

Pikes Peak Radio Control Club Newsletter

Volume 43 / Issue 03 / March 2015

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

Next PPRCC Meeting: 7:00pm / March 3rd (Tue) 2015 @ Antelope Ridge Community Center	Local RC events happening this month: • •
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Last Month's Minutes . . . (February meeting)



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

Members Attended: 29
New Members: 0
Visitors: 1 – Tony Paquette, welcome!

New Business:

- 1) Club President Eric Sauley, brought up the issue of the club purchasing two new airfield porta-potties within the next few months. All four of the old porta-potties currently at the airfield will be removed. The matter was discussed, then voted on and passed to purchase two new porta-potties. Other minor details still needs to be resolved such as bathroom locations and constructing cement foundations.
- 2) Club Treasurer Adam Heffington, spoke about the club's January finances. The annual field tax will be paid this month. Adam also mentioned that the club is on track to exceed 100 club members for 2015.
- 3) Club Flight Instructor Ben Woofter, is now looking for additional volunteer flight instructors for 2015. If interested, contact Ben at: bwoofter@comcast.com
The training program is scheduled to begin in April.

Old Business:

- 1) Club Vice President James Murphy, announced that there will be a slight change in this year's runway improvements. Crushed rock or asphalt will not be used after the runway edges have been cleared and leveled. Instead, the dirt will be cleared, leveled and then packed down with a heavy roller. This process will be done 2-3 times this year to maintain the runway sides. The process will done before any major club event.

Airplane Anomalies . . .



"There's a good reason why the control tower informs pilots to check gear down before landing."

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Show & Tell Item - I

Tom McCallum's Top Flite DC-3 kit



"Tom now has two years working on his Top Flite DC-3 kit. The plane has an 86" ws, powered by two Magnum 4-stroke .52 engines and has Robart air retracts. Tom has not determined a completion date yet but when finished, it will have the Eastern Airlines livery scheme."

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Can You Name That Plane?



Clue #1: The unusual configuration of this plane was hoped to improve the pilot's ability to score hits during aerial combat; the engine was mounted in the rear for better pilot visibility and the armament was concentrated in the nose. In addition, the nose section could pivot vertically up 3 degrees and down 6 degrees, keeping the guns on target.



Clue #2: In order for the pilot to get into the plane, the pilot's seat was electrically lowered from the bottom of the plane, the pilot would sit in the seat, then raised into the cockpit. In the event of a bailout, the pilot would be ejected downward to avoid hitting the prop.

Clue #3: Due to constant engine problems and poor performance, only 2 were built and the project was soon cancelled.

Last month's Airplane: The British Handley Page Heyford. There were no correct responses.

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The 2015 Jefco Auction



Several PPRCC members, including myself, attended the one-day Jefco Auction in February. It was a big turnout with hundreds of RC items up for sale. And it all had to be sold in one day!



“The auction kicked off at 8:00 am and people were already walking out the door with items they just purchased.”

I stayed just for a few hours, not to buy anything, but just to see what was for sale and get a few photos of the event. However, there were several airplanes that I wouldn't have mind owning, I just didn't have any more room in the house!



“I considered buying this 100” ws SB2C Helldiver, but I didn't have an engine big enough for the plane and I didn't have room in my house!”

Several PPRCC members did make numerous buys to include foamy airplanes, a few quads and engines. And a few PPRCC members did bring up a few items to sell, not sure how those sales went. However, I did notice that quite a bit of items were “Passed” and set aside. That was the best time to buy an item because most of the sellers did not want to bring the items back home and would lower their prices even more.



“The place was literally wall to wall with built planes and planes still in the box for sale.”

Many of the items were also marked with “Buy Now” prices. So if you saw something that you really liked, you could purchase the item now without having to wait for it to go up to the auction table. However the “Buy Now” price was considerably higher than the “Minimum Bid” price.



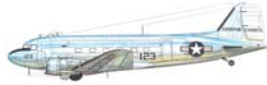
“Every type of airplane could be found at the auction, from WWI and WWII airplanes, to aerobatic and sport planes. And they came in assorted sizes too!”

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Show & Tell
Item - II

Ben Woofter's Duraflight Sea Vixen



“Ben purchased this Sea Vixen for the purpose of having a jet to participate in this year's PPRCC Jet Rally. For the price of \$170, it comes with two 70mm ducted fan motors, ESC's, servos, electric retracts and armament accessories. Ben has already completed several successful flights.”

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Giant RC's from
Around the World



"A-10 Thunderbolt II"
Country - USA



"Airbus A380"
Country - England



"Aero Commander"
Country - England

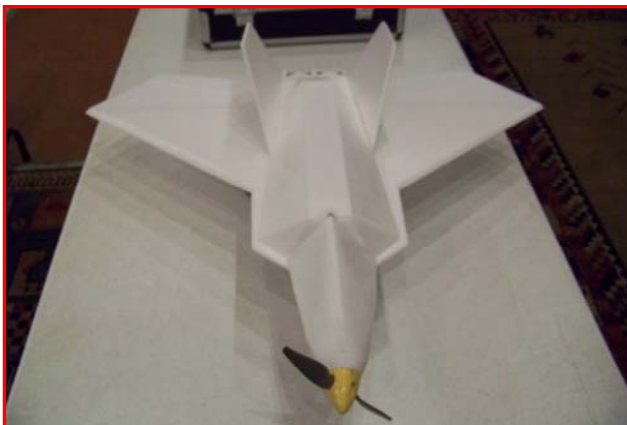
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Show & Tell

Item - III

Romi Lucas' F-18 "Modified"



"Romi took the F-18 Hornet shape and modified it to fit his design. It was built from a single sheet of white foam for only \$8.99. The plane is powered by an electric motor that runs off of a 3 cell battery and weighs 1pd 8oz. Romi has not flown it yet."

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The Douglas DC-3; 80 Years of Service



Year 2015 marks the 80th anniversary of the Douglas DC-3 still in service. This is the longest active service record of any aircraft, military or civilian. No need to go into the long, glamorous history of the DC-3 & C-47, however, here are a few interesting facts about the airplane:

- DC-3 first flight – December 17th 1935.
- C-47 first flight – December 23rd 1941.
- The C-47 was a modified DC-3. It had a re-enforced floor, a left-side cargo door, paratroop rigging and a shorter tail cone to accommodate glider towing.
- Over 16,000 variants were built. Anywhere between 300 and 400 are still flying today.
- Original cost per plane in 1940 was around \$60,000 to \$80,000.
- Today's price to purchase a DC-3 is around \$80,000 to \$350,000. (Based on year made, flight hours, condition, etc.)
- American Airlines was the first to use the DC-3 for passenger service. They were later followed by United, TWA and Eastern.
- In 1936, KLM was the first European passenger carrier to use the DC-3.
- In 1949, Cubana de Aviacion was the first Latin passenger carrier to use the DC-3.
- Before the outbreak of WWII, Japan was licensed to build the DC-3 as the Nakajima L2D. Approximately 487 were built.
- During WWII, Russia was licensed to build the C-47 as the Lisunov Li-2. Approximately 6,000 were built.
- During WWII, Germany flew several captured C-47's as transports and for covert operations.
- Built in 1937 for American Airlines, "Flagship Detroit" is the oldest flying DC-3 today. It currently attends many airshows throughout the USA.
- As of 2006, the Colombian Air Force was still using the AC-47 Gunship for close air support missions.
- Pilots who have flown the DC-3 / C-47, say the best replacement for the DC-3 is another DC-3!

Note: Airplane statistics may vary from website to website.

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DOT/FAA Announces Proposed Rule for sUAS



Article from AMA Today Newsletter (Feb 17 2015)

Sunday, February 15 – In a telephonic press conference held today, Department of Transportation Secretary Anthony Foxx and FAA Administrator Michael Huerta announced FAA’s long-awaited proposed regulation for the operation of commercial small unmanned aircraft in the national airspace.

As stated in the FAA press release, the “proposal offers safety rules for small UAS (under 55 pounds) conducting non-recreational operations. The rule would limit flights to daylight and visual-line-of-sight operations. It also addresses height restrictions, operator certification, optional use of a visual observer, aircraft registration and marking, and operational limits.”

“The new rules would not apply to model aircraft. However, model aircraft operators must continue to satisfy all of the criteria specified in Sec. 336 of Public Law 112-95 (Special Rule for Model Aircraft), including the stipulation that they be operated only for hobby or recreational purposes.”

“The public will be able to comment on the proposed regulation for 60 days from the date of publication in the Federal Register, which can be found at, www.regulations.gov.”

In response to the announcement, the AMA published the following statement...

FAA Notice of Proposed Rule Making for Small Unmanned Aircraft Systems

MUNCIE, Ind. — The Academy of Model Aeronautics (AMA), the world’s largest model aviation association, today released the following statement in response to the Notice of Proposed Rulemaking for Small Unmanned Aircraft Systems released by the Federal Aviation Administration (FAA).

“While we have not yet fully reviewed the proposed rule, we are pleased to see the FAA has concluded that regulations relating to the commercial use of small unmanned aircraft systems (sUAS) should not apply to the longstanding, educational hobby of flying model aircraft. These are two very different activities, and Congress appropriately made clear in 2012 that model aircraft should be exempt from federal regulation. The AMA will review the proposed rule in more detail to ensure that the rights and privileges of the model aircraft community are upheld.”

“As the nationwide community-based organization for the recreational and personal use of sUAS, the Academy of Model Aeronautics (AMA) has created relevant safety guidelines, best practices and operating principles that have allowed enthusiasts to operate their aircraft and safely use this technology for more than seven decades.”

“AMA’s 78 years of experience in managing and overseeing the operation of model aircraft shows that a voluntary, community-based approach to managing this activity is far more effective in ensuring enthusiasts operate their aircraft in a safe and responsible manner.”

“To this end the AMA has joined with the Association for Unmanned Vehicle Systems International, the Small UAV Coalition and other members of the small UAS and hobby industry in launching the “Know Before You Fly” campaign. This educational outreach has been widely accepted and heralded as a beneficial and effective means of educating the new sUAS enthusiasts and addressing inappropriate or improper use of this technology.”

“AMA is committed to preserving the safe, enjoyable and educational hobby of flying model aircraft – without the need for unnecessary, onerous and burdensome government regulations.”

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Do You Have a Story, Article or a Photo that you would like share with the club?

Get it to me at:

Lkdavis03@hotmail.com

Keith Davis - Newsletter Editor

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FAA Releases Proposed sUAS Rule



Article from AMA Communication Email (Feb 18 015)

After years of delays, the FAA released its notice of proposed rulemaking (NPRM) for sUAS on February 15, 2015. Although we are still sifting through the 195-page proposed rule, at first glance we are cautiously optimistic.

Since the beginning of the regulatory process in 2008, the path that got us to where we are today took several unusual twists and turns.

AMA's position from the very beginning was, and will always be, "No modeler left behind!" Along the way, AMA and the FAA were able to address a number of concerns and came together to find reasonable solutions. We were able to resolve these concerns because the FAA looked favorably on AMA and our strong safety program that has stood the test of time for nearly 80 years.

In 2008, the FAA's initial thoughts were that it would "regulate model aviation by exempting it from regulation." As the process progressed, the FAA changed direction and began leaning toward a comprehensive set of "operating standards" that would be the guidance for modelers.

AMA and some dedicated AMA volunteers representing many of the aeromodeling disciplines worked for over two years alongside the FAA in developing those standards. The work was tedious, sometimes tense, and was made more difficult by frequent turnover in personnel within the FAA's Unmanned Aircraft Systems Integration Office (UASIO), the office within the FAA charged with drafting these new rules.

In 2010, recognizing the challenges we were facing, AMA asked Congress for its support. In February 2012, after nearly two years of hard work, Congress passed the 2012 FAA Modernization and Reform Act. Within this act is Section 336, titled the *Special Rule for Model Aircraft* (the AMA amendment).

This amendment, while recognizing the FAA's authority over anyone-including model aviation enthusiasts-who could be an eminent danger to other users of the airspace, limited the FAA's ability to create any new rule or regulation for model aircraft. Shortly after the passage of this act-and in part due to a change in management within the UASIO-the FAA's position began to shift away from the concept of a hard set of standards for model aircraft.

We find ourselves today, nearly seven years after the process began, looking at a proposed rule from which, for the most part, model aviation is exempt. As the FAA administrator said, "... *this proposed rule does not affect those who want to fly model aircraft as a hobby or for recreation.*" It appears AMA and the FAA found a way to regulate model aviation by exempting it from regulation.

Although we are optimistic, there is a long way to go before this proposed rule is finalized. There is a period for public comment, and it's possible that the FAA may make some modification to the proposed rule.

AMA is also intent on working with the FAA to resolve the differences we have with the FAA's Interpretive Rule issued in June 2014. The Interpretive Rule is the FAA's interpretation of the provisions in the *Special Rule for Model Aircraft*, and there a few areas where we believe the FAA may be misinterpreting Congress' intent when it included the special rule in the 2012 act.

As the country's premier community-based organization representing model aviation enthusiasts, AMA has invested significant resources in both manpower and dollars in advocating for, and working toward, the goal of aeromodelers continuing to enjoy model aviation much as we have in the past. The NPRM is a good step toward making that happen.

Once we have had a chance to fully digest the NPRM we will report back to our membership.



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Pikes Peak RC Hobbies



Upcoming RC Events:

- Mar 3rd (Tue) 2015 - PPRCC Meeting & Swap Meet
- Apr 7th (Tue) 2015 - PPRCC Meeting
- May 5th (Tue) 2015 - PPRCC Meeting
- June 2nd (Tue) 2015 - PPRCC Meeting
- June 13th & 14th (Sat & Sun) 2015 - Warbirds over Denver
- June 21st & 22nd (Sat & Sun) 2015 - Warbirds over Pikes Peak

