

# Pikes Peak Radio Control Club Newsletter

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July 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 / Jul 2nd (Tue) 2013  
@ Pikes Peak Public Library on Union

**Local RC events happening this month:**  
PPRCC Scale Fly-In  
PPRCC Electric Fly-In

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



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

Members Attended: 29  
New Members: 1 – Bob Kramer, Welcome!  
Visitors: 0

### New Business:

- 1) Club President Doug Ransom, spoke with everyone about how summer is now here and the club has several events scheduled. He hopes to see many new faces at the events this year.
- 2) Club Vice President Rod Hart, gave a brief synopsis on the Texas Flying Legends that visited Colorado Springs last month. The club flies authentic WWII airplanes and they came to town to conduct a fly-over for the USAFA graduation ceremony. They also allowed a close-up look at all of the warbirds at the WWII Aviation museum in Colorado Springs.
- 3) Club Treasurer Adam Heffington, reported the club's finances for the month of May. There were no major purchases during May. However, Adam does expect club expenses to go up in the next few months because of the scheduled events.

### Old Business:

- 1) Club President Doug Ransom, was happy to announce that the recent airfield maintenance day went well. Many areas were worked on, including cleaning and repairing the shed, runway cracks on the west runway and fence repairs. Doug said thanks to all that participated.

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



**“You just returned from today's training mission, still thinking about what the Commander told you this morning; Jones, if you come back with one more damaged airplane, I'm transferring you to the Infantry!”**

## Clean-up Day at the Airfield

By Keith Davis



Back in June, club Prez Doug decided to have a clean-up and maintenance day at the airfield before the club's summer events begin.

We got plenty accomplished, to include fence repairs, table repairs and shed repair and cleaning. Chuck Hoth also brought out his Kobota tractor and cleared and extended each end of the runways by 30 – 40 feet. Dan Brunson and Kevin Kinzel came out a few days later, when it was warmer for the asphalt machine, to fill in some of the cracks on the west runway. It only took a few hours to get most of the work done, but it is now ready for the summer!



**“Doug makes fence repairs on the east runway. The plastic fences are holding out pretty good despite the weather and a few plane encounters!”**



**“Chuck was happy to use his tractor to clear and extend each end of the runways. So if you needed 400 feet to land your plane, you now have 480 feet!”**



**“Handyman Duane takes care of one of the tables that needed attention. Duane is also skilled in welding, painting and building planes!”**



**“Several guys got together and repaired the shed wall. It's now good to go for a few more summers.”**



**“A few other guys prepped the runway cracks with sand, getting ready for the asphalt melt in a few days.”**

***Club Prez Doug Ransom thanks everyone who was able to help out during the clean-up day!***



# PPRCC Father's Day Cookout & Fund Raiser

By Keith Davis



Soon after the Black Forest fires, the club decided to put together a Father's Day cookout and fund raiser for our club members that were affected by the fire.

Headed by club members Kevin Kinzel, Dan Brunson and the help of his wife Deanna, they bought the food and got the grill going around 1100 am on Father's Day.

It was a good turnout, plenty of people came out to fly and eat. And thanks to all that donated money for a good cause!



**"Larry, one of our club members that lost his home in the Black Forest fire, was in good spirits and waves hi to the camera!"**



**"One of our newest club members and I didn't catch his name, shows his skills as he performs a low-level invert pass. Nice job!"**



**"Dan, Kevin and Deanna begins to get the foodline going as people start lining up for lunch."**



**"There were no complaints about the food as everyone ate well and enjoyed the afternoon."**



**"After lunch, some pilots went back to flying, others just took the rest of the day off and watched the flying."**

I hope to have pictures of the event posted on the club website very soon, so keep looking! The club appreciates everyone that came out and participated in the Father's Day cookout!

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## Show & Tell

### Item - I

Curt Hughes' Topflite P-47 Thunderbolt



"Curt brought in his nearly completed RTC Topflite P-47 Thunderbolt (Being built by Larry Sipes). It will be powered by a DLE 50cc gas engine, sit on Robart electric retracts and has the razorback conversion kit. The plane also has an 86" wingspan and will weigh about 26 pounds. Can't wait to see it fly!"

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## Show & Tell

### Item - II

Curt Hughes' Espirit ARF Beaver



"This was the second plane that Curt brought to the club meeting. His one-year project on the Beaver is finally complete with scratch-built floats, operating position lights, a 102" wingspan and powered by a 160 size electric motor. As big as it is, it only weighs 15 pounds. The plane has not flown yet."

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## Warbirds over Denver

By Keith Davis



Just like clockwork, The Denver RC Modeler's (out of Chatfield) always open the flying season with their grand Warbirds over Denver event. And just like clockwork, they had a great event.

A few of our PPRCC members also participated this year, Rick Pacquin (P-38 Lightning), James Murphy (F4U Corsair and P-40 Warhawk) and Eric Sauley (P-51 Mustang). I was also there but just took pictures this time.



**"Murphy poses next to his Top Flite F4U Corsair and Top Flite P-40 Warhawk. Both are nice looking planes."**



**"Eric prepares his Top Flite P-51 Mustang for takeoff. Eric said this was his first warbirds over Denver event. He wasn't nervous at all!"**

About 70 pilots registered for the event and despite a few wind storms that blew through, it was a good turnout. Planes ranged from a few WWI aircraft, tons of WWII aircraft and several jets. Awards were given out on Sunday, but I was busy with the wife and the boat that day, so I missed the closing ceremony.



**"Rick brought his kit-built P-38 Lightning, not to fly it but to sell it. He didn't sell it then but he did sell it at the Warbirds over Pikes Peak event."**



**"This was a nice looking airplane. Owned by Sam from the Pueblo club, it is a plans-built Macchi 202. Unfortunately it didn't fly because of engine problems."**

You can visit the club website to view plenty more pictures of the event. Enjoy!

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## So, What is this Airplane?

By Keith Davis



**Clue #1:** When this fighter was first introduced to the public in 1939, the RAF put out a disinformation campaign, stating that the plane had 21 guns: four in the turret, fourteen in the wings and three cannon in the nose. In reality, the plane only had four .303 machineguns in the turret.



**Clue #2:** During the early days of WWII, this plane had great success during the Battle of France and over Belgium. German pilots thought this to be a Hawker Hurricane and would attack it from the rear, only to be surprised by the rear turret.

No one had the correct answer for last month's airplane. It was the Heinkel He-162 Salamander, also called the "People's Fighter". Tom, you stumped the crowd with your airplane entry!

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## Show & Tell

### Item - III

Duane Zinke's Foambuilt "Lightnin"



"Duane completed another one of his foambord projects and brought it to the club meeting. Named the "Lightnin", this plane also has Mark II and Tiger II parts. With a 70" wingspan and powered by an OS,55AX engine, Duane expects it to be an easy flyer, once all the winds go away!"

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## All About Helicopters

By Keith Davis



This article is from Wikipedia, talking about the world's smallest one-person helicopter.

The **GEN H-4** is a Japanese helicopter under development by GEN Corporation of Nagano, Japan. The aircraft is intended to be supplied as a kit for amateur construction.



**“Designed for only one person, it still lacks the capability of autorotation.”**

The H-4 was designed to comply with the US FAR 103 Ultralight Vehicles rules, including the category's maximum empty weight of 115 kg (254 lb). The aircraft has a standard empty weight of 70 kg (154 lb). It features two contra-rotating main rotors, a single-seat open cockpit without a windshield, four wheeled landing gear and four twin cylinder, air-cooled, two-stroke, 10 hp (7 kW) GEN 125-F engines to provide operational redundancy since the aircraft cannot autorotate in the event of a power failure.

The aircraft fuselage is a simple open frame with a seat mounted on it. Its two coaxial, contra-rotating two-bladed rotors have diameters of 4 m (13.1 ft). The main rotors are both of a fixed pitch design, with no articulation in any axis. The aircraft lacks a tail rotor as the coaxial, contra-rotating main rotors produce a net torque of zero. Yawing motion is produced and controlled by electronic gyroscopically-controlled differential electric braking of the main rotors.



**“Above - Steering is accomplished by pivoting the rotor head on a gimbal using a control handle, in a similar manner to a weight shift hang glider. Below - Climb and descent is controlled by increasing and decreasing the throttle.”**



The company indicated that it had suspended production plans by 2012 due to lack of dealers outside Japan and put the cost of a single H-4 at JPY 7,500,000.00 (about US\$80,887.59 in 2013). The company stated that it could build the aircraft economically only in lots of ten and at a discounted rate only in lots of one hundred. To facilitate future production the company indicated that it was "looking for sponsors, investors and partners".

**Did You Know?** Igor Sikorsky designed and built the world's first mass-produced helicopter, the Sikorsky R-4, 1944.

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## The President's Corner

By Club President Doug Ransom



Not even a year has passed since last year's Waldo Canyon fire, yet again we are reminded of the fury of nature. Last year's fire, which incidentally started on the same weekend as our warbird event, caused some disruption to several club members, forcing some of them to evacuate their homes. The Black Forest fire, was much closer to home, and was much more costly. Many club members were forced to flee their homes, and at least one club member's home was completely destroyed. I have heard that the number may be three, but do not have name to confirm that information. Unfortunately, long-time club member Marc Herklotz and his wife also lost their lives in that blaze.

It is with great sadness that I remember Marc - white socks, shorts, and floppy bush hat - flying his electric foamie air force every Sunday afternoon. Never one for events or meetings, Marc would usually show up as most everyone else was leaving, minivan full of planes and transmitters. And fly he did. Marc and his son Pat. It seems that neither of them could ever find a plane with a roll rate that was too slow. His wife usually accompanied him to the field, and would occasionally glance up from her reading to see what was going on beyond the back of the van.

More than an accomplished pilot, though - Marc was a flier's friend. He was never too absorbed in what he brought to the field that he couldn't take a minute to see what it was that you brought out, or too bust to stop what he was doing and help you with whatever was plaguing you. New flyers and experienced alike found him a reliable source of trustworthy information and knowledge, imparted only for the betterment of the recipient.

Occasionally, one of his foamie jets (powered by pusher electric motors) would perform a 'figure 9'. Never discouraged, Marc was more concerned over finding the battery pack and receiver than over the loss of a plane. "Just build another one", he would say. And don't even toss your crash in the dumpster, for in a week's time (maybe two), it would be flying again in Marc's air force. I remember one day, seeing a B-25 tied to the roof rack of his minivan with yellow poly rope. "It flies faster than I drive going home" was his response. To those of us who knew him, Marc made us better fliers, and better modelers. We have all lost a friend.

PPRC wants to extend its deepest condolences to Pat Herklotz and the rest of the Herklotz family.

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## High Flight

Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds, — and done a hundred things  
You have not dreamed of — wheeled and soared  
and swung

High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, or ever eagle flew —  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God.

*John Gillespie Magee, Jr*

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## Fire Safety and Awareness

By Keith Davis



Colorado is going through another year of extreme dry weather and at one time, the state had 9 forest fires burning at once.

Let's not add to the fires by getting reckless or forgetfulness and cause another fire. Our airfield is surrounded by dry grass, so we have placed white buckets (water) and orange buckets (sand) along each of the runways. If you start a fire, use them! That's what they are there for.

In addition, if you are flying a gas or turbine powered aircraft, by AMA regulations, you are required to have a functional fire extinguisher in your immediate area when you are operating your engines. When I attended the Warbirds over Denver last month, a turbine powered jet crashed and caused a small fire, so it does happen.

Let's have fun out there, but please don't burn the facility down in doing so!

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

**Keith Davis – PPRCC Newsletter Editor**

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## Show & Tell Item - IV

Ben Woofter's Balsa USA J5 Cub



**"Ben brought in his nearly-complete J5 Medical Cub. With just several days away, Ben plans on having it ready for the Warbirds over Pikes Peak event. The plane is nearly scratch built, including the cowling, the litter hatch and the cabin doors. The plane has an 110" wingspan and powered by a DLE-50 gas engine."**

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## Warbirds over Pikes Peak

By Keith Davis



This year's Warbirds over Pikes Peak was considered a successful event. With decent weather, almost 40 registered pilots and plenty of pilots and spectators on both days, it was a fun time for all.

However, we must not overlook the hard work that went into preparing for the event and during the event. Yes, we did have a field clean-up day prior to the warbirds, thanks to all that came out for that.

Still, there was plenty that needed to be done. Just days before the event, once again, Chuck Hoth came out with his mowing tractor and really did a great job on the field. Adam Heffington scheduled to have the bathrooms and the dumpster taken care of. Dan Brunson, Rick Paquin and Kevin Kinzel, spent extra hours in patching up cracks on the east and west runways, looks really good. No broken wheels this year!



**"The stars of the day: Pat Zinke (Duane's sister), Gus Grissom and Cindy Zinke (Duane's wife) were the volunteer cooks for the two-day event. Thank-you so much!"**

Greg Moore was this year's Event Coordinator, Tom McCallum handled the pilot registration and we had plenty of the Pueblo pilots come up to support our event.

In behalf of the club president, Doug Ransom, Thanks to all that helped out in every way, to include field maintenance, flying in the event or just showing up to enjoy the event!

**BTW – Pictures of Warbirds over Pikes Peak are now posted on the PPRCC website!**

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## Upcoming RC Events:

- Jul 2<sup>nd</sup> (Tue) 2013 - PPRCC Meeting
- Jul 13<sup>th</sup> (Sat) 2013 - PPRCC Scale Fun-Fly
- Jul 27<sup>th</sup> (Sat) 2013 - PPRCC Electric Fun-Fly
- Aug 5<sup>th</sup> (Mon) 2013 - PPRCC Meeting
- Aug 31<sup>st</sup> (Fri) - Sep 2<sup>nd</sup> (Sun) 2013 - Warbirds over Pueblo
- Sep 4<sup>th</sup> (Wed) 2013 - PPRCC Meeting
- Oct 7<sup>th</sup> (Mon) 2013 - PPRCC Meeting

