Pikes Peak Radio Control Club Newsletter

Volume 41 / Issue 05 May 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:	Local RC events happening this month:
7:00pm / May 6th (Mon) 2013 @ Pikes Peak Public Library on Union	

Last Month's Minutes . . .

(April)

Meeting Started: 7:00 pm
Meeting Adjourned: 8:05 pm

Members Attended: 25
New Members: 0
Guests: 1 – Charles House, Welcome!

New Business:

1) Club President Doug Ransom, stated that Congress, the FAA and AMA are getting closer to finalizing new rules on RC drones and UAV's. It looks like the new rules will not affect RC airplanes, jets of helos. More to come.

2) Club Treasurer Adam Heffington, talked about the club's finances for May. The club will make its annual payment for the field lease this month.

3) Club Secretary Keith Davis, informed everyone that Denver's RC club, the Aeromodeler's, has posted on their website, a consolidated list of all upcoming RC events from various clubs throughout the front range. It covers everything from IMAC Fun-Flys, to helo competitions, to several warbird events. There should be an event for just about everyone this year!

Old Business:

1) James Murphy will be this year's Event Director (EC) for the Warbirds over Pikes Peak. He is asking for any volunteers (Members, family members or friends) that would like to cook for the event. Contact Murphy if you are interested.

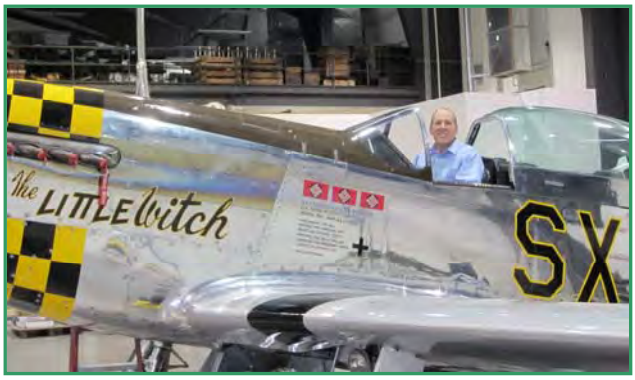
You're having A bad Day when . . .

"You were scheduled for a 0600 mission take-off time but got caught up in the Monday morning traffic jam."

Mr. Rod Hart – Club VP & Tour Guide

By Keith Davis

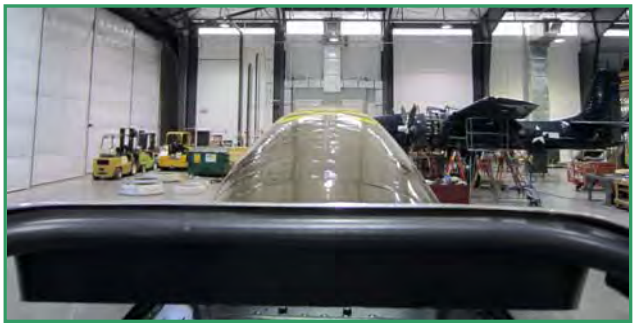
As everyone knows by now, Rod is the current club Vice President and will move up to the club President next year. But some of you may not know, Rod is also a volunteer tour guide at the WWII Aviation museum here in Colorado Springs.



"Sitting in the cockpit of a P-51 Mustang, Rod gets the pilot's view behind the stick."

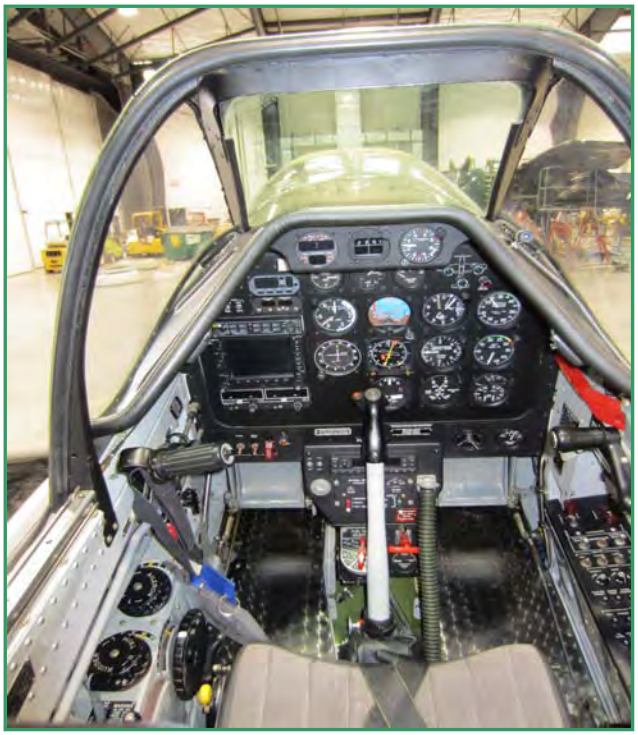
Rod has volunteered to conduct tour guides of the museum twice a week. Not only does he get to see all of the historical items on display but he also has the privilege to sit inside the planes and experience engine run-ups while the engines are being tested.

Rod has said that so far, he has been in the B-25 Mitchell and the TBM Avenger during engine tests. Just the sounds and vibrations alone must be pretty neat!



"Looking down the nose of the Mustang, must be quite a challenge during ground taxiing."

Rod said the museum is always looking for volunteers to help out around the facility. So if you're not flying your RC airplanes everyday and caught up with all of your house projects, get with Rod and find out where you could be help out.



"Inside view of the P-51 cockpit, looks complicated! Many of the gauge locations are the original positions. However, to comply with current FAA regulations, updated navigation equipment has been added."

Gus & Safety

By Gus Grissom

During the April meeting, Gus discussed the topic of airplane cleaning fluids. If your current airplane cleaning fluid just isn't working for you, he recommended a couple of homemade formulas that may get better results;

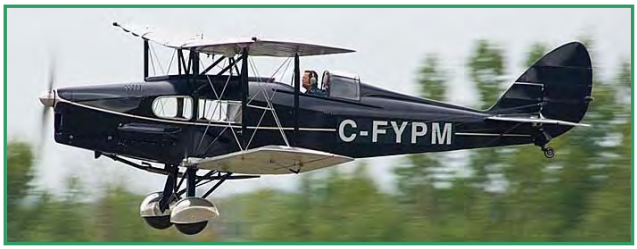
Formula #1:
10 cups distilled water
2 cups denatured alcohol
1 cup household ammonia
1 cup liquid dish soap (Dawn is recommended)

Formula #2
8 oz Isopropyl alcohol (70% or 91%)
4 oz household ammonia
1 oz liquid dish soap (Dawn is recommended) or
1 oz Armor All for monokote
51 oz of distilled water

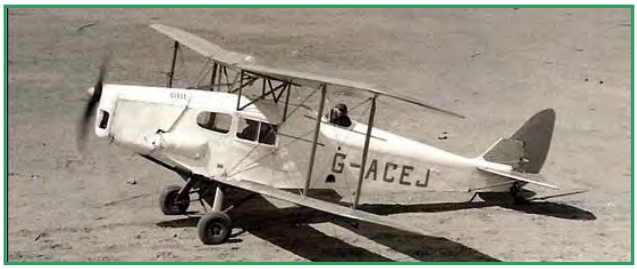
Gus also said to be sure to mix all chemicals in a well-ventilated area.

So, what is This Airplane?

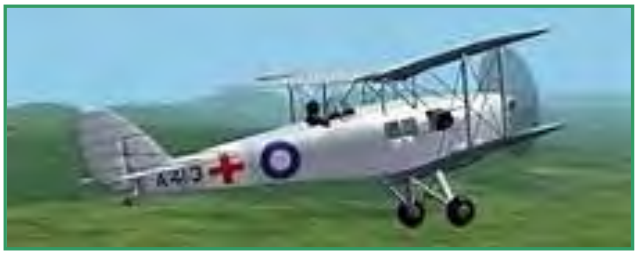
By Keith Davis



Clue #1: The aircraft was designed late in 1931 as a low cost and economical light passenger aircraft. The pilot sat in a raised cockpit behind the small, enclosed passenger cabin, which was usually fitted with three seats for short range hops.



Clue #2: Total of these planes built was 153, being 98 in England, two in Australia and 53 in Canada after WWII.

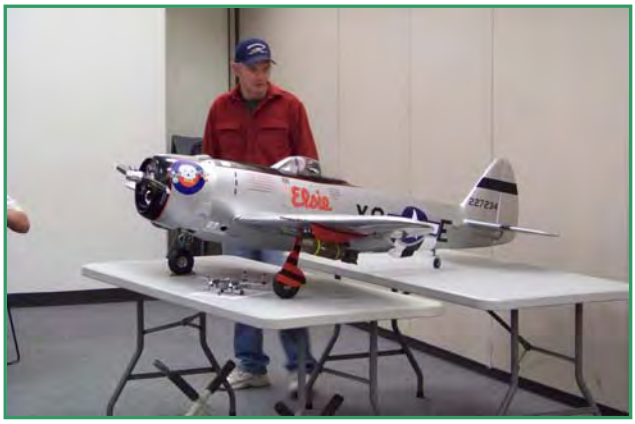


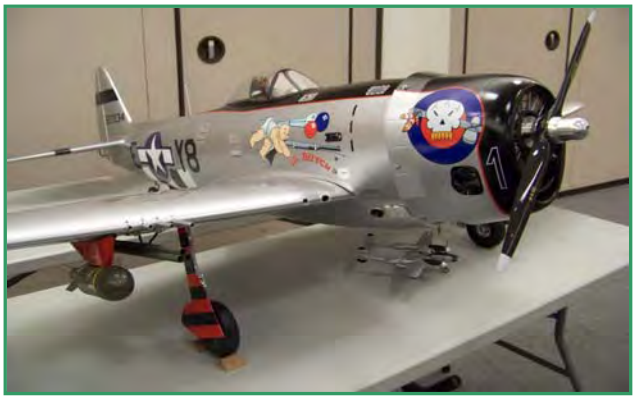
Clue #3: The ambulance version was fitted with a larger pilot cockpit opening, a larger windscreen and canopy, a large ambulance cabin door on the port side to accommodate a stretcher and did not have folding wings.

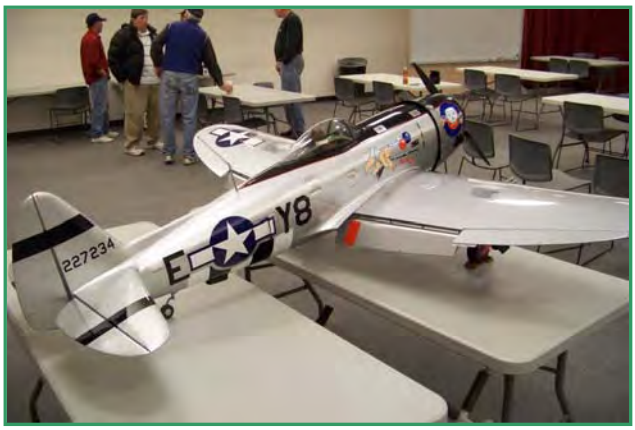
March's mystery airplane was a Grumman G-21C Improved Goose. There were no correct answers on that seabird.

Show & Tell Item - I

Rick Paquin's Top Flite P-47 Thunderbolt







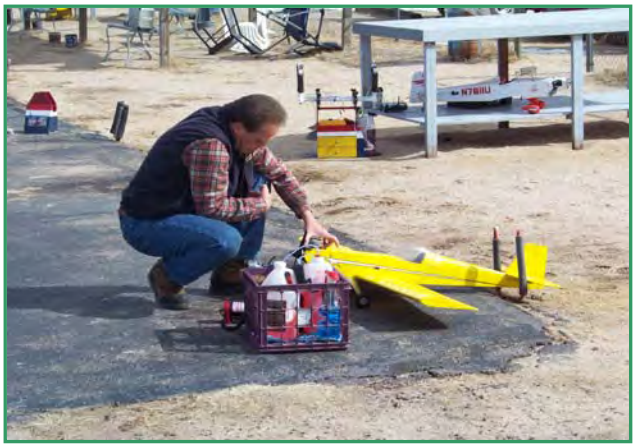
"Rick presented his pre-owned Top Flite P-47 that he purchased from Curtis during the March club meeting. Rick installed a G-62 gas engine, improved landing gear and additional decals. This Thunderbolt has an 86" wingspan and weighs about 26 pounds. Rick has not flown the plane yet. Very nice!"

Goodbye Snow, Hello Wind!

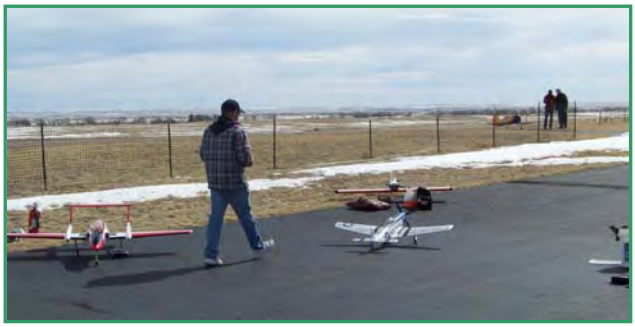
By Keith Davis

When it was March, we were still flying, it was cold and had snow but we were still flying! During most of April it was cold and windy, making it difficult to fly but we were still out there, doing our best.

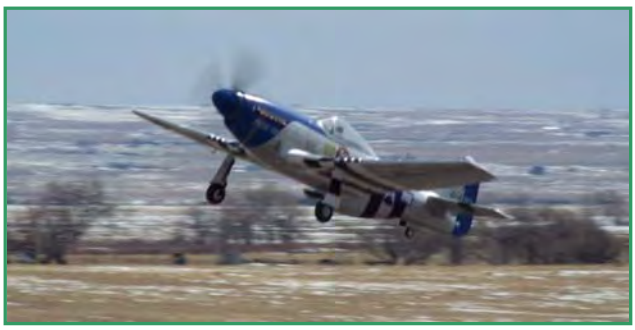
Here are a few pictures of some of the pilots enjoying the cold and the snow back in March:



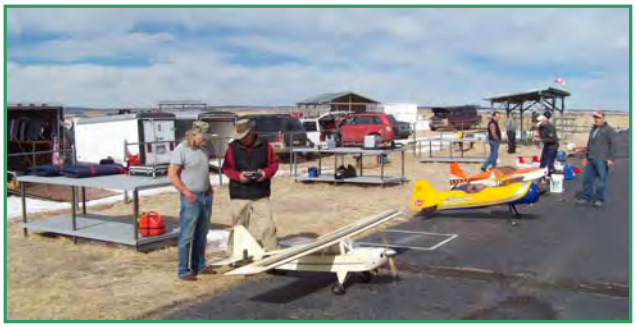
"Brad fires up his Four Star in the clear but crisp March morning."



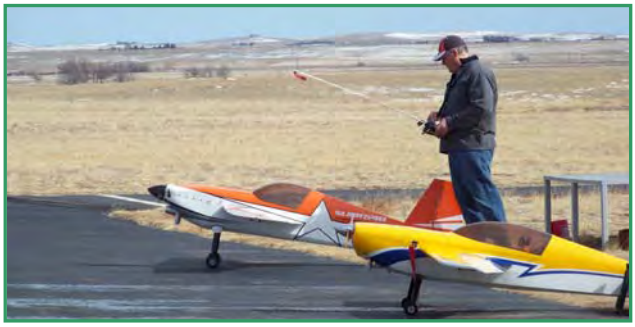
"Above - Rick heads out to the runway with his electric powered Mustang. Below – And away it goes, no problems here!"



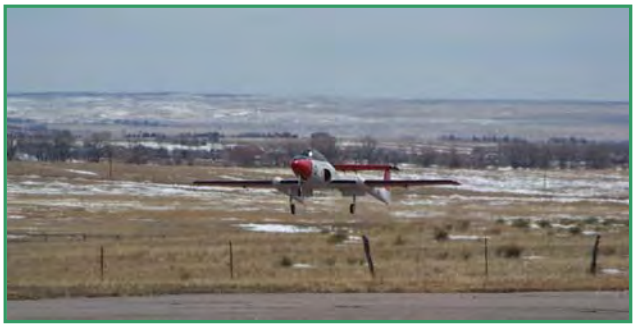
"Murphy flew his giant scale airplane a few times before it got too cold for him."



"One of the warmer days in March. Larry thought it was warm enough to wear just a T-shirt."



"Adam gets ready for a flight with his Aeroworks Extra. Ben's Extra sits in the foreground."

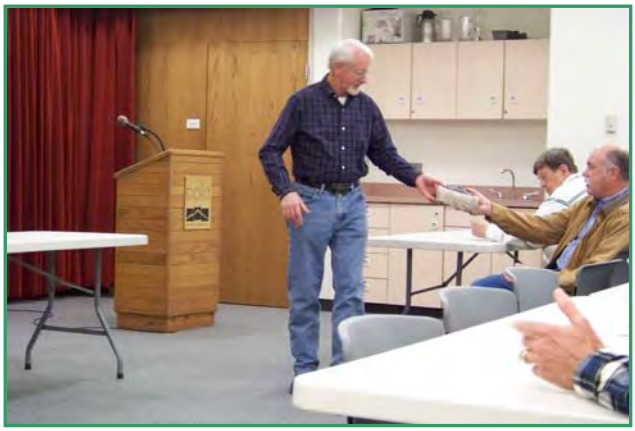


"Gus brings in his jet for landing after another successful flight. March turned out to be a pretty good month for flying but April was really windy. Let's hope May will pilot friendly!"

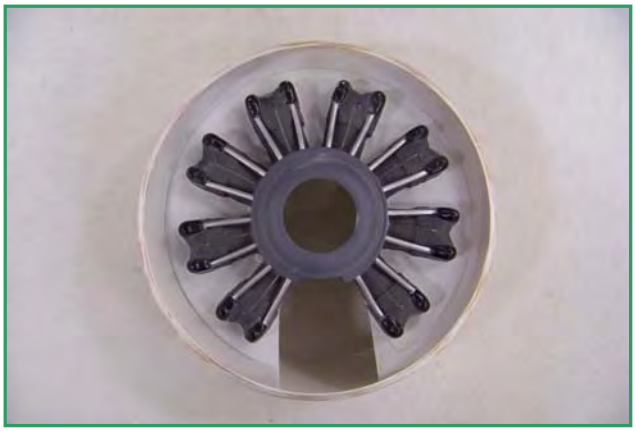
Making Cowlings with Doug Ransom

By Keith Davis

During the April club meeting, Doug presented to the crowd how to make your cowlings for planes that may need a cowling. In Doug's case, he is currently building a Gee Bee-Y from plans and he needs a cowling for it.



"Doug passes around his final product cowling as he explains how it was done."



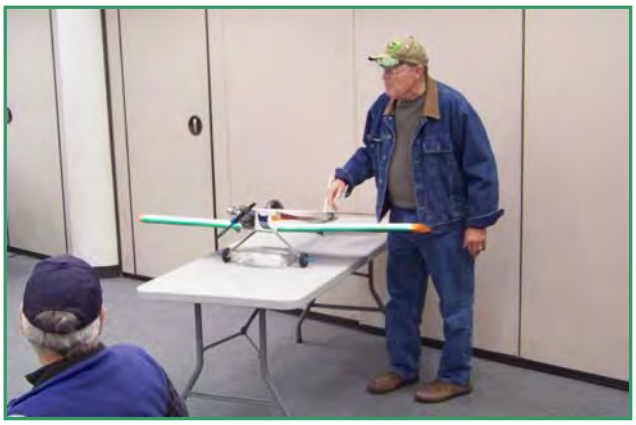
"The final product – a fine looking cowling, ready to be painted and placed on the Gee Bee-Y."

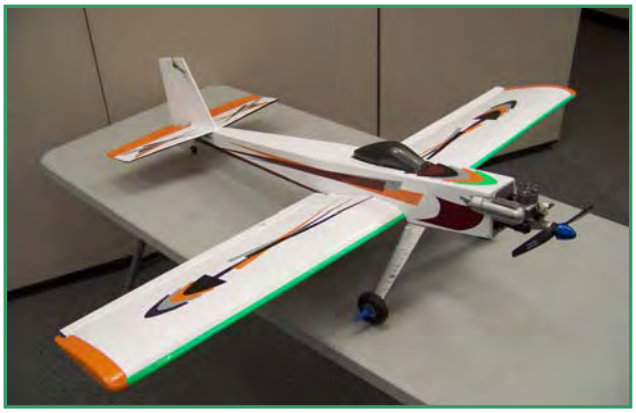
Doug explained that it is an extensive procedure, starting with determining the size of the cowling, what type of cowling (in Doug's case, he added cylinder heads) and gathering all the required building materials. After that, all you need is some time and patience.

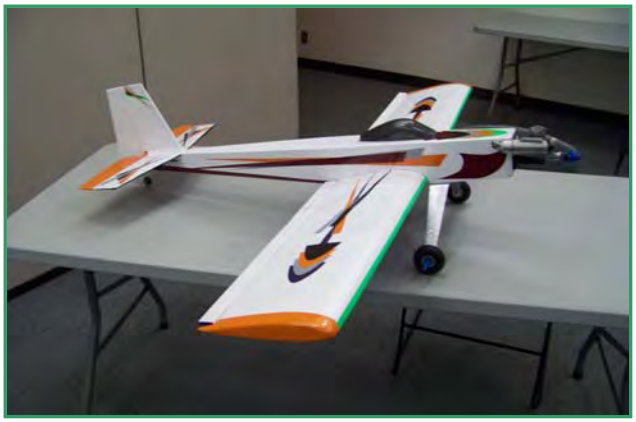
If interested in learning how to make your own fiberglass cowlings, contact Doug anytime!

Show & Tell Item – II

Duane Zinke's Scratch-Built Kaos







"Duane has brought in this plane once before but this time it's back again with improvements. The Kaos now has a reinforced tail section and a new O.S. .40FP engine. Duane expects the plane to fly even better with its upgrades. Go Duane, Go!"

All About Warbirds

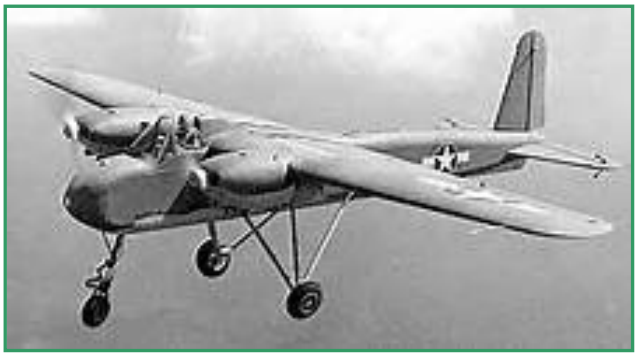
Article sent in by Mike Weidner

As everyone knows, drones and RPV's have been making the headline news in recent years, having many people believe that it is a fairly new aerial system. Well, with the article that club member Mike sent in, that belief is about to be changed.

Here is the story of the TDN-1 Torpedo Drone, one of World War Two's first aerial drones;

http://www.youtube.com/watch?v=-MzxIkr5JO0

This rare film shows testing of TDN-1 Torpedo Drone aircraft, including aircraft carrier suitability tests conducted on the Great Lakes aboard the "carrier" USS Sable. The TDN-1 was the prototype of a new class of weapon, an Unmanned Combat Aerial Vehicle, but was cancelled due to cost. In its place a new weapon was developed, the TDR-1 Torpedo Drone.



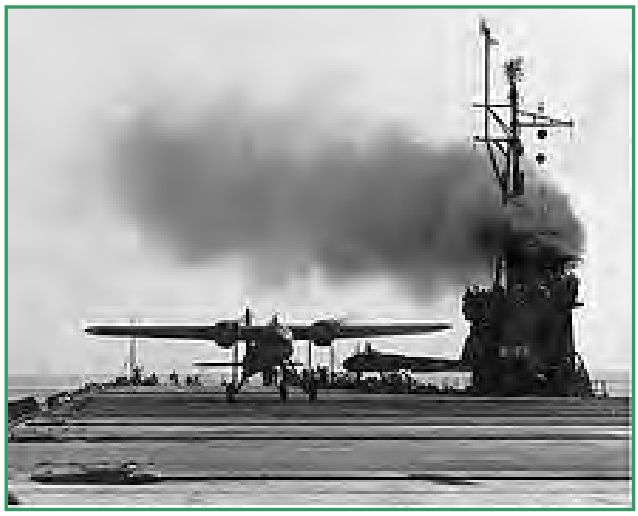
"The TDN-1 Drone in flight with test pilot."

Developed in total secrecy during the early stages of the war by the U.S. Navy, the TDR-1 could carry a torpedo or bombs which it could drop on a target (or, it could ram a target and use its fuel as part of the attack). The drone was designed primarily as an anti-ship weapon and intended to be deployed aboard U.S. aircraft carriers. It was controlled by a pilot on the ground or in a chase aircraft at a distance of up to several miles.

Although the TDR-1 was never deployed to the full extent its designers imagined, the primitive aircraft did have a full scale service test in 1944. TDR-1s were sent to the South Pacific and flown under combat conditions against Japanese gun emplacements and buildings, and with considerable effect. This rare film shows TDR-1s striking a target ship during the deployment. Despite the success of this test and their fairly impressive combat record the TDR-1 project was scrapped prior to the end of the war.

One hundred production TDN-1 aircraft were ordered in March 1942. Despite being specifically designed to be a simple, low-performance aircraft, and despite proving promising in testing, the type was considered to be too complicated and expensive for use operationally.

The improved Interstate TDR was selected for development as an alternative, the majority of TDN-1s being used in the test, liaison and training roles, with some being expended as aerial targets.



"The TDN-1 on sea trails aboard the USS Sable."

General characteristics

Crew: 0-1 (optional pilot)
Length: 37 ft (11 m)
Wingspan: 48 ft (15 m)
Powerplant: 2 × Lycoming O-435-2 opposed piston engines, 220 hp (160 kW) each
Cruise speed: 145 mph (126 kn; 233 km/h)
Armament: One 2,000-pound (910 kg) bomb or aerial torpedo.

Did You Know? The Hewitt-Sperry Automatic Airplane was a project during World War I to develop an aerial torpedo, also called a flying bomb or pilotless aircraft, capable of carrying explosives to its target. It is considered by some to be the world's first drone or cruise missile.

Did You Know? Archibald Montgomery Low (1888 - 13 September 1956) was an English consulting engineer, research physicist, inventor, and author of more than 40 books. Low has been called the *"Father of radio guidance systems"* for RC airplanes.

The President's Corner

By Doug Ransom

March and April have come and gone, and May is nearly upon us - or so the calendar says. Judging by the weather of late, is must still be February. However, June is almost upon us, and it will soon be time for the warbirds event. In fact, next month by the time many of you read this. The weather has been quite fickle, as only Colorado can be this time of year, and good flying days are more rare than we would like. The urge to spend a warm day at the flying field or your favorite fishing hole, warm up the grill, and get the lawn mower going are on all our minds. Well, most of those things, anyhow. What's a fellow to do in the meantime?

Likely, you've been working on that new project all winter, and it's ready to go. But - what about your flying box? If it's anything like mine, the bottom is caked with dried fuel and bits of dead grass, pieces of pop-tart wrapper, broken nylon screws, stripped 4-40 bolts, pieces of fuel tubing, and the like. Our homes and vehicles aren't the only thing that could benefit from a good spring cleaning. Other than the box itself, there are three main categories worthy of a closer look: fuel, electrical, and parts.

Fuel first. Take a close look at your fuel delivery system. Whether hand-cranked or electric, the tubing should be checked for leaks or cracks. Same goes for the pump itself. Pull the filter apart and clean out all the crud that lurks within. Go down to Dan's shop and get a fresh gallon (or three). If you use the same container for pumping, check it for leaks or cracks. The present price of glow fuel doesn't lend itself to large losses. Check your gasoline mix also. Got enough 2-stroke oil? How fresh is your fuel? Old gas may cause your engine to quit at the most inopportune time. A gallon of fresh fuel is much cheaper than a new plane lost due to engine failure on final.

Electrical next. How's your starting battery? Clean up the terminals, and give it a good charge. Don't use the 10-amp setting on your auto charger unless you intend on replacing your flight box battery. Check out the terminals on your starter, and the cables as well. Now is the time to fix that worn spot. Meter connections? Banana plugs? Replace those worn items that gave you fits last time you flew. Glow starter? Give it a good charge - then make sure it holds more than two hours. A good glow starter should last a few weeks without needing a charge unless you've used it quite a bit. Yes, it will lose some of its charge sitting, but should still do the job. Time to replace the battery in it now if it won't hold up.

Parts. Ever opened your box to get a _____ (fill in the blank) and found the one you thought you had was the one you gave your buddy a week ago when he needed it? Check the tools you carry in your box - do they really do the job? Replace that worn #1 Phillips now if it needs it. Same with that 3/32 hex driver. Spare props in the size you need most? Are they balanced? Spare fuel tubing? 6-32 engine mounting bolts? Wheel collars? ¼ x 20 nylon wing bolts? Spare control horn? Spare prop nut for your favorite engine? Glow plugs? You get the picture. Take mental inventory of what you use, and make sure it's ready to go. That way, your first trip out to the field on that 75 degree day with blue skies and not a cloud in sight - 7 mph wind straight down the runway won't be only a ride in the back of your car for your plane's first outing.

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

Don't forget,
Last one out,
Lock the gate!

Upcoming RC Events:

- 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 22-23 (Sat-Sun) 2013 – Warbirds over Pikes Peak
- Jul 13 (Sat) 2013 – PPRC Scale Fly-In
- Jul 27 (Sat) 2013 – PPRC Electric Fly-In