)

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 / August 5<sup>th</sup> (Mon) 2013  
@ Pikes Peak Public Library on Union

**Local RC events happening this month:**  
PPRCC Family Day & Swap Meet  
Pueblo's Big Bird and Fun-Fly

## Last Month's Minutes . . . . (July)



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

Members Attended: 21  
New Members: 0  
Visitors: 1 – Ken Campbell, welcome!

### New Business:

- 1) Club President Doug Ransom, stated the club had a great turnout during the Warbirds over Pikes Peak event. However, there was a close-call when a plane crashed into the west pit area. In all future events, initial test-flights will not be permitted during the events. No exceptions!
- 2) Club Treasurer Adam Heffington, discussed the club's finances for the month of June. Exact expenses for the Warbirds over Pikes Peak, Scale Fly-In and Electric Fly-In events will be released at the next club meeting (August).
- 3) Club Website Manager Keith Davis, reminded everyone to keep posted forum articles related to club or RC topics and issues. An ad was posted on the forum to sell shoes, T-shirts and other clothing, nothing to do with the RC hobby.

### Old Business:

- 1) Club Website Manager Keith Davis, stated the issue of the club making a dedicated helicopter flying area was mentioned on the website forum. The topic was discussed once again during the club meeting and it was reiterated that helicopters are allowed to fly from any of the runways, with or without fixed-wing aircraft, so at this time, a dedicated helicopter flying area is not required.

## You're having A bad Day when . . . .



**"For obvious reasons, you decide to leave your brand new Park flyer right where it is and buy a new one!"**

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## Gus & Safety

By Gus Grissom



Gus brought up three safety issues at the July club meeting:

- 1) When conducting ground taxi tests on the runway and if someone else is already flying, be sure to stand at the same end of the runway with the flying pilot. If no one is flying, then the runway is all yours!
- 2) As mentioned before by the club president, initial test flights will not be permitted during club events. Range checks and test flights should be done before or after any event. If the test flight has not been completed, then that plane will not be allowed to fly during the event.
- 3) If operating a gas or turbine engine, don't forget your fire extinguisher!

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## Warbirds over Pikes Peak Awards

By Keith Davis



Congratulations to all who participated and went home with a PPRCC award last month during the Warbirds over Pikes Peak.

Here is the list:

**Pilot's Choice:** PPRC Keith Davis / JN4 Jenny

**People's Choice:** PPRC Larry Sipes / Spitfire

**Guest Pilot Recognition:** From Denver-Leo & Betty

**Large Scale 1<sup>st</sup> Place:** PPRC Ben Woofter / J5 Cub

**Large Scale 2<sup>nd</sup> Place:** Duane from Pueblo / Zero

**Small Scale 1<sup>st</sup> Place:** Denver Pilot / Tiger Moth

**Small Scale 2<sup>nd</sup> Place:** Denver Pilot / P-47

**Electric 1<sup>st</sup> Place:** PPRC Curt Hughes / P-47

**Electric 2<sup>nd</sup> Place:** Denver Pilot / Green B-17

**Best Jet 1<sup>st</sup> Place:** PPRC Greg Moore / F-15

**Pictures of all these planes and pilots can be viewed on the club website, gallery section.**

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## Show & Tell Item - I

Duane Zinke's Rebuilt Cessna 182



**"Duane brought in a pre-owned, then re-furbished Cessna 182. The wing was rebuilt using foamboard and monokote covering. It now has a 72" wingspan and powered by a Satio .65 four-stroke engine. Duane hopes to fly the plane for the first time real soon."**

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## Curt Hughes, Moving to Arizona

By Keith Davis



Long time club member Curt, of nearly 20 years, has finally made the decision and is now moving to Tucson, AZ this summer.

Curt is one of the club's top-notch electric builders and flyers. Many of us novice and experience pilots always turned to Curt for electric airplane advice.



**“Curt Hughes – Former USAFA academics instructor and now a dedicated electric flyer. The club will miss his skills and the awesome planes that he brought to the club meetings.”**

Everyone hopes Curt and his family will have a safe move to Tucson, AZ. But maybe he won't find a descent club to fly with down there and decide to move back here. Curt thanks for sharing your knowledge and experience with all of us!

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**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](mailto:Lkdavis03@hotmail.com)

Keith Davis – PPRCC Newsletter Editor

*Pikes Peak RC Hobbies*



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## So, What is this Airplane?

By Keith Davis



**Clue #1:** The purpose of this plane was to build a long-range medium bomber that could fly as far as the B-29 Superfortress but required less resources to build, operate and maintain.



**Clue #2:** This plane was powered by two Allison V-12 engines, each engine required five P-39 Airacobra drive shafts to drive the dual contra-rotating pusher props.



**Clue #3:** This plane had a crew of three; a pilot, a co-pilot and a bombardier. The co-pilot also had the duties as the gunner in which he had to face rearward for defensive firing.

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**Last month's airplane was Britain's Boulton Paul Defiant. Club VP Rod Hart had the correct answer. Nice going Mr. VP!**

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## The Jenny Twins

By Keith Davis



Well, the two planes did start out as twins but I decided to change the fuselage covering on my Jenny and the other owner, Marco Zarategilmore, decided to make a few of his own personal changes.



**“Built by Maxford USA, Marco and I both bought the 105” wingspan ARF Jenny. It only comes in Cub Yellow, but we had to change that!”**

For such a large plane, the build time did not take long at all. However, running the support wires through the wings were time consuming. I am using an O.S. BGX 1-3500 (2-stroke) engine in my Jenny and the plane weighs about 22 pounds. Marco has a Fuji 62cc (gas) engine in his Jenny and his plane weighs about 23 pounds.



**“Keith’s Jenny (Blue) and Marco’s Jenny (Yellow). You can see the changes that we made compared to the above original Jenny.”**

Both planes did quite well on its initial test-flights, a bit of flight trimming here and adding weight there. But overall, it flies easy and to scale.



**“Marco added OD green along the backside of the fuselage, used lightweight wheels, shortened the wing struts by one inch and changed the ID number.”**



**“Keith completely changed the fuselage color to blue, covered the wheels with USA stars and added machine guns to resemble a JN-4G (Gunnery Trainer) Jenny.”**

Even though we did have our Jennys out at the airfield at the same time, we never got the chance to try any formation flying. We both had airplane issues to take care of. But we will try again at a later time.

The only complaint about the plane, if any, is fuselage and the wing halves takes up lots of space and a roomy vehicle or trailer is required to transport the plane. Other than that, they fly great!

**Maxford USA also sells the Jenny in a 50” wingspan. You can view their website for all the details.**

[www.maxfordusa.com](http://www.maxfordusa.com)

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## PPRCC Scale Fly-In

By Keith Davis



Last month the club held its annual Scale Fly-In event, organized by club member Rick Paquin. It was a modest turnout with 15 registered pilots, plenty of spectators and great weather for flying.



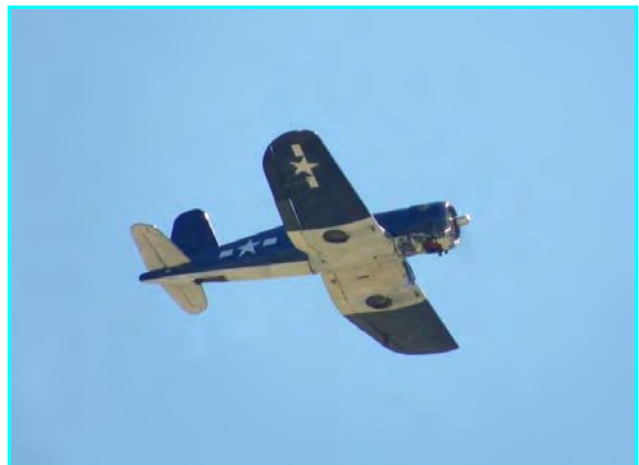
**“Joe Gilbert conducted several parachute drops from his Hanger 9 Twin Otter.”**



**“Here’s a good shot of the jumper seconds before impact, I mean before landing!”**

Most of the flying started to thin out by 2:00pm, so Rick decided to go ahead and hand out the awards. Dan Brunson with his F-15 Eagle won the Best Scale Military award and Curt Hughes with his Cessna 182 won the Best Scale Civilian award. Nice going guys!

**Thanks to all that came out in support of the club event. View the PPRC website for more pictures!**



**Top - Rick (Center) presents the awards to Curt Hughes (Left) and Dan Brunson (Right).**

**Middle - Ben managed to get in a few flights with his Hanger 9 P-51 Mustang.**

**Bottom - Murphy’s Top Flite Corsair flies overhead. The smoke system was off at the time.**

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## Love-Air 1<sup>st</sup> Annual Scale Fun Fly

Flyer submitted by Love-Air RC Club



1st annual Love-air

# Scale Fun Fly

August 3-4 2013

**Bring your scale models and have fun flying from our 800'  
paved runway!**

*Any Scale models allowed, ARFs included.  
Bring as many models as you would like.  
Emphasis will be on scale, realistic flying, and fun!*

*Awards given for best of era.  
Lunch will be cooked both days.  
Overnight camping available as well.*

*\$20 entry fee / AMA required, proceeds to Love-air R/C*

*For more info contact Contest Director  
Rich Perry [richp70@gmail.com](mailto:richp70@gmail.com)*



## Show & Sell Item - I

Greg Banas' Park Zone T-28 Trojan



**"Greg brought in a Park Zone Flyer T-28 Trojan to sell. Still in great shape and only has a few flights on it, it comes complete and ready to fly. Greg is asking \$150.00 for the complete setup."**

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## All About Military Planes

By Keith Davis



Little less known, but just as important as the C-47 Skytrain during WWII, was the Curtiss C-46 Commando. Here is the story from Wikipedia:

The Curtiss C-46 Commando was a transport aircraft originally derived from a commercial high-altitude airliner design. It was instead used as a military transport during World War II by the United States Army Air Forces as well as the U.S. Navy/Marine Corps under the designation R5C.



**“The Commando had a patented fuselage conventionally referred to as a "figure-eight" (or "double-bubble"), which enabled it to better withstand the pressure differential at high altitudes. This design was ideal for the China-Burma-India Campaigns (CBI), better known as Over the Hump operations.”**

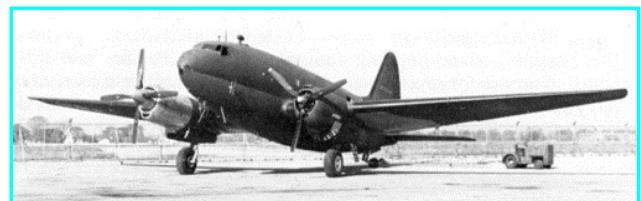
Known to the men who flew them as "The Whale," the "Curtiss Calamity," the "plumber's nightmare", and among ATC crews, the "flying coffin," the C-46 served a similar role as its counterpart, the Douglas C-47 Skytrain, but was not as extensively produced. At the time of its production, the C-46 was the largest twin-engine aircraft in the world, and the largest and heaviest twin-engine aircraft to see service in World War II.

After World War II, a few surplus C-46 aircraft were briefly used in their original role as passenger airliners, but the glut of surplus C-47s dominated the marketplace with the C-46 soon relegated to primarily cargo duty. The type continued in U.S. Air Force service in a secondary role until 1968. However, the C-46 continues in operation as a rugged cargo transport for Arctic and remote locations with its service life extended into the 21st century.



**“The C-46 was able to handle the wide range of adverse conditions encountered by the USAAF. Unpredictably violent weather, heavy cargo loads, high mountain terrain, and poorly equipped and frequently flooded airfields proved a considerable challenge to the transport aircraft then in service.”**

**“Although not built in the same quantities as its more famous wartime compatriot, the C-47 Skytrain, the C-46 nevertheless played a significant role in wartime operations, although the aircraft was not deployed in numbers to the European theater until March 1945. It augmented USAAF Troop Carrier Command in time to drop paratroopers in an offensive to cross the Rhine River in Germany (Operation Varsity).”**



**“Curtiss elected not to install self-sealing fuel tanks on the C-46, therefore it had a higher loss rate due to enemy ground fire than the C-47 with its self-sealing fuel tanks.”**

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## PPRCC Electric Fly-In

By Keith Davis



The club had a second event during July, the PPRC Electric Fun-Fly. It was a good turnout with 25 registered pilots and plenty of spectators. And the assortment of electrics was impressive too; planes, jets, helos and one gyro-copter!



**“Ben Woofter brought out his experimental gyrocopter. It did well on ground runs but it was a bit to breezy to safely leave the ground.”**

The event kicked off around 9:00am and ended around 1:00pm because of incoming storm clouds and winds. But during that time, plenty of electric flying got underway without any incidents.

A group of helo pilots came down from Denver this year and flew at our fieldsite for the first time. They really enjoyed the open space and the ability to fly with no altitude restrictions.



**“Jason and Jason (Yes, both pilots were named Jason) from Denver, put on quite a show with their aerobatic helos.”**

Around 1230 pm, I decided it was time to give out the awards before the incoming storms overwhelmed us and drove away the pilots. Greg Moore took 1<sup>st</sup> place best electric, Jack Dech took 2<sup>nd</sup> place best electric and Milt Woodham took 3<sup>rd</sup> place best electric. All registered pilots voted and decided who should be awarded the best electric awards.

Congratulations to the award recipients and thanks to all that came out to do some electric flying at this year’s PPRC Electric Fly-In.



**“Karl Prince’s Extra does a nice loop over the moon as it heads back to earth.”**



**“Rod Hart and his F6F Hellcat were looking for a few Zeros to tangle with, but there were no takers!”**

***There will be plenty of pictures of the electric event posted on the club website soon. So keep checking the Gallery section!***



## RC Flying In Pueblo

By Keith Davis



Plan on going to Pueblo in August? Well here are a few RC events that you can check out:



**SKY CORRAL R/C CLUB**  
EST. 1970  
PUEBLO, CO

### BIG BIRD AND FUN-FLY

(No Big Bird? Come fly what you have!)

**August 23, 24 and 25, 2013**  
At BRAD DOLLIVER FIELD, Pueblo CO  
(38° 18' 13" N; 104° 41' 40" W)

**Featuring The 9<sup>th</sup> Annual Barbecue**

\$10 LANDING FEE INCLUDES SATURDAY BARBECUE  
AMA REQUIRED

Raffle Prizes: 83<sup>rd</sup> Mentor V-2 with 26cc Gas motor, quad-copter  
Door Prizes



EARLY ARRIVALS OK  
RV Parking but no services  
RV Dump Site within 1 mile

**BARBECUE AT 3:00PM SATURDAY 24th**

PAVED EASTWEST RUNWAY 60 FEET BY 500 FEET  
PAVED NWISE RUNWAY 30 FEET BY 500 FEET

Directions

I-25 to Pueblo; exit 101 to highway 50 west. Continue west to Purcell Blvd.(Safeway store on the right), turn left (south) on Purcell and continue about 1.2 miles to Woodleaf street. Turn left (east) on Woodleaf and continue to the end and turn right. Proceed through the gate to the field.

CONTACT: Max McCartney: 719-647-9285 e-mail: mccartmx@aol.com  
Larry Mathis: 719-561-9510, Al Couture: 719-545-1705



**SKY CORRAL CLUB AND THE BIRDS OF PREY PRESENT**

# WARBIRDS OVER PUEBLO 2013

**AUG. 31st.-SEPT. 1st.**

## WWI-WWII-JETS-ELECTRICS-TURBINES

DRY CAMPING AVAILABLE PUBLIC WELCOME NO CHARGE

**Location: Colonel Brad Dolliver Field**



**Directions:** Hwy. 50 West to Purcell South, Left on Woodleaf to Dead End, take Right into Flying Field  
**Questions:** Duane 719.566.9624 or Brent 719.5439319

The Sky Corral RC club in Pueblo, CO sponsors both events. AMA membership is required and a minimal pilot's fee is due upon registration.

If you do decide to attend any of these events, just be prepared for the heat, it does get warm down there this time of the year!

## Upcoming RC Events:

- Aug 3<sup>rd</sup> (Sat) 2013 - 1<sup>st</sup> Annual Love-Air Scale Classic Fun-Fly
- Aug 5<sup>th</sup> (Mon) 2013 - PPRCC Meeting
- Aug 11<sup>th</sup> (Sun) 2013 - PPRCC Family Day & Swap Meet
- Aug 24<sup>th</sup> - 25<sup>th</sup> (Sat-Sun) 2013 - Pueblo's Big Bird and Fun-Fly
- Aug 31<sup>st</sup> - Sep 2<sup>nd</sup> (Sat-Sun-Mon) 2013 - Warbirds over Pueblo
- Sep 4<sup>th</sup> (Wed) 2013 - PPRCC Meeting
- Sep 13<sup>th</sup> - 15<sup>th</sup> (Fri-Sat-Sun) 2013 - Warbirds over the Rockies
- Sep 27<sup>th</sup>-28<sup>th</sup> -29<sup>th</sup> (Fri-Sat-Sun) 2013 - Love-Air RC Jet Rally
- Oct 7<sup>th</sup> (Mon) 2013 - PPRCC Meeting

