

Pikes Peak Radio Control Club Newsletter

Volume 42 / Issue 02 / February 2014

AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920
Phone: 719-329-1600 / Website: www.pprcflyer.net



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 / Feb 4 th (Tue) 2014 @ Antelope Ridge Community Center	Local RC events happening in February: <ul style="list-style-type: none">• JEFECO Auction• Denver RC Expo
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Last Month's Minutes . . . (January Meeting)



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

Members Attended: 35
New Members: 2 – Steve McKee and Jeff Clifton.
Welcome!
Visitors: 0

New Business:

- 1) Club President Rod Hart was out of town, so the newly elected club Vice President Eric Sauley, led the meeting. Eric then introduced himself to the club members as the 2014 club VP.
- 2) Club Treasurer Adam Heffington, spoke about the club's December finances. No major purchases were bought during December.
- 3) Club Secretary Keith Davis, talked about a few administrative issues. If you are still using a 72 mhz radio, you are required to have your AMA card in the frequency box while using the frequency pin. All club members must have their club badge displayed somewhere on their person while flying at the airfield. Guest flyers must be present with their host flyers while flying at the airfield.

4) PPRCC just completed its first meeting at the new location, Antelope Ridge Community Center. All comments about the facility are welcome, good or bad. The club expects to conduct meetings there at least through June 2014. Thanks to all that made it to the meeting and to those that brought in Show & Tell items!

You're Having a Bad RC Day. . .



"After you realize your newly installed sound system with realistic engine and machinegun sounds, also includes realistic smoke and flames!"

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2013 Bob Borrows Award Winner

By Keith Davis



Club member Charles (Chuck) Brath has been selected as the 2013 Bob Borrows Award winner. As everyone knows, the award is given out each year to a club member that has gone above and beyond in supporting the club and its members.

For the past few years, Chuck has volunteered his time and equipment in maintaining the airfield grounds. Chuck has endlessly led the way in repairing the runways, leveling out obstructions and of course mowing the many acres of grass and weeds surrounding the runways. Not only is that time consuming but it is also causes lots of wear and tear on his personal equipment.

A hardy thanks goes out to Chuck for supporting the club and being an outstanding club member!



“Chuck Brath (Right) receives the 2013 Borrows Award from Gus Grissom (Left) who was the 2012 Borrows Award winner.”

Jack Cole was the club's first Bob Borrows Award recipient and it was given out in 1974. A complete list of all the Bob Borrows Award recipients can be found on the club website.

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Pikes Peak RC Hobbies

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Show & Tell Item - I

Ben Woofter's EME 55cc Gas Engine



“Ben recently purchased an EME-2, 55cc gas engine. Very similar to a DLE 55 but half the cost. The engine spins a 23x8 prop and Ben plans on using the engine on his next project.”

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2014 PPRCC Frozen Needle-Valve

By Keith Davis



PPRCC held its annual January 1st flying event and it was a cold day out there! But despite the cold and the wind, it was a modest turnout. Over 25 pilots braved the cold and made it in time for the group photo. And even after the group photo was over, several more pilots showed up to get their first flight for 2014.



“2014 Frozen Needle-Valve flyers.”

The event kicked off at 9:00 am with the incoming club president Rod Hart, cooking breakfast for the crowd. Several flyers took the opportunity to eat first, then freeze and fly. Others elected to get that first flight over with, then get a warm breakfast. But whatever they decided, no one could escape the chilling winds up to 30 mph.



“Keeping the tradition going, 2014 Club President Rod kept busy on the grill, feeding the crowd.”



“In the summertime, the run-up areas can reach 100 degrees, but during the winter, 10 degrees is normal.”



“Club member Ben lines up his U Can Do somewhere on the runway and away it goes!”

Most of the flying was pretty much done by 1030 am and people began packing up and heading home, or looking for somewhere else to get warm. Fortunately there were no incidents of cold injuries, despite one or two flyers that came out in shorts!

Thanks to everyone that came out and braved the cold and the winds. You can view plenty more pictures of the event on the club website under the “Gallery” tab.

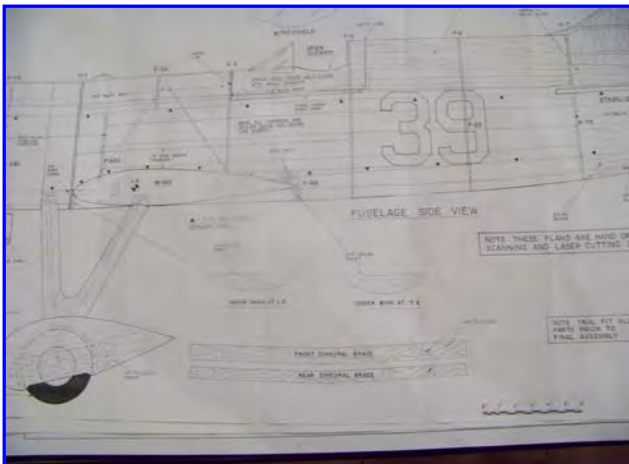
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Show & Tell
Item - II



Doug Ransom's 1/3 Scale DGA-5 Plans



"Doug brought in a set of 1/3 scale Howard DGA-5 IKE plans. He's not sure when he will start the project but the plane will have a 86" ws and powered by a DLE 30 gas engine."

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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

Keith Davis – PPRCC Newsletter Editor

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Show & Tell
Item - III



Rick Paquin's Motion EDF F-18 Hornet



"Rick keeping up with his latest interest in EDF jets, brought in a brand new 90mm ducted fan F-18 Hornet. It does not have flaps or rudders but it does have thrust vectoring! Rick said it took about an hour to build the F-18."

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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 were not so flattering. Can you name that plane's nickname?



Hawker Typhoon:

- A) Big Mouth Baby
- B) Thunderbolt II
- C) Tiffany



Dornier Do-17:

- A) Flying Stick
- B) Flying Pencil
- C) Flying Coffin

Answers can be forwarded to Tom or Keith!

Last month's answers:

- The F-15 Eagle got the nickname "Flying Tennis Court" because the aircraft's total wing area equaled the total square footage of a tennis court.
- The F-16 Fighting Falcon got the nickname "Lawn Dawn" because during its first few years of service, there were several major crashes, causing pilot fatalities.

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Wings over the Rockies

By Randall Eaker



Always Up to Something

Aeromodeling at the Hangar

Saturday, February 15 • 10:00 a.m. – 4:00 p.m.

Wings Over the Rockies Air & Space Museum invites you to join us for a day of aviation, education and fun.

- Radio-controlled Planes and Helicopters
- Helicopter, Acrobatic and Control Line Demos
- Radio-control and Hobby Vendors
- Scale Models
- Flight Simulators
- Jet Engine Demonstrations

WingsMuseum.org

Admission:

Museum Members • FREE

Adults 13 – 64 • \$11.00

Seniors (65+), active military and veterans • \$9.00

Children 4 – 12 • \$6.00

Children under 4 admitted free when accompanied by parent

Food onsite
Details subject to change.



Historic Lowry Air Force Base Hangar No. 1 near Alameda and Quebec

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Show & Tell Item - IV

Carl Prince's General Hobby Extra 260



"Carl brought in his nicely built Extra 260, which took about 3 months to build. The plane has an 70" ws and is powered by a RCGU 26cc gas engine turning a 17x8 prop. Carl has already completed several flights on the plane."

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Show & Tell Item - V

Larry Sipes' Me-109 Project



"Last year Larry completed a giant scale Spitfire. This year he has begun working on a giant scale PCM Miester kit Me-109. He plans on installing functional exhausts, rivets and an operational canopy. The plane will have a 100" ws and powered by a DA 85cc gas engine."

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All About Military Airplanes

By Keith Davis



Just about everyone knows something about the famous Doolittle raid on Japan, back on April 18th 1942. And just about everyone knows that the B-25 Mitchell was the bomber that conducted the raid. But do you know how and why the B-25 was selected? Well, here is how the B-25 Mitchell made history.

Right after the attack on Pearl Harbor, the decision was made to retaliate and bomb Japan immediately, but there were no Allied land bases close enough to allow U.S. planes to bomb Japan and safely return. So that's how the decision to use aircraft carriers came about.

The next problem was which planes to use in the raid. The current carrier-based planes did not have the range or the bomb load to execute a productive raid. So Navy planes were ruled out but the USAAF had plenty of medium bombers available.



North American B-25 Mitchell: PASSED - The plane had good overall performance and it had the shortest wingspan of the four bombers.

During 1942, the USAAF had several active medium bombers, the Douglas B-18 Bolo, the Douglas B-23 Dragon, the North American B-25 Mitchell and the Martin B-26 Marauder. All four of these planes were considered for the raid, but 3 of the 4 did not meet the aircraft carrier requirements or mission criteria.

The planes were reviewed on paper as well as flight and ground handling tests before the final decision was made. Here are the reasons why they failed:



Douglas B-18 Bolo: FAILED – The plane was underpowered, shortest range of all the medium bombers, too small a bomb load and had a large wingspan, concerned that it could strike the ship's superstructure during take-off.



Douglas B-23 Dragon: FAILED – The plane had the largest wingspan of the four bombers and its range was less than the B-25 and the B-26. It performed better than the B-18 but not better than the B-25 or the B-26.



Martin B-26 Marauder: FAILED – Despite its overall good performance and short wingspan, it was rejected because of its poor low speed handling during take-offs and landings. So it was eliminated for consideration almost immediately.

So in a nutshell, that's how the B-25 was selected as the bomber of choice for the mission!

Did You Know? The plan was to use 20 Mitchell bombers on the Japan raid, but two planes were found to be broke just before loading onto the U.S.S. Hornet. In addition, there was enough space on the flight deck for only 16 planes to maintain a minimum safe take-off roll.

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Show & Tell
Item - VI

Wayne Cooksey's Twin Kaos'



"Even though the two Kaos' look exactly the same, Wayne told us otherwise. They both have the same covering scheme but one plane has a Magnum .91 4-stroke with an 60" ws, while the other has a Satio .70 4-stroke engine with a 58" ws. Very nice."

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Show & Tell
Item - VII

Frank Miller's Unknown Plane Name



"Frank said that he purchased this plane during the 2013 JEFECO Auction. He only paid about \$100 for it but doesn't know the name or the manufacturer. Frank is still debating to make it either glow or electric. But what ever he decides, it will be fast!"

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Meet the New PPRCC President

By Rod Hart



I would like to introduce myself. I have been a member of PPRC for about 7 years, but I have been around radio control airplanes for about 40 years. My dad started flying RC about 1972 and built his first radio from Heathkit. He also built and rebuilt a Tri-Squire as he taught himself to fly. I remember watching him try to fly and crash. Even at 5-6 years old I thought it was a blast to see an RC plane fly.

Finally when I was 13, I got to build my first plane, a Junior Falcon with a Testors .049. From there I had a Gentle Lady but I also flew my dad's Contender and Kwik Fly. My first "fast" plane was a Sig Kougaur. During that time I went to college and joined the Air Force. I flew RC for about 6 years while in the Air Force but I got busy, we had a daughter and I gave up RC for a few years.

When I moved here from Washington DC area there was something new in RC, "small electric airplanes". So I bought a small plane and got back in the air. Now I like all RC airplanes but I am primarily focused on Warbirds and Jets. And by the way, that is a picture of me at 14 with hair and a little chubby. "A dorky age".



Now onto club business. This year we have begun planning for our events with the biggest one being our Warbirds event. We do have some field repairs to do this year which include resealing the runways. We will have a couple of workdays this summer.

One event I would like to have the most participation is our family day in Aug. One last thing we are trying to get attendance up at meeting and as of now we are planning on raffling off some receivers and a radio. We will also be having snacks, chili and burger this summer at the meetings.

One last thing, many of you know I am a docent at the National Museum of WWII Aviation. I will be inviting the club on a free tour sometime in the upcoming months. It is a great opportunity to see WWII airplanes.

If you have any question or suggestions give me a call or email me.

Rod, 641-3021, email: rodhartp51@gmail.com

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Show & Tell Item - VIII

Jim Murphy's new Twin Bobcat



"Jim just bought this pre-owned, newly built Twin Bobcat and told us about it. Murphy was not sure of the manufacturer's name but the plane has two x HB .40 engines, a 78" ws and has not been flown yet. Murphy hopes to get it airborne in a few weeks."

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Pikes Peak RC Hobbies



Upcoming RC Events:

- Jan 31st - Feb 2nd (Fri-Sun) 2014 - JEFECO Auction
- Feb 4th (Tue) 2014 - PPRCC Meeting (New location, see website!)
- Feb 15th (Sat) 2014 - Wings over the Rockies RC event
- Mar 4th (Tue) 2014 - PPRCC Meeting (New location, see website!)
- Apr 1st (Tue) 2014 - PPRCC Meeting (New location, see website!)

