

Pikes Peak Radio Control Club Newsletter



Volume 45 / Issue 08 / August 2017

AMA Club Number 179 / 2126 East Boulder Blvd / Colorado Springs, Colorado 80909
Phone: 719-329-1600 / Website: www.pprcflyers.net



Club President – Kevin Kinzel / Club Vice President – Greg Moore
Club Safety Officer – Greg Moore / Club Treasurer – Adam Heffington
Club Airfield Maintenance Team – Chuck Brath, Kevin Kinzel, Dan Brunson
Club Flight Instructor – Ben Woofter / Club Secretary & Club Newsletter Editor – Keith Davis

<p>Next PPRCC Meeting: 7:00pm / August 1st (Tue) 2017 @ Railroad Station / 555 E Pikes Peak Ave</p>	<p>Local RC events happening this month:</p> <ul style="list-style-type: none"> • PPRCC Family Day & Swap Meet •
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Last Month's Minutes . . . (July meeting)



Meeting Started: 7:00 pm
Meeting Adjourned: 7:55 pm

Members Attended: 24
New Members: 2 – Al Andzik and Patrick Anderson,
Welcome!
Visitors: 0

New Business:

- 1) Club Secretary Keith Davis, stated that the old steel trash cans located in the east and west pits areas have been permanently removed. In the future, there will be the possibility of replacing them with portable plastic trash cans that can be easily carried to the dumpster.
- 2) Club Treasurer Adam Heffington, spoke about the club's June finances. Adam also mentioned club membership for 2017 is around average, 117 – 120 members.
- 3) Club Safety Officer Greg Moore, reminded everyone to be aware of law enforcement speed traps set up on Judge Orr road during the summer months,

Old Business:

- 1) In case anyone missed it, last month during the June club meeting, Greg Moore has stepped up and volunteered for the 2017 club vice president position. Thanks Greg!

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Airplane Anomalies . . .



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Warbirds over Pikes Peak

Event took place: 8-9 July



During July, PPRCC held its 12th annual warbirds over Pikes Peak event. Although the club would have liked more than the 28-30 pilots that signed up for the event, guests and spectator participation was amazing.

Club member Rod Hart, stepped in the night before as the event coordinator (EC) and did a great job keeping the event running smoothly. As soon as the 9:00 am pilot's safety brief was completed, flying began. Both runways were occupied all day, of course winds determining where to fly from.



“Early morning setup of some of the participants,”

And we did have the typical Colorado July weather, sunny, warm and breezy in the mornings and rain showers rolling in during the afternoons. But that did not prevent nearly all of the pilots from getting off the ground at least one time.

The majority of aircraft were from the WWII era, a few turbine jets and one helicopter. And the most common airplane was the F4U Corsair, at least five where there, in multiple sizes and power types.

Lunch was served around 11:00 am and that's when all the people seemed to have arrived! Dan, Deanna and Cindy did all of the food preparation and food serving. And they stayed busy until after 1:00 pm. And that happened on Saturday and Sunday.

Awards were given out on Sunday and a few of the notable mentions of awards were; Pilot's Choice award to PPRCC member Larry Sipe's P-61 Black Widow, 1st place Best Electric award to PPRCC member Joe Gilbert's MH-500D helicopter, 1st place Best Small scale warbird to PPRCC member Eric McKnight for his WWI Dr1 and 2nd place Best Small Scale warbird to PPRCC member Rod Hart for his F4U Corsair. PPRCC member Dan Brunson took 1st place Best Turbine with his F-16 and Kevin Kinzel took 2nd place Best Turbine with his F-15 Eagle.



“PPRCC member Jose Cruz, had a nice collection of electric warbirds, this Thunderbird F-16 was one of them.”



“PPRCC member Ben Woofter's P-51 Mustang flew like it was looking for enemy fighters!”



“PPRCC member Nick Saxered flew his T-28. At age 10, this was his first warbird event.”

PPRCC Says
Thanks!



In preparation of the recent 2017 PPRCC warbirds event, lots of actions had to take place before, during and after the event was over. Since this year's Thank-You / acknowledgement list is so long, it had to be listed in a separate column:

The following is a list of PPRCC Thank-You's for everyone that supported this year's warbird event.

Airfield Maintenance: Chuck Brath, Greg Banas and James Murphy, took care of the major airfield mowing and trimming prior to the event.

Raffle Items Donated: Matt Gardner purchased and donated nearly \$500 worth of items, to include an electric T-28, to be raffled and proceeds going to PPRCC.

Pilot's Giveaway prizes: Rod Hart coordinated with numerous hobby stores for pilot items and also donated numerous items himself for pilot's prizes.

Food Services: Dan and Deanna Brunson and Cindy Zinke gathered all of the required food and accessories, then cooked and served lunch during the event on Saturday and Sunday.

Event Support: Rod Hart stepping in with short notice as the EC and Ben Woofter and James Murphy for taking care of loose ends, ensuring the event continued to run smoothly.

Internal Support: To all of the PPRCC members that participated in the event by signing up or by coming out to support the club in any way.

External Support: To the Sky Corral RC club of Pueblo that supports our warbird event on a yearly basis.



Show & Tell
Item - I



Duane Zinke's 25 year old Stinson Kit



"Duane came across another vintage airplane in his attic, a 25 year old Stinson, and decided to rebuild it. The majority of the balsa wood had to be replaced, then Duane gave it new covering. The plane has 30" ws and a new O.S.46ax engine. The plane has not flown yet."

Can You Name that Plane?



Clue #1: Initially designed as a piston-engine airplane, it used captured German jet engines and was converted into the country's first operational jet fighter.



Clue #2: Due to the engine and exhaust location, a steel heatshield had to be placed under the cockpit.



Clue #3: This plane performed quite well for its time, even armed with a pair of 20mm cannons. However it was decided to use it as a jet trainer for pilots transitioning from piston aircraft to jet aircraft.

Last month's airplane: The Swedish built Saab J35 Draken. Curt Teter and Andre Gloumeau had the correct answer. Andre also informed me that he was permitted to fly the Saab JAS39 Gripen simulator once while visiting Sweden.

Show & Tell Item - II



Keith Davis' BH Models Hawker Hurricane



"Although nowhere near complete, Keith just finished repainting his Hurricane into 1943 desert livery colors, Squadron JV Z. The plan is to make a Hurricane MkIID with a pair of 40mm cannons. The plane has an 87" ws and will be flown with a DLE-61 gas engine."

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Calculating the Wing Loading of a Flying Model Aircraft

Article by Paul K. Johnson (2003)

What is Wing Loading?

1) In aerodynamics, wing loading is the loaded weight of the aircraft divided by the area of the wing. The faster an aircraft flies, the more lift is produced by each unit of wing area, so a smaller wing can carry the same weight in level flight, operating at a higher wing loading. Correspondingly, the landing and takeoff speeds will be higher. The high wing loading also decreases maneuverability.

2) The wing loading of an aircraft is the measure of weight carried by each given unit of area. For model aircraft, wing loading is expressed as ounces per square foot (oz./ft²). Experience with different models will make this figure more meaningful to you.

Why is Wing Loading Important?

Wing loading is the only indicator of how "heavy" an aircraft is. The actual weight of an aircraft is meaningless.

A 50 lb model having as many square feet of wing area is a lightweight. A 6 lb model having 2 square feet of wing is very heavy and will fly like a sledgehammer (or maybe not quite that well). The lighter the wing loading, the slower the aircraft can take-off, fly and land. It will also have a better climb.

A larger model can have a higher wing loading and fly comparably to a smaller aircraft having a lower wing loading due to differences in the aerodynamics of different size aircraft.

For example, let's say we have two aircraft that are absolutely identical except for physical size. The smaller model has a 36" wing span while the larger aircraft has a 108" wing span.

The smaller model may have a wing loading of 8 oz./ft² and the larger aircraft may have a wing loading of 35 oz./ft². Both of these aircraft may perform nearly identically at substantially different wing loadings due to the difference in size. Note that these figures are off the top of my head and not meant to be taken literally.

It is a good idea to inform the person who is testing flying your model as to the wing loading so they have an idea of how long of a take-off run it will need to build air speed. This is something that comes with experience because there are no stall warning indicators in model aircraft as there are in full-scale aircraft.

How to Calculate Wing Loading:

In this example, we will use an aircraft weighing 5-1/2 lbs (5 lbs 8 oz.) with 600 square inches of wing area. Calculating the wing loading requires that the wing area be converted to square feet (ft²) and pounds to ounces.

- 1) Convert the area to square feet. There are 144 (12 x 12) square inches in a square foot.
 $600 \text{ in}^2 \div 144 = 4.17 \text{ ft}^2$
- 2) Convert the total empty weight (ready-to-fly with no fuel) to ounces. There are 16 ounces in a pound.
 $5.5 \text{ lbs} \times 16 = 88 \text{ oz.}$
- 3) Divide the weight by the area:
 $88 \text{ oz.} \div 4.17 \text{ ft}^2 = 21.1 \text{ oz./ft}^2$

Using round numbers, this gives the aircraft a wing-loading of 21 oz./ft² or you can perform the entire calculation in one shot using simple substitution:

$$(\text{Weight} \times 2304) \div \text{Wing Area}$$

Where weight is in pounds and wing area is in square inches

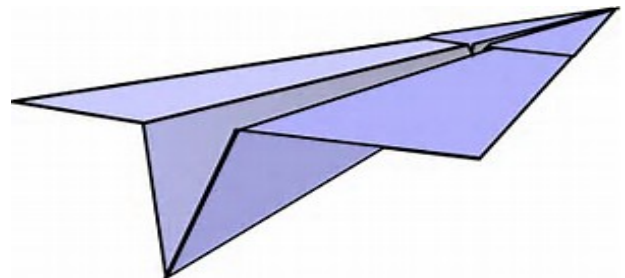
Plugging the numbers from this example into the above formula gives us this:

$$(5.5 \times 2304) \div 600 = 21.1 \text{ oz./ft}^2$$

For multi-wing aircraft, divide the overall weight of the aircraft by the total wing area for all wings.

Fly RC by Hobby King, has a website calculator for determining your RC airplane wing loading weight:

<http://www.flyrc.com/wing-load-calculator/>



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**Longmont
 Fundraiser**
 August 12th 2017



**Longmont Electric Aircraft Flyers
 RC FUN FLY FUNDRAISER FOR
 WOUNDED WARRIOR PROJECT**

August 12, 2017
 9AM to 3 PM
 Pilot registration
 Starting at 8:30am

**FREE
 ADMISSION**

Location:
 LEAF Field at South
 end of Union
 Reservoir on CR26,
 Longmont CO

All net proceeds go to
 Disabled American Veterans

LEAF
 Longmont Electric Aircraft Flyers
 Club to Fly

- Public welcome – bring own lawn chairs
- RC Flying competition Events
- Raffle for great RC prizes and scenic flights in a real airplane
- Lunch time RC Flying Demonstration Show
- Lunch time BBQ, \$5 donations
- AMA membership required for all pilots registration starting 8:30am.
- Landing Fee donation \$15 per pilot

For more information contact:
info@leafrc.com or go to the LEAF website: www.leafrc.com

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 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



LAST ONE TO LEAVE, PLEASE LOCK THE GATE!

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**Show & Tell
 Item - III**

Rod Hart's Boomerang Turbinator



“Rod presented his Zirolli plans Turbinator, powered by a Rim 100 turbine engine and fueled by a 120oz fuel tank. The jet was designed from the F2H Banshee, a 1950's military jet. The Turbinator has a one piece, 78" wide wing. Rod hopes to fly the jet this summer.”

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Family Day & Swap Meet

Sunday August 13rd 2017



Pikes Peak RC Club
Family Day & Swap Meet

Sunday August 13th / 9:00 am – 3:00 pm
Location: PPRCC airfield off Judge Orr Road
4 miles east of Meadow Lake Airport

- Free admission! - open to all PPRCC members, family, guests and visitors
- Free lunch! - (Fried and bake chicken?), club members encouraged to bring side dishes, drinks, etc
- Free Flying! - The airfield will be open for flying during the event
- Free Swap Meet! - Great time to bring out new or pre-owned RC items to sell or trade.



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PPRCC will provide the main meal (Fried & Baked Chicken). Participating club members are encouraged to bring a side dish, chips, drinks, etc. Thanks!

U.S. Aviation History in August



- **August 1907** – Orville Wright takes aircraft to Europe for first demonstration flights.
- **August 1911** – Harriet Quimby becomes the first American female pilot.
- **August 1923** – In-flight refueling allows a U.S. Army DH4B to remain airborne for over 37 hours.
- **August 1932** – Amelia Earhart makes the first U.S. coast to coast solo flight by a woman.
- **August 1941** – The Grumman XTBF Avenger, makes its first flight.
- **August 1943** – The U.S. 8th AF conducts raids on Schweinfurt and Regensburg, Germany. Losing over 60 B-17 bombers, this turns out to be the heaviest bomber loss for the 8th AF in one raid during WWII.
- **August 1945** – Two U.S. B-29 Superfortresses, the Enola Gay and the Bockscar, drop atomic bombs on Japan.
- **August 1954** – The Lockheed C-130 Hercules enters service and is still in service today.
- **August 1954** – A North American F-100C Super Sabre, sets a new speed record of 822 mph in level flight.
- **August 1958** – The North American A5 Vigilante, makes its first flight.
- **August 1970** – The McDonnell Douglas DC-10 wide body, tri-jet airliner, flies for the first time.
- **August 1975** – The economy-minded Robinson R-22 helicopter, flies for the first time.
- **August 1979** – A modified P-51 Mustang (Red Baron) flown by Steve Hinton, sets a new single piston-engine speed record at 499 mph.

Pikes Peak RC Hobbies

2126 East Boulder Blvd, Colorado Springs, CO 80909

Phone: 1-719-329-1600



Upcoming RC Events:

- **August 1st (Tue) 2017 - PPRCC meeting**
- **August 13th (Sun) 2017 - PPRCC Family Day & Swap Meet**
- **September 5th (Tue) 2017 - PPRCC meeting**
- **September 2nd - 3rd (Sat - Sun) 2017 - Warbirds over Pueblo**
- **September 10th (Sun) 2017 - PPRCC Electric Fly - In**
- **September 14th - 17th (Thu - Sun) 2017 - Warbirds over the Rockies.**

