

# Pikes Peak Radio Control Club Newsletter

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November 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 / November 4<sup>th</sup> (Mon) 2013  
@ Pikes Peak Public Library on Union

## Local RC events happening this month:

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



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

Members Attended: 15  
New Members: 0  
Visitors: 0

### New Business:

1) Club President Doug Ransom, opened the meeting with a proposal to keep the 2013 club dues the same for 2014. The official vote will be conducted during the November club meeting.

2) Club President Doug Ransom, also stated a proposal to change the current By-Law to read; “October club dues will be voted on and take effect the same month, October.” The current By-Law reads; The club dues will be proposed in October and then voted on and approved in November.”

3) The club is now accepting names for the PPRCC Vice President position for 2014. Nominees will be introduced at the November club meeting and club members will then vote for the next VP during the December club meeting. VP Rod Hart will become the 2014 PPRCC President.

### Old Business:

1) Club Secretary Keith Davis, stated that disposed RC batteries are still being found out at the airfield. A few club members mentioned Batteries Plus service stores does accept old, used and unwanted batteries of all types.

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



“After your very first flight and landing, then snapping both booms, you now realize where those two carbon fiber spars were supposed to go when you were building your P-38.”

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## 2013 Crosswinds RC Warbirds Event

By Keith Davis



Back in September the Crosswinds RC club out of Parker, CO, held its annual RC warbird event. And of course if it's an RC warbird event, I always try to attend.

This year was no exception, I did attend and I brought my Maxford USA Jenny. The club has one of the smaller runways in the area but it wasn't a problem for the slow-flying Jenny.



**"My JN4 Jenny has a 105" ws. It's not very fast but it sure is slow!"**

It was a Saturday, one-day event and started promptly at 9:00 am. It was a modest turnout for a small club but did have plenty of spectators that seemed to really enjoy the event.



**"The owner of this Eflite UH-1 helicopter really knew how to handle that gunship."**

The event was open to all era aircraft, including helos and jets. But the majority of the aircraft seemed to have been between the wars airplanes and ducted-fan jets. The smaller jets seem to become more popular each year, now that you can purchase them as a "Plug & Play" option.



**"This electric-powered jet was really fast and highly detailed. It took several attempts before I finally got a good picture!"**



**"This nice-looking Great Planes Stearman had a 3-cylinder, 4-stroke engine. It Sounded and looked pretty good."**



**"This Dynam electric-powered F4U Corsair had a sound system in it, simulating engine noise and machine gun fire."**

The event served free lunch for the pilots, gave out door prizes throughout the day and handed out several awards at the end of the event.

Overall, it was a good one-day show and I hope to go again next year. Maybe I'll see some of us PPRC guys out there!

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## Show & Tell

### Item - I

Keith Davis' Great Planes WACO



"Keith bought this plane from a fellow club member, minus the engine, RX and servos. He installed a Super Tigre 2300 engine, a Hitec RX and servos. With a 72" ws, weighs 13 pounds and four functional ailerons, it flies like a trainer or an aerobatic airplane."

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## So, What is This Airplane?

By Keith Davis



**Clue #1:** This was one of the U.S. first attempts in designing a rocket-powered aircraft. It used a single conventional jet engine for flight and four small rocket motors for climbing and interception.



**Clue #2:** Only two were built when the decision was made to cancel the program. The reasons were because of a 25 minute max flight time and an already out-dated fire-control system.

**Clue #3:** The unique wing design was thought to help reduce wingtip stall, which was common during that era for swept-wing aircraft at low airspeeds.

Last month's mystery airplane was a Russian Antonov AN-71 Madcap. Club members Leif Hermansson and Gus Grissom came up with the correct answer. Good going Comrades!



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## Model Airplane News Celebrity

By Keith Davis



### J-5 AE-1 Medical Transport

Ben Woofter, Colorado Springs, CO

Ben covered his Balsa USA Cub as this U.S. Navy flying ambulance. Powered by a DLE 30cc engine, it uses Hitec digital metal-gear servos and a Futaba T12FGA radio. Ben writes, "The plane flies with a pilot and the patient in a stretcher. It's the best Cub I have ever flown; zero trim needed on maiden flight."

**"Ben's Cub pictured in the Model Airplane News magazine."**

Ben Woofter completed his 110" ws Cub project a few months ago and didn't waste any time getting it in the air and then getting it posted in the September issue of the Model Airplane News magazine.

Many of us have seen Ben's Cub flying at the airfield and it does look nice I believe Ben's next project is a 144" ws Piper Cub. Can't wait to see that one in the air too!



**"Ben's Cub on final approach at the PPRC airfield. He said that it is a very gentle flyer for such a big plane."**

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## Gus & Safety

By Gus Grissom



Gus brought up a few different topics on safety at the October club meeting.

**1) RC Helicopter Safety** – When other pilots are flying, try to avoid doing all of your helo maneuvers in front of you and other pilots. That becomes a distraction to all concerned.

**2) Unsafe Situations** – If you notice an unsafe situation about to happen or is in progress, don't be shy to point it out to the individual(s) involved. The unsafe situation will only get worse.

**3) Take 5 & 10** – Take 5 seconds to look out 10 feet around your surrounding area. This ensures that you don't leave anything behind, your plane is ready to fly, or that your work area is safe.

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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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## All About Civilian Airplanes

By Keith Davis



This article is about the Beechcraft Model 17 Staggerwing. In 2012, this plane was ranked fifth in the top twelve list of The Worlds Most Beautiful Airplanes and here's what Wikipedia had to say about it.

The Beechcraft Model 17 Staggerwing is an American biplane with an atypical negative stagger (the lower wing is further forward than the upper wing) that first flew in 1932.



**“The Beechcraft Model 17. Over 780 models were built between 1933 and 1949. Only a handful remain in flying condition today.”**

At the height of the Great Depression, aircraft executive Walter H. Beech and airplane designer T. A. "Ted" Wells joined forces to collaborate on a project to produce a large, powerful, and fast cabin biplane built specifically for the business executive. The Beechcraft Model 17, popularly known as the "Staggerwing" was first flown on November 4, 1932. During its heyday it was used as an executive aircraft, to compete against the Waco Custom Cabin and Waco Standard Cabin series of biplanes.



**“Each Staggerwing was custom-built by hand. The luxurious cabin, trimmed in leather and mohair, held up to five passengers.”**

Sales began slowly. The first Staggerwings' high price tag (between US\$14,000 and US\$17,000, depending on engine size) scared off potential buyers in an already depressed civil aircraft market. Only 18 Model 17s were sold during 1933, the first

year of production, but sales steadily increased. Eventually, the Staggerwing captured a substantial share of the passenger aircraft market. By the start of World War II, Beechcraft had sold more than 424 Model 17s.

**World War II** - The Beech UC-43 Traveler was a slightly modified version of the Staggerwing. In late 1938, the United States Army Air Corps purchased three Model D17S to evaluate them for use as light liaison aircraft. These were designated YC-43. After a short flight test program, the YC-43s went to Europe to serve as liaison aircraft with the air attachés in London, Paris, and Rome.



**“The Beech UC-43 Traverler in military colors.”**

Early in World War II, the need for a compact executive-type transport or courier aircraft became apparent, and in 1942 the United States Army Air Forces ordered the first of 270 Model 17s for service within the United States and overseas as the UC-43. These differed only in minor details from the commercial model.

To meet urgent wartime needs, the government also purchased or leased additional "Staggerwings" from private owners including 118 more for the Army Air Force plus others for the United States Navy.

After the war's end, Beech immediately converted its manufacturing capabilities back to civil aircraft production, making one final version of the Staggerwing, the Model G17S. They built 16 aircraft, which they sold for US\$29,000 apiece.

Then along came the lightweight V-tail Beechcraft Bonanza, a powerful four-passenger luxury aircraft, which soon replaced the venerable Staggerwing, at about a third the price. The Bonanza was a smaller aircraft with fewer horsepower, but carried four people at a similar speed to the Staggerwing. Beechcraft sold the 785th and final Staggerwing in 1948 and delivered it in 1949.

**Did You Know?** Beechcraft designed the staggered wing to provide better pilot's visibility by placing the upper wing behind the cockpit, while still maintaining a Bi-plane's agility.

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## Airfield Weather Data Station

By Keith Davis



Back in September, Mr. And Mrs. Ben Woofter graciously purchased a new weather data unit for the club airfield. It has several new features to include larger digital readouts and a wind chill temperature indicator.



“The new unit fits conveniently where the old unit used to go.”



“The larger digital readouts makes it much easier for us older guys to read!”

The next time you see Ben or his wife, be sure to thank them for helping to improve our flying field and for letting us know how hot or cold we really are!

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## October Flying

By Keith Davis



The nice, warm summer days of flying are just about over and the cooler days are moving in. But that didn't stop many of the PPRC members from coming out and continue what they have been doing all summer, fly!





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## 2013 Love-Air Jet Rally

By Keith Davis

Photos by Rod Hart



I didn't make it to the 2013 Love-Air Jet Rally this year but I was told several PPRCC members did. Not only did six PPRCC jet flyers attend, but they did most of the flying throughout the event.



PPRCC members Rod Hart, Gus Grissom, Rick Paquin, Dan Brunson, Kevin Kinzel and Greg Moore attended the two-day event, each bringing one or two jets. Larry Laughlin is another big jet flyer in the club but could not participate in the event this year.



Despite the heavy rains just a week before, the airfield was in good condition and the skies were clear for all day flying. It turned out to be a good event for being the last RC event of 2013.



## Upcoming RC Events:

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

