

Pikes Peak Radio Control Club Newsletter

Volume 42 / Issue 06 / June 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 / June 3rd (Tue) 2014 @ Antelope Ridge Community Center	Local RC events happening this month: <ul style="list-style-type: none">• Warbirds over Denver• Warbirds over Pikes Peak
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Last Month's Minutes . . . (May meeting)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:10 pm

Members Attended: 26
New Members: 0
Visitors: 0

New Business:

1) Club Treasurer Adam Heffington, spoke about the club's April finances. There were no major expenses during April but Adam expects May and June expenditures to increase in support of the club's summer events.

Old Business:

1) Club Vice President Eric Sauley, briefed everyone on how the first day of the PPRCC flight training program went, It started on Sunday, May 4th. And the club trainers, Eric, Ben, Karl and Tom got to introduce RC flying to several beginners new to the hobby.

Eric then discussed the prospect of having a helicopter pad for the helo guys. It is still in the planning phase and issues such as the pad location, pad size and pad orientation is still being reviewed.

2) Club member Rick Paquin, will be the Event Coordinator for this year's Warbirds over Pikes Peak. He encouraged everyone to come out and enjoy the planes and the sun!

You're Having a Bad RC Day. . .



"When you assumed the guy hovering his helicopter next to your parked plane, knew exactly what he was doing!"

PPRCC Flight Training

By Keith Davis



The club officially kicked off its RC flight training program in the beginning of May. Club trainers Eric Sauley, Ben Woofter, Carl Prince and Tom Andersen, all got the opportunity to fly with several flyers brand new to the hobby.



"Club trainers, Ben, Tom, Carl and Eric can all be seen in this photo, busy training!"



"The electric powered Apprentice is the club's primary trainer for beginners. Several flights can be conducted before it's time for a new battery."

The schedule for flight training is every Sunday, from 9:00 am to 11:00 am, weather permitting. There will be at least one trainer assigned to be there during that time. Training is free, open to all ages, no equipment needed, no need to call in advance, just the desire to come out and give it a try!



"Flying the Big Stik 40, Karl gets some one-on-one time with an experienced beginner."



"New flyers with some experience can also jump right into the LT-40 trainer airplane."



"Tom has the utmost attention of a new student as he explains the basics of RC airplanes. Tom will also teach helicopter flying if anyone is interested in learning how to fly helicopters."

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Don't Dump on Me!

By PPRCC Management



Recently, It has been mentioned that a few items that is not RC related has been found in the field dumpster. The dumpster is not for personal trash from home, tv's or other appliances.

Also, the dumpster is not an authorized container to dispose of RC batteries. Defective RC batteries can become a serious fire hazard inside the dumpster. Please only use the dumpster for crashed planes, RC waste (no batteries!) and field trash.

Thank-You
PPRCC Management



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Do you have an article, story 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

I also accept pictures of your plane at the airfield and it will get posted on the website front page slideshow!

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Show & Tell Item - I

Duane Zinke's Carl Goldberg's Tiger 2 kit



"Duane completed his first ever kit project, the Tiger 2. He said that it was easier than expected to build and the covering took the longest to complete. The plane has a 61" ws and powered by a Satio 115 four-stroke engine. Nice job Duane!"

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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?



Short S.25 Sunderland:

- A) Flying Bus
- B) Flying Porcupine
- C) Flying Mansion



Mitsubishi G4M Betty:

- A) Cigar / Flaming Cigar
- B) Tubby / Flying Tubby
- C) Lighter / Flying Lighter

Last month's answers:

- USAF pilots gave the F-105 Thunderchief the nickname "**Thud**". Not because it was short for Thunderchief, but because so many of them were lost during the Vietnam War, pilots swore that was the sound it made when it slammed into the ground.
- Despite having four engines, the Airbus A340 was given the nickname "**Low Rider**" because the jet had an unusually long and low climbout angle during takeoffs.

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Show & Tell Item - II

Keith Davis' Texas RC Planes O-1 Bird Dog



"Keith brought in his recently completed and flown O-1 Bird Dog. It has a 98" ws, weighs 18 pounds and powered by an O.S. BGX 1-3500 engine. Extra features include a smoke pump and the ability to drop a parachute."

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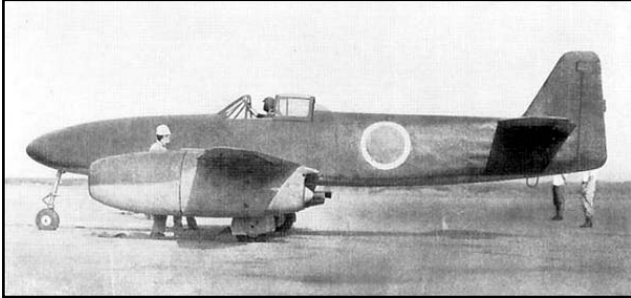
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All About Military Airplanes

By Keith Davis



The Nakajima JY9 Kikka (Orange Blossom) was Japan's first jet-powered aircraft. It was developed late in World War II and the first prototype had only flown once before the end of the war. It was also called Kōkoku Nigō Heiki or "Imperial Weapon No.2".



"Due to shortage of parts, the main landing gear of the Kikka were taken from the A6M Zero and the nose wheel from the tail of a Yokosuka P1Y bomber."

"The Nakajima Kikka was an approved copy of Germany's Me-262 jet fighter and designed to be a fast attack bomber. However, Japan added its own requirements such as the ability to build the jet with unskilled labor, build the jet slightly smaller than the Me-262 and with folding wings so that it can be hidden in caves and tunnels. The Kikka also had straight wings and tail section instead of the swept wing design like the Me-262.



The port Ne-20 axial-flow turbojet in the second prototype Nakajima Kikka (Orange Blossom). (Edgar Dreger)

"A close-up photo of the port Ne-20 axial-flow turbojet in Kikka prototype #2."



"Color, 3-view plan of the Nakajima JY9 Kikka."

Before the war's end, Japan built approximately 20 Kikkas in various stages, but only two were completed for test-flights. The Kikka's first flight took place on 7 August 1945, with Lieutenant Commander Susumu Takaoka at the controls. The aircraft performed well during a 20-minute test flight, with the only concern being the length of the takeoff run. For the second test flight, four days later, rocket assisted take off (RATO) units were fitted to the aircraft. Those were the only two flights of the Kikka.

At the end of WWII, both Kikkas and several partly assembled airframes were shipped back to the U.S. for evaluations. One of the completed Kikka was later scrapped while the other is now on display at the National Air and Space Museum in Washington D.C.

Nakajima JY9 Kikka / Me-262 comparison::

Crew: 1 / 1

Wingspan: 32ft 10in / **41ft 6in**

Maximum Speed: 433mph / **559mph**

Range: 586 miles / **652 miles**

Service Ceiling: 39,000ft / **37,565ft**

Armament: 2x30mm cannon / **4x30mm cannon**

Rate of climb: 1237 ft per min / **3900 ft per min**

Loaded Weight: 7716 lbs / **14,272 lbs**

Did You Know? Japan also had Germany's approval to build the Mitsubishi J8M *Shūsui* (Sharp Sword), a rocket-powered interceptor aircraft based on the Messerschmitt Me-163 *Komet*. It was hoped that these rocket-powered fighters would prevent the B-29s from devastating Japan like the Allied bombers were doing to Germany. The Shusui first flew in July 1945 and only seven were built.

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Heli Talk

By Tom Andersen



I think a lot of people start flying heli's because of the fascination with hovering flight. And this is certainly fueling the interest in multi-rotors as well. But there are many other benefits of heli modeling that become apparent after the initial heli flights are accomplished. The extreme maneuverability of heli's is probably the second big draw to them. Most people outside of the hobby are not aware that a helicopter can hover and even fly inverted. This adds a whole other dimension to heli's beyond forward flight even. Backwards flight is of course another dimension, and when the two new dimensions are incorporated into your flying the extreme maneuverability of the heli is finally apparent.

Lately I've been working on backward inverted flight and I must say it is a very extreme flight mode, but the heli really doesn't care which way you point it, only you do. It is very comfortable and stable upside down and backwards, and I am beginning to understand how a 100mph backwards inverted circle at 10ft altitude is accomplished. The elevator control does not actually reverse, so in that mode, fore and aft cyclic is normal. Everything else reverses but it is indeed possible to learn to fly it around in this mode using only the simulator. So far I can fly the Nano CPx in this mode and next will be my Raptor E620 flybarless. This hyper-maneuverability is undoubtedly behind the heli's surge in popularity with the younger crowd. But there are even more benefits to flying helis.

Another benefit is ease of building and repairing. One of my first impressions with heli's is how similar the building and repair experience is to R/C cars. Most kits are all pre-made parts and there's no cutting, glueing, sanding, or covering, so even if your building skills aren't that great your heli still looks pretty nice. And this aspect makes them easy to repair as well. Of course having to buy ready made parts is more expensive than scratch building parts, but the machine will be as good as new when the repairs are made, which is not the usual when an airplane is repaired or recovered, it may be weaker or uglier or heavier, but heli's rebuild to 100%. The exception to this ease of building is with scale heli's, of course the motivation is replication of scale looks and flight, and there's plenty of war heroes to choose from besides the civilian hero helicopters like LifeFlight machines. Huey's, Cobras, Blackhawks,

Dolphins, MD500's, they are worthy subjects for serious scale modeling efforts.

Another benefit of heli flying is the sheer portability. An entire heli takes up about as much space as one 40-size airplane fuselage, and a large vehicle is not required to haul even a 700 size heli. I have seen many heli fliers arrive in a tiny sports car or econocar. One thing I love to do is upon arriving at the field, spread the blades out in 1.5 seconds and the "wings are done attaching". When flying is done, fold the blades back into their keeper and it's ready to tote home.

This portability extends to airline travel. A well known comic, Jeff Dunham, is a huge R/C heli fan and takes a 450 heli in a suitcase size case on the road so he has some recreation between performances. Jeff was at IRCHA 2014 at the AMA HQ in Muncie, IN, and may be the biggest celebrity actively involved in R/C of any type.

Another type of portability is of the flying field itself. A very small area is all that's required for takeoff and landing of a heli and this means you can fly it in many places you wouldn't even dream of flying anything else. There's a great video of Kyle Dahl flying a Goblin 500 over a drainage ditch. He did an entire routine over what would be considered wasteland, and landed on a small clear spot near one side. Since heli's don't move forwards continuously they can be flown in much smaller areas without it even feeling very cramped. A slower forward speed can easily be achieved, possibly not even utilizing translational flight, but merely a forward hover. Many people live in urban areas where a runway cannot be founded for regular flying, but even small wasteland areas are more than enough for heli flight. Most heli's are kept within about 150' of the pilot mainly because it's hard to see the tail beyond that distance. With their relatively low airspeeds the space requirements are minimal.

The new stabilization systems and flight controllers are making multi-rotor flight more feasible, and of course FPV has taken off, giving rise to a whole generation of RC modelers that may never "hand-fly" a model. Combining the new camera gimbals like the Zenmuse gyro-stabilized gimbal with a multi-rotor puts a high quality camera platform into your hands that would have made George Lucas fork over \$100k even 10 years ago. The new stabilization systems are now being applied to helicopters and I predict that in two years time the RC newcomers will wonder why everyone thinks heli's are so "hard to fly".

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**Show & Tell
Item - III**

Karl Prince's Hanger 9 Spitfire



"Karl displayed his nice looking Spitfire that he spent several months to build and already has several flights on the plane. It is powered by a gas DLE-20 and has mechanical retracts."

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**Show & Tell
Item - IV**

Duane Zinke's Grandell Brother's Mail Plane



"Duane finally decided to bring in a plane that he built nearly four years ago, but hasn't flown it yet. It is powered by a Satio .65 4-stroke engine, weighs about 8 pounds and has a wingspan of 65 inches. Duane hopes to fly it for the first time this year."

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Pikes Peak RC Hobbies



Upcoming RC Events:

- **Jun 3rd (Tue) 2014 - PPRCC Meeting**
- **Jun 6-7-8 (Fri-Sat-Sun) 2014 - Warbirds over Denver**
- **Jun 21st-22nd (Sat-Sun) 2014 - Warbirds over Pikes Peak**
- **Jul 1st (Tue) 2014 - PPRCC Meeting**
- **Jul 19th (Sat) 2014 - PPRCC Electric Fly-In**
- **Jul 26th (Sat) 2014 - PPRCC Scale Fly-In**
- **Aug 5th (Tue) 2014 - PPRCC Meeting**

