

# Pikes Peak Radio Control Club Newsletter



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March 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 / March 5<sup>th</sup> (Tue) 2013

@ Pikes Peak Public Library on Union

## Local RC events happening this month:

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



Meeting Started: 7:00 pm  
Meeting Adjourned: 8:45 pm

Members Attended: 33  
New Members: Brad Maudlin, Dale Frankforter.  
Welcome!  
Visitors: 0

### New Business:

1) Club President Doug Ransom, stated that he and fellow EC members are finalizing a contract with Mr. Curtis Reynolds, allowing him to cut, collect and carry away bales of hay from around the flying field. It will be a 5-year contract and Mr. Reynolds will pay the club a set amount of money for the hay. The contract should take affect this year.

2) Club Treasurer Adam Heffington, discussed the club's finances for the month of January. No new club purchases were made.

3) Club Newsletter editor Keith Davis, informed everyone that the “Latest Posts” section on the website only lists 5 topics at a time. If you want to post an item for sale under “Latest Posts”, it may only be posted for a few days because of the chances of getting bumped by the next topic posted. Keith has now set up an “Items for Sale” tab in which

you can send him pictures of items for sale, which will then be posted on the “Items for Sale” page. The picture(s) will stay posted for 30 days or sold before then.

### Old Business:

1) Club President Doug Ransom, stated the FAA and AMA officials are finalizing regulations pertaining to drones and UAV's. The 16-page document can be found on the AMA website.

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



**“You just finished having breakfast below deck  
when you suddenly hear a pair of Wright  
R-2600 engines approaching from above deck!”**

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## RC Foam Cutters

Email from RC Foam Cutters



Hi Keith,

We found your RC Flyers Club website to be very interesting and helpful. We are a designer and manufacturer of Low Cost CNC hot wire foam cutter for cutting wings, RC models, logos etc.

Please take a look at our site [www.rcfoamcutter.com](http://www.rcfoamcutter.com) and consider adding it to your club site Links or your Newsletter - some of your members might be interested in what we offer. We also have a website giving free advice to RC Fliers Enthusiasts on how to build their own hot wire foam cutters: [www.8linx.com](http://www.8linx.com)

And if any of your club members would consider making any purchase through our web site, please let them know to mention your name and we'll be happy to supply them with a discount.

Thank you for taking the time to view our websites, have a great weekend,  
Sigal  
Marketing Dept.

**Editor's Note: RC Foamcutters website can be found on the PPRCC website: "Club Links / Retails" tab.**

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## Gus & Safety

By Gus Grissom



Gus brought up a few issues in preparation for this year's flying season.

1<sup>st</sup> – When working on electric planes, you can remove the prop to prevent accidental cuts if motor suddenly starts. Use tape or rubber bands to hold throttle back or prevent bumping critical switches.

2<sup>nd</sup> – If you are unfortunate enough to crash a plane out in the field, do your best in cleaning up the entire crash site. Pieces of monokote and balsa wood can end up in neighboring fields.

3<sup>rd</sup> – Never leave running planes unattended.

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## Show & Tell Item - I

Rick Paquin's Columbian Model Works P-38



**"Rick displayed his pre-owned P-38 Lightning. The kit was built in 1995, has a 105" wingspan, weighs about 30 pounds and is powered by two Super Tigre 2500 engines converted to gas. Rick said that there is plenty of work that needs to be done before it's ready for flight."**

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## All About Warbirds

Article sent in by Curt Hughes



Growing up as a kid, I have seen this famous photograph in countless military books but did not know the true story behind this photo. I recently received this email about that lucky B-17!

A mid-air collision on February 1, 1943, between a B-17 and a ME-109 German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.



"The All American heading back to England."

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber

from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time **the entire rear section of the aircraft** collapsed onto the ground. The rugged old bird had done its job.



## Kevin Kinzel's New BVM Bobcat

By Keith Davis



It has been several weeks now, but Kevin is now the latest club member to become a turbine-engine jet pilot. He purchased his pre-owned BVM Bobcat from fellow club member Gus Grissom last year.



“Turbine jets require that you meet special AMA rules before you can fly on your own. Instructor Dan Brunson looks on as Kevin completes final checks before take-off.”



“Pre-flight checks were good and away goes the Bobcat! This particular Bobcat has a 66” wingspan and weighs about 20 pounds.”



“Kevin has now completed several flights on his own and we can expect to see him at this year’s Love-Air Jet Rally. Nice job, Kevin!”

## Show & Tell Item - II

Keith Davis' Global Models A-26 Invader



“Keith recently finished building this semi-scale A-26 Invader. It is powered by two electric .46 size motors and also has electric retracts.

The plane weighs 10 pounds and has a 68” wingspan. Keith has not flown the plane yet but anticipates a fast landing speed because the plane does not have flaps.”

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## Curt Hughes' Class on Electrics

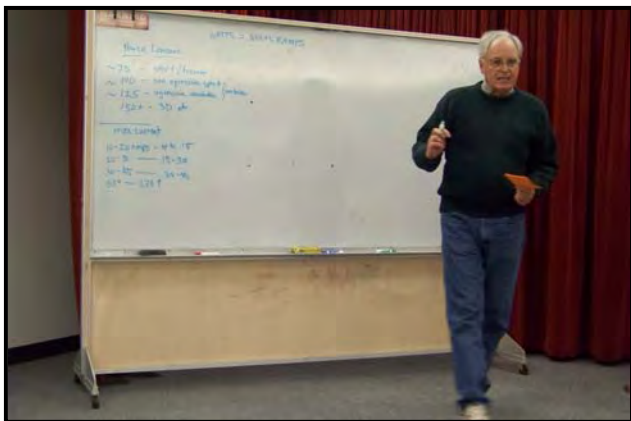
By Keith Davis



During the February club meeting, Curt conducted an outstanding class on RC electric flight motors and comparison to RC glow flight engines.

Curt covered several equations on how to determine what an electric motor equates to a glow engine. One rule of thumb to determine that is: 1 Hp = 746 watts.

Another nice to know rule of thumb is:  
Low KV = Use a big prop  
High KV = Use a small prop



**"Curt began the class with the first step in choosing the proper prop for your plane!"**

For us novice electric flyers, we also learned that an "Outrunner" motor means that the motor housing rotates on the outside. And of course on an "Inrunner" motor, the motor rotates on the inside of the housing.

Curt also covered Battery Discharge rate, choosing the proper Electronic Speed Control (ESC) to go with your motor and choosing the proper battery to go with your ESC. Lots of good stuff!

It was a very informative class and I think a few of us even learned a thing or two about RC electrics. Curt had plenty of questions coming his way when he was done.

Curt has now posted a detailed article about electric motors on the club website. Be sure to check it out under "Club Info & Articles Link". Thanks Curt!

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## Show & Tell Item - III

Gus Gustafason's EFlite Extra 260



**"Gus brought in his brand new Eflite Extra 260 that he flew for the first time just a few days ago. Gus installed a .32 electric motor and a 60 amp ESC, which he says makes the plane very aerobatic. The Extra 260 has a 52" wingspan and weighs only 3.2 pounds. Gus spent just a few days to build it. Very nice!"**

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## Fly Friendly Flying Field

By Keith Davis



With summer just around the corner and the flying field about to get really busy again, let us not forget about the club rules and common sense out there:

- When there is only one person flying from the pilot's station, that person decides which end he/she wants to fly from. Others that come out while that person is flying, must fly from the same end. They cannot decide to fly from the opposite end. Flying from both ends of the runway at the same time is not allowed.



**“We want to have fun flying but we don't want a situation like this!”**

- When running up aircraft in the pit area, be sure to check where your prop wash or jet blast is going. There may be someone behind you working on one of the tables!
  - When conducting extended engine runs, try to set up in an isolated area. We all love our hearing!
  - Pilots that are using 72mhz radios are still required to use frequency pins from the frequency pin box.
  - Remember to announce that you are walking across the runway if others are flying.
  - Let's have fun out there but remember the safety rules and your fellow flyers!
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## Show & Tell Item - IV

Curt Hughes' Hanger9 PA-18 Super Cub

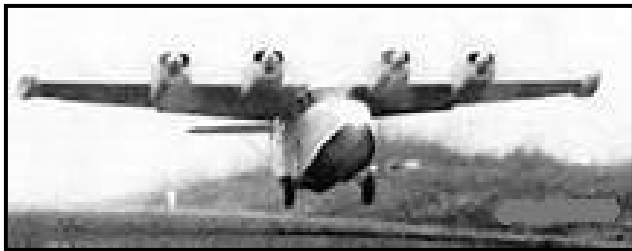


**“Curt hauled in his 104” wingspan, ¼ scale, PA-18 Super Cub. The plane is loaded with details to include a cockpit kit, functional position lights and scale floats. The plane weighs 20 pounds and powered by a 2700 watt motor with 10 battery cells. Curt is looking forward to its first flight very soon. Very nice!”**

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## So, What is This Airplane?

By Keith Davis



**Clue #1:** The Company that build this plane first began with a two-engine version. It was so successful; they tried building a four-engine version. It was not as successful.



**Clue #2:** At one time, the plane in the picture above was used as Air Force One for the East Pakistani Government before it was renamed to Bangladesh. It was later scrapped and sent to the junkyard.



**Clue #3:** Along with improved structural modifications to support the two extra engines, retractable wing-tip floats, a fiberglass radar nose and a large one-piece windshield were added.

Last month's picture was the F-100 Super Sabre, the F-101 Voodoo, the F-102 Delta Dagger and the F-104 Starfighter. There were several club members with the correct answers: Bill Sanderman, Gus Gustafason, Paul McCoy and James Murphy.

And of course there were a few club members that provided additional information:

**Tom McCallum:** F-100 – North American, Super Sabre. "The Lead Sled", first supersonic at level flight USA fighter at MACH 1.2. F-101 Douglas, Voodoo, original a bomber escort, didn't escort, became an all weather fighter MACH 1.4-1.75. F-102 Convair, Delta Dragger, an interceptor that wouldn't intercept, flown by Pres Bush. F-104 Lockheed, Starfighter, successful MACH 2 interceptor.

**Milt Woodham:** You have an interesting photo, showing the F100 Super Sabre (North American), the F101 Voodoo (McDonnell), the F102 Delta Dagger (Convair), and the F104 Starfighter .companies still exist under those names. Both North American and McDonnell are now part of Boeing, while Convair and Lockheed are now under the Lockheed Martin banner. I think Convair actually became part of General Dynamics before being absorbed by Lockheed.

**Joe Jacobson:** Joe also sent in a well-detailed answer, but too long to post it! Nice research!

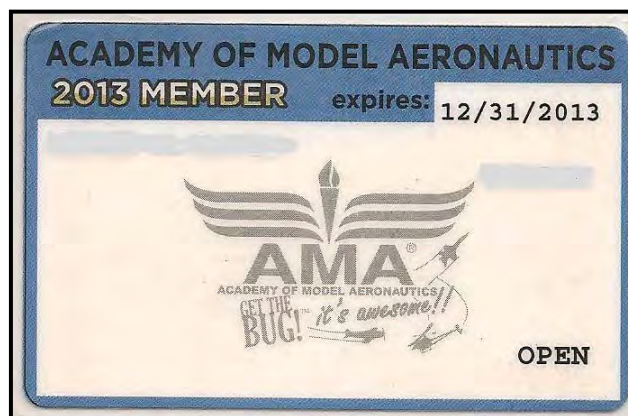
Thanks to all that replied to last month's airplane challenge!

## Support Your Local Hobby Store!

Pikes Peak RC Hobbies



And don't forget to have your 2013 AMA card before you apply for your 2013 PPRCC membership!





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## Show & Tell

### Item - V

Ben Woofter's Great Planes Giant U Can Do



"Ben received this plane from his wife for Christmas and he couldn't wait to put it together. Ben installed a 40cc CRRC gas engine and top of the line servos. With a 82" wingspan and a wide cord, Ben said the plane can fly like a trainer or can fly like a precision 3D aerobatic airplane."

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## Show & Tell

### Item - VI

Duane Zinke's Orange Juice Flyer



"Duane finished another one of his foamboard airplane projects. The Orange Juice, as he named it, has a recovered Big Stik wing, powered by an O.S. 46 engine and weighs about 6 pounds. Duane thinks the plane may be underpowered with the .46 engine, but at least it should be easy to see!"



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## President's Corner

By Club President Doug Ransom



The days are noticeably longer, and the Ides of March are soon upon us. Still, days when both the temperatures and the wind are both conducive to flying are not as frequent as most of us would prefer. The taxman cometh, and not everyone has sufficient slack in their household budget for the latest gee-whiz ARF war bird, some assembly required. What's a modeler to do?

One possibility is to scratch-build a plane. Take an evening away from the tv, and take a look at some of the plans available at many of the web sites. The AMA has a large selection of plans at their website. Pick out a set of plans (or two or three) of something you'd like to build, and order them. Often, an article from the magazine in which the model appeared is available with the plans, and can prove to be a great help.

Figure out what materials you need, and head down to the local hobby shop. Dan carries a pretty good selection of wood, both balsa and spruce - as well as other building materials in his hobby shop. The good part about scratch-building your project is that unlike the latest gee-whiz ARF war bird, you don't lay out the cash all at one time. You can buy and build the basic structure, then head back for the hardware at a later time. You aren't stuck with the all too-often sorry hardware that sometimes comes with a plane, either. You can choose CA hinges, Nylon hinges, or hinge points. It IS your plane, after all. You can figure out whether you want to cover it with film, iron-on fabric, or glass and paint. You have the opportunity to research and select a color scheme from a squadron that doesn't appear on every kit or gee-whiz ARF war bird, and *your* P-47 won't be the same as every other one at the field.

We've all built a plane and at some point uttered the words "why did those idiots put this in here this way?" or some such phrase. In Scratch-building, the list of possible modifications is only limited by your willingness to perform them. Plans show fixed gear and you want retracts? You can do that. No flaps, and you'd rather have them? You can do that, too. Don't like the way the engine hangs out of the cowl? Re-position the engine mount. After all, there are no pre-drilled holes with pre-mounted blind nuts to deal with.

Seriously, scratch-building isn't any more difficult than assembling a kit once the parts are cut. You may have the satisfaction of having the only model

of its kind at the field, and you have the satisfaction of having built it yourself. Try it, you'll like it!

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## RC Foam - Local Retail Store

By Keith Davis



Not to be confused with RC Foam Cutters, here is another RC parts supplier that recently contacted me and asked if I could mention their business.

RC Foam is located in Colorado Springs and supports RC cars as well as RC planes. You can check out their website, order what you need, then go pick it up. That would save you on shipping costs.

But remember when you go there to pay, they do not take cash. Credit card, check or PAYPAL only!

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**Editor's Note: RCFoam's website can be found on the PPRCC website: "Club Links / Retails" tab.**

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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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## Upcoming RC Events:

- Mar 5<sup>th</sup> (Tue) 2013 - PPRC Club Meeting
- Apr 8<sup>th</sup> (Mon) 2013 - PPRC Club Meeting
- May 6<sup>th</sup> (Mon) 2013 - PPRC Club Meeting
- Jun 4<sup>th</sup> (Tue) 2013 - PPRC Club Meeting

