



Pikes Peak Radio Control Club Newsletter



Volume 43 / Issue 09 / September 2015

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

<p>Next PPRCC Meeting: 7:00pm / September 1st (Tue) 2015 @ Antelope Ridge Community Center</p>	<p>Local RC events happening this month:</p> <ul style="list-style-type: none"> • Warbirds over Pueblo • PPRCC Scale Fly - In
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Last Month's Minutes (August meeting)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:15 pm

Members Attended: 28
New Members: 0
Visitors: Terry Roehr. Welcome!

New Business:

- 1) Club President Jim Murphy, once again reminded club members that while flying at the airfield, the club membership badge must be displayed somewhere on your person.
- 2) Club Treasurer Adam Heffington, spoke about the club's July finances. After totaling all recent expenses and income from the warbirds event, the club was on the plus side for the first time in several years.
- 3) September is the last month for free RC flight training. The activity is open to anyone that is interested in learning how to fly. Training takes place at the PPRCC airfield, every Sunday.

Old Business:

1) AMA membership fees will increase to \$75 for general membership effective September 15th 2015. AMA is offering a last chance, early enrollment of the current fee of \$58 before the scheduled increase. You can also purchase a two-year membership before the prices go up. View the AMA website for all the new 2016 membership fees and details.

Airplane Anomalies



**"The take-off was good, the flight was good,
but the landing was not so good."**

FPV Aircraft Discussion



With the increase of First Person View (FPV) aircraft becoming headline news around the nation, club president Jim Murphy invited club member Bret Wilkerson, a FPV aircraft flyer in the club, to speak about FPV aircraft operations.

Bret explained that FPV aircraft can fly out of the controller's line-of-sight, but his/her observer must maintain a visual line-of-sight on the aircraft at all times. If his/her observer is losing sight of the aircraft, then the controller must bring the aircraft back into the observer's sight. AFV aircraft must also remain at 400 agl or less.

Several RC airplane clubs in the front - range area have already banned AFV aircraft from flying at their airfields to avoid any FAA / AMA violations.

Currently, PPRCC has not had any problems with FPV aircraft and still allows FPV aircraft flying. However, the FPV aircraft controllers must follow all FAA / AMA / and club regulations.

Do you have a story, article or a photo that you would like to share with the club?

Get it to me at:

Lkdavis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor

Show & Tell Item - I



Larry Sipes' B-25B Mitchell Project



"Last month, Larry just completed the tail section. This month, the tail section is now attached to the fuselage. Larry also installed the retracts and one of the two DLE 61cc gas engines with a 20x10 3-blade prop. It's beginning to look like a B-25 Mitchell!"

Can You Name that Plane?



Clue #1: In 1921, designed as a 100 passenger plane with nine wings and eight engines, it actually flew before crashing on its second test flight.



Clue #2: The plane survived the crash and was repairable. But as it was being towed to shore, the towing caused more damage and the plane was totaled.



Clue #3: The single large fuel tank was placed above the main cabin and wind driven fuel pumps provided fuel to the eight engines. Each wing had a single aileron on each end.

Last month's airplane: Martin XB-51. There were no correct answers on this mystery bomber.

Show & Tell Item - II



Tomas Jacob's giant scale Coyot-E



"A few months ago, Tom built a smaller version of this plane, getting the plans out of the AMA magazine. He decided to expand the plans and build an 80" version of the Coyot-E. Tom has several flights on the orange-covered flyer and he said it is easy to see in the air!"

2015 PPRCC Family Day



Once again, with the support of many of the PPRCC members and their family members, the Family Day & Swap Meet was a great success. Almost everyone that came out, brought something to fly, brought something to sell, brought something to eat or just bought something that was for sale.



“People arrived early to start setting things up to sell and also to find the good deals first!”

Family Day kicked off at 9:00 am and pilots were already flying, buying and selling. During the morning there were no problems with the weather, nice and warm and a slight breeze to keep the bugs away.

The event also brought in several guests and spectators, all wanting to see a few airplanes in action. A few of the visitors even got a chance to fly the club trainer with Ben, the club flight instructor. Not sure if the club gained any new members after that, but they did have fun!

Lunch was served around 1130 am, Popeye’s Chicken was the main course and you could help yourself with any of the side dishes that were prepared by the club and family members.



“Ben the club flight instructor, had a busy morning, flying with anyone that wanted to give RC flying a try.”



“The lunch line was long but well worth the wait.”



“There was plenty of flying too.”

Around 1:00 pm, isolated storm clouds began to roll in. They were slow moving, so it gave everyone plenty of time to get in a few more flights or pack their things.



“Rain showers popped up all around the airfield as flying continued.”

By 2:00 pm, the event was all but over. But it was a good day. Lots of sales happened and lots of people ate plenty of good food. Of course the club will do the event again next year.

The club also wants to thank everyone that participated in the event and to all the members that helped preparing the field prior to the event. That includes mowing, painting, clean-up and repairing.



“Club members Kevin and Ed repairing one of the picnic benches days before Family Day.”

**Giant RC's from
Around the World**



**“Cessna O-1 Bird Dog”
Country - USA**



**“Consolidated B-24 Liberator”
Country - USA**



**“DeHavilland Beaver”
Country - England”**

Never Heard of McCoy Engines!



Earlier this year, I conducted a RC yard sale for a friend. The sale went well but at the end of the day, I was left with several boxes of McCoy airplane engines that I never heard of and no one was interested in buying.

So before tossing them out, I decided to do a bit of research on them. This is what I found; The McCoy RC airplane engines were first built in the late 1940's and continued through the mid 1970's. They were initially gas powered engines and not the best quality built engines but they were very affordable, especially for kids during the 1950's and 1960's.



"Early McCoy engines (1940's) had a black body casing and were gas powered."

McCoy engines were one of the first companies to paint the heads a particular color. They started out with red, thus getting the nickname McCoy "Red Head" engines. Later during the 1950's, McCoy tried a new selling gimmick and painted the engine heads different colors based on engine compression:
Red Head – Standard Compression
Blue Head – High Compression
Gold Head – Low Compression

Also during the 1950's, McCoy started making glow fuel engines and painted the heads Black to indicate a glow fuel engine so that people would not accidentally use gas fuel in a glow fuel engine. But after a few years of painting their heads, McCoy decided to go with the traditional non-painted heads to cut down on costs.

McCoy produced several sizes of engine in both gas and glow fuel; McCoy 60, McCoy 55, McCoy 49, McCoy 36, McCoy .35, McCoy 29, McCoy 19 and the McCoy .09 engine. None of the engines had mufflers and they were quite loud.



"The McCoy .19 and McCoy .35 engines were the most popular McCoy glow fuel engines during the 1950's."

McCoy also made several boat and car RC engines, but airplane engines was their primary product.

During the late 1960's, the quality of the McCoy engines could no longer compete with the better quality FOX, K&B, O.S. and other airplane engine companies and the company was then sold or folded around 1972.



"The 1950's McCoy .60 (Glow) engine. Their biggest engine built. They also went to the Pearl color body casing on most of their engines."

That's about all I know about McCoy engines. Today they are a valuable collector's item, if they are still in good shape!

Warbirds over
The Rockies

September 11th-12th-13th (Fri-Sat-Sun)
Pilot's Fee: \$50.00
Spectator's Fee: \$10.00



Show & Tell
Item - III

Romi Lucas' new and improved Mew Gull



"Romi displayed his 3rd, nicely done, recovered Mew Gull, it used to have all white covering. The plane has not flown yet but it has a .60 size electric motor and requires a 6 cell battery."

Pikes Peak RC Hobbies



Upcoming RC Events:

- **September 1st (Tue) 2015 - PPRCC Meeting**
- **September 5th - 6th (Sat-Sun) 2015 - Warbirds over Pueblo**
- **September 11th - 13th (Fri-Sat-Sun) 2015 - Warbirds over the Rockies**
- **September 20th (Sun) 2015 - PPRCC Scale Fly-In**
- **October 6th (Tue) 2015 - PPRCC Meeting**
- **October 11th (Sun) 2015 - PPRCC Jet Rally**
- **November 3rd (Tue) - PPRCC Meeting**

