

Pikes Peak Radio Control Club Newsletter



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December 2013

AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920
Phone: 719-329-1600 / Website: 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 / Dec 3rd (Tue) 2013
@ Pikes Peak Public Library on Union

Local RC events happening this month:

Last Month's Minutes (November)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:15 pm

Members Attended: 25
New Members: 2 – Brian Woolliams and Robin Masek. Welcome!
Visitors: 1 – Glenn Goode

New Business:

1) Club President Doug Ransom, encouraged everyone to participate in the club's upcoming event, the 2014 Frozen Needle-Valve fun fly. All types of planes are welcome and the in-coming club President Rod Hart plans to serve breakfast.

2) Club Treasurer Adam Heffington, spoke about the club's November finances. Also, Adam is now accepting 2014 club membership and renewal applications.

3) Club members Kevin Kinzel and Eric Sauley are the two candidates for the 2014 club VP position. Be sure to attend the December club meeting and vote for your favorite candidate! Club VP Rod Hart will become the club president for 2014.

Old Business:

1) During the November club meeting, the club By-Law was voted on and approved to “Vote and approve club dues in October and take effect in the same month.” It used to read “Vote on club dues in October and take effect in November.”

You're having
A bad Day when . . .



“There were only 2 Big Stiks in the air at the same time, including yours. But for some strange reason, you tried to fly the other Big Stik while yours spiraled into the ground.”

Gus & Safety

By Gus Grissom



Gus talked a bit about preparing yourself and your planes for winter flying. Know what the weather is before you head out to the airfield, bring gloves, an extra jacket or two and a hat.

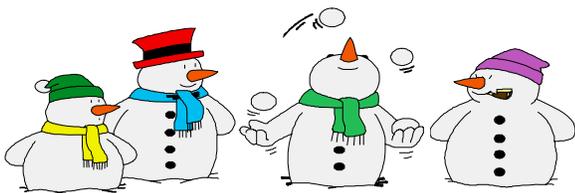
In preparing your planes, some planes just don't fly good in the cold, servos slow down, batteries don't last as long. Check your plane(s) for brittle covering and loose hinges. If you had an engine that was hard to start when the weather was warm, then it's going to be even harder to start in cold weather.



“During the Colorado winter months, you never know what to expect for weather, so dress for success!”

In other safety news, December will be Gus' last month as the club Safety Officer, He and his wife will be migrating to Arizona for the winter and will return in the summer. I guess that's one way to dress for success! Gus, thanks for all of your safety wisdom during the year and hope that it inspired us all to remain safety conscious in this fun but potentially dangerous hobby.

Club member Rick Paquin has once again volunteered to become the 2014 Club Safety Officer. Thanks Rick!



Show & Tell Item - I

Duane Zinke's Tommyboy



“This plane was given to Duane by an old friend. Duane rebuilt some areas and then completely recovered it. It came out quite nice. Tommyboy only has rudder and elevator controls, a 70" ws and powered by a Saito .45 4-stroke engine. Duane has not flown it yet.”

Getting Cold Outdoors? Then Fly Indoors!

By Keith Davis



Guest speaker Glenn Goode attended the November club meeting to promote indoor flying at the Colorado Springs historic city auditorium.

Aircraft that are electric powered or rubberband powered, controlled or uncontrolled are welcome. No fuel type aircraft are permitted. Landing fee is \$15.00 per pilot for 3 hours of flying.



“Glenn explains how simple it is to operate his Quadcopter.”



“Glenn then gave us an indoor demo flight of his Quadcopter.”

If interested, please see attached flyer to the right for the website address, flying schedule, directions and other information!

FLY INDOORS

in the Historic City Auditorium!



Over 8500 square feet, 40' ceiling. Built in 1923

Downtown Colorado Springs! SW corner of Kiowa and Weber.

221 East Kiowa
Colorado Springs, CO 80903

Always 6-9pm

Wednesday, November 6th 2013 – FF

Wednesday, November 20th 2013 – RC

Wednesday, December 4th 2013 - FF

Wednesday, December 18th 2013 - RC



Landing fee is \$20 \$15 per pilot – for a full 3 hours! Spectators are Free!

Come fly your ultralight or Free-Flight aircraft indoors; out of the wind, rain, snow, and cold.

For more info go to <http://www.rc-connectors.com>

and click the 'Indoor Flying' link at the bottom of the page

Email johnmcgrath2@comcast.net to get on our list



Pikes Peak RC Hobbies



Support Your Local Hobby Store!

So, What is This Airplane?

By Keith Davis



Clue #1: Although it looks very similar to the Grumman Avenger, this plane was designed to compete against the Avenger. And in many areas this plane outperform the TBF Avenger.



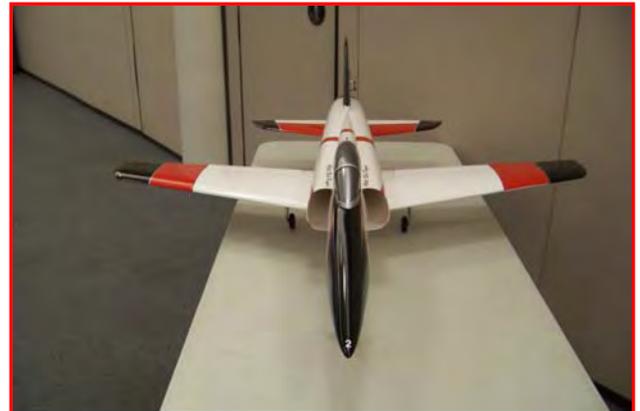
Clue #2: The U.S. Navy was highly interested in this plane but the manufacturer had all of its resources currently working on a larger airplane project (The F4U Corsair) and couldn't build the required numbers the Navy requested. By the time the factories were geared up to meet the request, the TBF/TBM Avenger had already fulfilled all of the torpedo squadron's needs and this plane was no longer needed. Therefore the project was cancelled.



Last month's unknown airplane was a Republic XF-91 Thunderceptor. The jet was a failure but Greg Moore was a success with the correct answer!

Show & Tell Item - II

Rick Paquin's HTE Sniper



"Rick displayed his electric powered, 90mm ducted fan Sniper. The Sniper comes with electric retracts and weighs about 9 pounds. Rick also modified the color scheme, just to be different! He said it is now easier to see, fast and fun to fly."

All About Helicopters

By Keith Davis



During the late 1960's and early 1970's the helicopter gunship was still a fairly new concept and in 1969, the Bell AH-1 Cobra had been named as the world's first dedicated helicopter gunship. But it wasn't because other aircraft companies were not trying to build one also.

They were trying hard, the Lockheed AH-56 Cheyenne, the Bell 309 King Cobra and the Sikorsky S-67 Blackhawk, just to name a few. None of them ever made it to full production, but the S-67 Blackhawk almost did. Here is a short article from Wikipedia about the S-67 Blackhawk.



“3 plan view of the Sikorsky S-67 Blackhawk.”

The Sikorsky S-67 Blackhawk was a private-venture, prototype attack helicopter built in 1970 with Sikorsky Aircraft R&D funds. A tandem, two-seat aircraft designed around the dynamic drive and rotor systems of the Sikorsky S-61, it was designed to serve as an attack helicopter or to transport up to 8 troops into combat.

The S-67 was very agile for a large helicopter. It performed a series of aerobic maneuvers during its various marketing tours, including rolls, split-S, and loops. The S-67 was reputed to be very smooth and responsive, in spite of its size and speed. Piloted by Sikorsky Test Pilots Kurt Cannon and Byron Graham, the S-67 established two E-1 class world speed records on 14 December 1970 by flying at 217 mph over a 1.9 mile course and 221 mph on a 9.3 to 16 mile course on 19 December 1970. These records stood for 8 years.



“The S-67 Blackhawk had several new innovations for a helicopter, to include a 5-blade main rotor and tail rotor system, retractable landing gear and speed brakes (seen deployed in picture above) for slow dives and maneuvering.”



Unfortunately, the lone S-67 prototype crashed while conducting a low-level aerobic demonstration flight at the Farnborough Airshow in September 1974. During a low-level roll maneuver, the nose dropped too close to the ground for safe completion of the maneuver. The aircraft struck the ground in a level attitude and immediately burst into flames. Sikorsky test pilot Stu Craig died on impact, and test pilot Kurt Cannon died nine days later from his injuries. Development work on the S-67 ceased after this accident. (See above set of pictures).

Did You Know? The U.S. Army later used the Blackhawk name again for the UH-60 Blackhawk.

Fremont County Frozen Flying

By Mark J. Sullivan



Howdy Everyone,

I just wanted to send out an early reminder of the Fremont County Radio Control Club's annual January 1st New Years Day flying commonly known as the "Nitro-Chili-Burn" that is held at our flying field at the south west corner of the Fremont County Airport.

I plan on having portable heaters and a windscreen/windbreak setup again, the same as in years past, and invite everyone to help and participate with this event. Please give me a phone call anytime with help or any questions that you may have. We had a tremendous turnout of participants the last year in somewhat chilly conditions and everyone had a great time flying and visiting, along with seeing what each other brought out to fly in possibly freezing conditions.

I'll start setting up at around 8 AM MST at the field and would appreciate the help in setting up heaters and cooking stoves and windbreaks and any other items that may need completed. I'll bring my award winning Nitro-Burn-Chili to share with everyone and please let me know what you may be able to contribute to this event also.

I realize this is quite an early reminder right now, but since I work so much out of town at times, I needed to get the word out when I had the time at the house to do this email, so mark your calendars for this fun event.

See everyone about 10AM on January 1st for this clubs annual event to start off a great New Year for 2014. Several flyers brought electrics and also foamy's to fly last year and that was a big hit too! Please let me know when this date gets closer in as to how many are planning on attending and what you'd like to bring with you also, for planning purposes.

Remember this event is rain or shine.....errrrrrrrrr.....snow or not....hahaha....get those planes ski's ready just in case!!!

Thanks everybody!
Mark J. Sullivan

Show & Tell Item - III

Indoor Flying by Glenn Goode



"Guest speaker Gleen first spoke about how to participate in some indoor flying in the upcoming months. Then he spoke briefly about his two indoor flyers, then he proceeded to do a demo flight with each of his indoor flyers."

The President's Corner

By Doug Ransom



President's corner

As I look back over the past year, I see that some things remain much the same. Politicians are still bickering, Christmas is around the corner once again, and the frozen needle valve is eagerly being anticipated once again. Yet two things remain certain: We all intend to fly radio-controlled aircraft this next year, and all of us intend to have fun while doing so, and our club relies on the participation and help of its members to be successful.

We have had field maintenance days, several flying events, and our annual Mike Evans Memorial family day, and a great newsletter each month - none of which would have happened had it not been for the work and contributions of the members of PPRC. To those who have helped make these events happen - whether you were part of the working crew, event director, or you participated in the event itself, my sincere thanks for your part.

Dickens wrote "It was the best of times, it was the worst of times." 2013 was no exception. During the Black Forest fire in June, club member Marc Herklotz and his wife Robin lost their lives, and club member Larry Laughlin (I believe there may have been others as well, please forgive any omissions) lost his home. The generosity and heart of PPRC members and many other fellow RC'ers showed through, however, and a substantial sum was donated for relief efforts. A sincere thanks once again to those who donated and to those who took on the task of organizing this effort.

So - aside from your letter to Santa (you ARE going to write one, aren't you?) telling him what you want under the tree, what are your RC plans for the coming year? Maybe it's a new set of plans (I ordered three last week myself), learning a new building process, or mastering the 'Harrier'. I encourage everyone to resolve to participate in our club beyond what you may have in the past. Submit an article to the newsletter. It need not be Pulitzer-quality. Take some photos at an event and turn them in to Keith for the web site. Share something at a club meeting. You may be unsure of your ability - like that first solo flight. Like that first flight, you will survive participating. Try it - you'll be glad you did, and better off for having done so.

Merry Christmas to all. And see you at the frozen needle valve!

Doug Ransom
2013 Pikes Peak RC Club President

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

Lkdavis03@hotmail.com

Keith Davis - PPRCC Newsletter Editor

PPRCC In 2014

By Keith Davis



2013 turned out to be another successful year for the PPRCC. All of the scheduled events went well with pretty good participation and most importantly, no injuries!

However for 2014, there's always room for improvement. The club will continue to have its annual Warbirds event, hopefully Rick Paquin will continue to head the Annual Scale Fly-In and I hope to have another year of the Electric Fly-In. All good club events.

But the club is always open to new ideas or suggestions; how can we improve member participation in club events and club meetings, what other events would you like to see? With the amount of jet pilots increasing in the club, how about a One-day Jet Demo rally?

With over 100 active club members, there is sure to be one or two new ideas out there that could be beneficial to the club and its members. So if you have a good idea or a suggestion, bring it up at any of the club meetings. Or if you want to keep it confidential, you can always approach any of the EC members on the side or just send me an email!



Upcoming RC Events:

- Dec 3rd (Tue) 2013 - PPRCC Meeting
- Jan 1st (Wed) 2014 - Frozen Needle-Valve Fun Fly
- Jan 7th (Tue) 2014 - PPRCC Meeting
- Feb 4th (Tue) 2014 - PPRCC Meeting
- Mar 3rd (Mon) 2014 - PPRCC Meeting

