

Pikes Peak Radio Control Club Newsletter

Volume 42 / Issue 12 / December 2014

AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920
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Club President – Rod Hart / Club Vice President – Eric Sauley
Club Safety Officer – Rick Paquin / Club Treasurer – Adam Heffington
Club Secretary – Keith Davis / Club Newsletter & Website Manager – Keith Davis

Next PPRCC Meeting:
7:00pm / December 2nd (Tue) 2014
@ Antelope Ridge Community Center

Local RC events happening this month:

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Last Month's

Minutes . . .

(November meeting)

Meeting Started: 7:05 pm
Meeting Adjourned: 8:10 pm

Members Attended: 33
New Members: Mike Diekman and Chris Trippel.
Welcome!
Visitors: 0

New Business:

1) Club President Rod Hart, discussed the issue of the 2015 club membership fees. It was discussed with the club members, then voted on and passed that the 2014 club membership fees will remain the same for the 2015 club membership fees.

2) Club members Romi Lucas and James Murphy are the nominees for the 2015 Vice President position. Club members can cast their votes during the December club meeting.

3) Club Treasurer Adam Heffington did not attend the November club meeting. Therefore a treasury report was not available.

Old Business:

1) Club member Ben Woofter, stated that he will continue to bring the training plane out to the airfield



on Sundays if anyone is still interested in learning how to fly during the winter months.

2) The club is now accepting 2015 PPRCC membership applications . You can download the form from the club website and turn it in at the next club meeting, drop it off at Pikes Peak Hobby or mail it in. Be sure to have your 2015 AMA card!

You're Having a Bad RC Day. . .



"After only 30 days into the hobby, your wife decides that it's time for you to find a new hobby!"

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Show & Tell Item - I

Duane Zinke's T-Clips airplane



"Duane rescued this previous electric-powered T-Clips ARF from a dumpster death and rebuilt, recovered and repowered it with a Satio .45 four-stroke engine. The plane has a 70" ws and weighs 5 pounds. Duane has not flown the plane yet."

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2015 Jefco Auction

By Keith Davis



Important Notice!

Due to rising rental costs at the Jefco County Fairgrounds, the 2015 Jefco Auction will only be a one-day auction event for next year.

The event will take place on February 6th -7th 2015. Friday will be a day of setting up, drop-off and registering items. Saturday will be the one-day auction day. The auction will continue until all items are sold on Saturday. **No auction on Sunday!**

The Jefco Modeler's will post the auction flyer in January with all the details.

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2015 11th Annual Aeromodeling Expo

By Keith Davis



Denver will hold its 11th annual Aeromodeling expo at the Lowry AFB Museum located at Aurora, Colorado. The indoor event takes place on Saturday, February 21st, from 10:00 am to 4:00 pm.

All RC clubs are invited to participate in the event and will be free for all participants. club members can bring any type of airplane as a static display for the public to view. No flying will be permitted.

If interested in participating, contact PPRCC member Keith Davis for more information at:

Lkdavis03@hotmail.com

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

lkdavis03@hotmail.com

Keith Davis - PPRCC Newsletter Editor

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All About Military Airplanes

By Keith Davis



During the 1960's when the North American B-70 Valkyrie was undergoing test flight trials and possibly becoming the world's fastest nuclear-armed, deep penetration strategic bomber, it put panic in the USSR leadership and something had to be done to counter it.

The Sukho aircraft company came up with the T-4, "Aircraft 100", Su-100, "Project 100", or the "Sotka". It had many names but was still the same aircraft. The Sotka was a Soviet high-speed reconnaissance, anti-ship and strategic bomber aircraft that did not proceed beyond the prototype stage.



"One T-4 survives today. Aircraft "101" is on display at the Central Air Force Museum in Monino near Moscow."

Although slightly smaller, many Western aviation experts believed the T-4 was nearly an exact copy of the XB-70 Valkyrie. However the T-4's performance never reached its expectations as the Valkyrie. Only four were under construction and plane numbered "101" was the only one to reach the test flight stage.

The first T-4, designated "101", first flew on 22 August 1972. Testing continued to 19 January 1974. The T-4 flew only ten times for a total 10 hours and 20 minutes. It is believed to have reached at least Mach 1.3 at an altitude of 12,000 meters using four Kolesov RD36-41 engines. These engines each produced 35,300 lbs of thrust with afterburners.

The aircraft was designed to achieve speeds of up to Mach 3.0, but the program was cancelled before the full performance of the aircraft could be reached.



"Close-up view of the unusual articulating nose design."

The T-4 was made largely from titanium and stainless steel, and featured a quadruple redundant fly-by-wire control system but also employed a mechanical system as a backup. The aircraft's nose lowered to provide visibility during takeoff and landing. A periscope was used for forward viewing when the nose was retracted, and could be employed at speeds of up to 373 mph. The wingtips were not adjustable as were the XB-70's wingtips.



"The T-4 taxiing during early test trials."

Development of the T-4 was fraught with difficulties and required a massive research effort to develop the technologies necessary, including the manufacturing technologies to machine and weld the materials necessary to withstand sustained Mach 3 flight.

The T-4 program was finally cancelled in 1974 after expensive cost overruns, improvements on ballistic missile technology and the low probability of manned bombers surviving deep into enemy territory.

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Show & Tell Item - II

Romi Lucas' Scratch-Built Mirage



"Romi presented another one of his unique designs, this one is called the Mirage. It has a 72" forward-swept wingspan, weighs approx 7 pounds and is powered by a .46 size electric motor. Romi has already flown a smaller prototype of this plane with great success. This plane has not flown yet."

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Name that Plane's Nickname!

By Tom McCallum and Keith Davis



Throughout aviation history, airplanes have been given nicknames from their own pilots, their friends and their foes. Some nicknames were flattering, others not so flattering. Can you name that plane's nickname?



Convair F-106 Delta Dart:

- A) Deadly Dart
- B) Devious Dart
- C) Six Shooter



Avro Vulcan:

- A) Tin Triangle
- B) The Big Wing
- C) Falklands Flattener

Last month's answers:

- The Lockheed E-3 Sentry was nicknamed "**The Frisbee**" for obvious reasons with the large rotating radar dish on top.
 - The North American A-5 Vigilante was nicknamed "**The Passionate Pachyderm**". Pachyderm meaning large animal with thick skin.
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National Museum of WWII Aviation

By Keith Davis



This past November, club president and tour guide at the National museum WWII aviation, Rod Hart, arranged to conduct a free, guided tour at the museum for all PPRCC members. About 10 club members and guests attended the tour.



"Museum tour guide Rod, talks history and facts about the P-47D Thunderbolt."

Rod took the group around numerous WWII item display areas, restoration areas and of course several flyable WWII aircraft. Some of the aircraft on display were the P-47D Thunderbolt, the PT-22 Recruit, the B-25 Mitchell, the TBF Avenger, the A-1 Skyraider and a pair of F7F Tigercats.



"Center wing section of the P-38 Lightning. The plane is scheduled to be completed next year."

We were also allowed to view a few of the restoration projects that were currently being worked on. One of them was the P-38 Lightning in which they hope to have back in flying condition late next year. Another project on the waiting list is a rare P-47 Thunderbolt razorback. It was recovered from the jungles in the pacific and it will need lots of tender loving care!



"This rare razorback Thunderbolt will someday be restored to flying condition once again."



"One of my all-time favorite airplanes, the Grumman F7F Tigercat. There are now two Tigercats based at the museum. Both planes are in flying condition."

The tour lasted about two hours and Rod covered as much as he could in that short time. The museum has future plans for expanding and adding more airplanes to its collection. It is also has plans to sponsor another airshow in 2016. If you are interested in visiting the museum, get with Rod at any of the PPRCC club meetings or just give the museum a call. Thanks Rod!

Pikes Peak RC Hobbies



Upcoming RC Events:

- Dec 2nd (Tue) 2014 - PPRCC Meeting
- JAN 1ST THU 2015 PPRCC FROZEN NEEDLE VALVE FUN FLY
- Jan 6th (Tue) 2015 - PPRCC Meeting
- Feb 3rd (Tue) 2015 - PPRCC Meeting
- Feb 6th-7th (Fri-Sat) 2015 - Jefco One-Day Auction
(Fri-Prep & Drop-Off / Sat-Auction)
- Feb 21st (Sat) 2015 - 11th Annual Aeromodeling Expo in Denver

Merry Christmas

