

# Pikes Peak Radio Control Club

## Newsletter



Volume 45 / Issue 02 / February 2017

AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920  
Phone: 719-329-1600 / Website: [www.pprcflyers.net](http://www.pprcflyers.net)



Club President – Rob Latkovich / Club Vice President – Kevin Kinzel  
Club Safety Officer – Greg Moore / Club Treasurer – Adam Heffington  
Club Airfield Maintenance Team – Chuck Brath, Dan Brunson, Kevin Kinzel  
Club Secretary – Keith Davis / Club Newsletter & Website Manager – Keith Davis

<b>Next PPRCC Meeting:</b> 7:00pm / February 7th (Tue) 2017 @ Railroad Station / 555 E Pikes Peak Ave	<b>Local RC events happening this month:</b> • •
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### Last Month's Minutes . . . (January meeting)



Meeting Started: 7:15 pm  
Meeting Adjourned: 8:30 pm

Members Attended: 28  
New Members: 3 – Jim Thomas and his son Haden, Riley Ross, Welcome!  
Visitors: 1 – Nicholas Davis, Welcome!

#### New Business:

- 1) Club president Rob Latkovich did not attend the January meeting, vice president Kevin Kinzel conducted the meeting.
- 2) Club Treasurer Adam Heffington, spoke about the club's December finances. Adam also requested members to renew with AMA two years at a time if possible. With the new AMA renewal policy, it would reduce the AMA membership tracking paperwork.
- 3) Club member Ben Woofter, has volunteered to become the club's primary flight instructor for 2017. Student training will begin in April or May and Ben will be available only on Sundays.

#### Old Business:

- 1) The airfield gate lock combination has been changed for 2017. PPRCC members must be registered as a 2017 club member in order to receive the new lock combination.
- 2) FAA still requires all flyers to register their sUAS. PPRCC does not inspect for FAA registration.

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### Airplane Anomalies . . .



**"No matter how bad the crash is, there is always the slim hope that it can be rebuilt."**

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## 2017 PPRCC Frozen Needle-Valve



Despite the nice and dry looking images you may have already seen of the PPRCC 2017 Frozen Needle-Valve event, the strong westerly winds made the 30 degree temperatures feel more like 15-20 degrees out there!

The club still had a good turnout, about 35 pilots came out to get an early breakfast and get their first flight in for 2017.



**"Group photo for 2017. There were 25 faces in the photo and another 10-12 pilots behind me that did not make the shot."**

The event kicked off at 8:30 am with the club president Rob Latkovich, Dan Brunson and Kevin Kinzel manning the grills to feed the early flyers with egg sandwiches, coffee and hot chocolate.



**"The three cooks of the day; Dan Brunson (L), Kevin Kinzel (C) and the club president Rob Latkovich (R)."**

Soon after breakfast was done, the flying began and the high winds dictated which way and how the planes would fly. The easy part was flying the planes, the challenging part was keeping the planes straight during the take-offs! And yes there were a few crashes but could not confirm or deny if it was wind related or pilot related.



**"The winds were so strong coming out of the west, the smaller east-west runway was used most of the day."**

Several new pilots, new to the club and RC flying also came out, wanting to fly their brand new planes. But of course, the high winds kept them grounded for the day. But they kept their spirits up and will try again on a better day.



**"New club member Riley Ross (C), came out with his new electric Apprentice. But it didn't fly, it wouldn't have stood a chance against the winds."**

Once again, it was a good turnout for the club and almost everyone went home with their planes in the same condition they were brought out.

Plenty more photos of the event can be found on the club website.

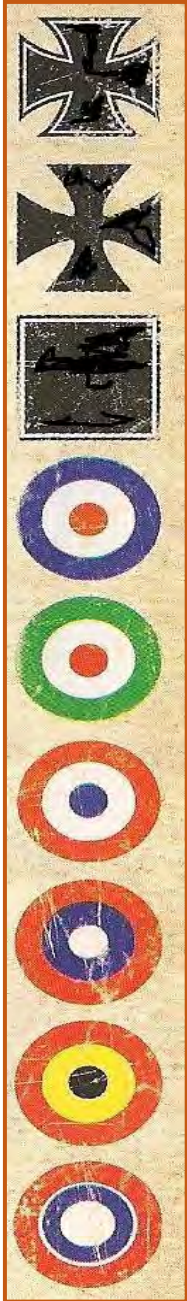
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## Crosses and Roundels



OK, so I am pretty sure almost everyone knows their insignias of WWII, American, Russian, German and so on. But last month I ran across an article that had this row of WWI insignias. Even I was stumped on a few of them! So I decided to post it and see how well you know your aircraft insignias of WWI, good luck!



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## Show & Tell Item - I



Larry Sipes' Master Scale P-47 Project



"Larry is working on a giant scale P-47 Thunderbolt for a friend of his. Larry brought in the P-47 cowling and engine for display.

This particular cowling has functional cooling flaps that can open and close. The engine is a huge four cylinder, DLE -222cc gas engine that can turn a 32x10 prop. And the plane has a 132" ws. That's one big project!"

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## PPRCC Past Presidents



As I was reviewing the club documents and archive files, I noticed there is no record of anyone that has ever been the Pikes Peaks RC president.

I can remember several of the recent club presidents, but not all. So if you have ever been the PPRCC president, please send me your name and the year you were the club president.

The plan is to make a club president history record and file it on the club website. Thanks!

Keith Davis  
PPRCC Secretary

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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](mailto:Lkdavis03@hotmail.com)

*Keith Davis – PPRCC Newsletter Editor*



*“Last one out, don’t forget to lock the airfield gate, gotta keep the invaders out!”*

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## Show & Tell Item - II



Greg Banas' Motion RC F8F Bearcat



“Greg brought in his recently purchased Motion RC F8F Bearcat. The Bearcat comes complete with flaps, retracts, electric motor, ESC, 4-bladed prop and five sets of decals. The plane runs off a 4-cell battery and has a 47” ws. Greg has not flown it yet. Looks good!”

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## Can You Name That Plane?



**Clue #1:** This was France's first mono-wing air ambulance. Built in the early 1930's, about 21 were built and they were used exclusively in Africa.



**Clue #2:** The plane carried one patient lying down inside the enclosed compartment between the engine and the cockpit. And if necessary, it could carry one patient secured to each wing.



**Clue #3:** The plane was designed with large tires for rough terrain take-offs and landings in order to pick up patients on the battlefield.

**Last month's airplane:** German Junkers Ju-287. Only Greg Moore had the correct answer!

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## History of the K&B Engine



If anyone has been in the hobby of RC airplanes for a while, they must have come across K&B engines at least once or twice in their lifetime.

I have used several K&B engines in the past but didn't know much background about the company, so here are a few mile stones of K&B:

- 1946 Founded by Lou Kading and John Brodbeck. (K&B).
  - 1955 Merged with Allyn Manufacturing.
  - K&B bought out Allyn.
  - K&B briefly owned by Nabisco.
  - Sold to Aurora Plastics.
  - K&B acquired Veco Products.
  - K&B sold to Leisure Dynamics.
  - 1981 Leisure Dynamics dissolved and K&B was sold to John Brodbeck, however he had a silent partner, William G Bennett, Owner of Circus Circus Enterprises.
  - 1990 K&B built a new 50,000 sq ft facility in Lake Havasu City, Arizona and began the move from Downey, California.
  - 1996 William Bennett placed new management in an attempt to turn a profit.
  - Mid 1999, the management of K&B was planning on moving K&B to Las Vegas. Randy Linsalato, owner of MECOA and RJI Industries was offered K&B Mfg by Mr. Bennett as an alternative to moving the factory to Las Vegas. Mr. Bennett was disappointed with the management and staff in place at K&B so he decided to sell to Randy Linsalato. Randy was a longtime friend to the Brodbeck's and to Mr. Bennett and was in the industry with MECOA and RJI for 20 years at the time.
  - Late 1999 K&B was sold to MECOA (RJI Industries) and the move back to California began. Now located in Monrovia, Ca about 25 miles north of the old Downey location.
  - For MECOA the purchase of K&B was unexpected. At the time MECOA - RJI Industries was deep into a contract developing and building oxidant air pumps for Ballard Power Systems, a daughter company of Ford and Daimler.
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## Mosquitos in New Zealand



Last year my good friend Dave, which lives in New Zealand, sent me a short video of New Zealand's first flyable Dehavilland Mosquito and the third flyable Mosquito in the world.

This year, the AV-Tech aircraft restoration company in New Zealand, has begun building their second Mosquito. Dave said it should be flying in a few years, powered by two Merlin engines!



**"A view of the Mosquito wing section, (54' 2" ws) all wood, just like the original Mosquitos."**

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## Show & Tell Item - III



### Ben Woofter's Hanger 9 P-51 Mustang



**"Ben has had his Hanger 9 P-51 Mustang for several years but it was time for refurbishing. Ben gave it a new color scheme from the green & yellow to sky blue. The plane also has a new DLE-35cc gas engine and an electric, retractable tail wheel. Ben did a great job on the upgrades."**

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## All About PPRC Club Badges



Each year, I do receive several emails inquiring about new club badges. Members state their payment was mailed in weeks ago, the check was deposited by PPRCC but have not seen or heard anything about their membership or badge.

Here's how it works; Once payment is made, either in person or by mail, the membership application is processed by Adam Heffington (Club Treasurer) and Dan Brunson (Badge Processor). It takes Dan 3-5 days to make a badge, depending how many new badges he needs to make.

If the application was mailed in, the club **does not** notify members that the application has been received, approved or the badge has been made. After 5-7 days, club members will be required to return to Pikes Peak RC Hobby or attend a club meeting to pick up the badge. Or a friend can pick it up for them. Members can also call Dan (719-329-1600) to check on membership or badge status.

Badges **are not** normally mailed out to members. But **upon request**, badges can be mailed out to individuals for an **additional cost of \$15**.

Once the club member receives the badge, they are required to display it on his/her person in a respectable location (hat, shirt, sleeve, etc) while flying at the PPRCC airfield.



While waiting for the new membership badge, members are still permitted to fly without their badge.

After December 2016, club members still flying on the expired 2016 badge and have not renew their membership for 2017, are not permitted to fly at the airfield until completion of the 2017 membership application.

Guest & visiting pilots do not have a club badge. However, they are permitted to fly at the PPRCC airfield as long as they are accompanied by a current PPRCC member. Exception to this rule are guest & visiting pilots that are participating in a club RC event.

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## Show & Tell Item - IV



Tom Jacob's Hanger 9 P-40 Warhawk



**"Even though Tom brought in a nice looking P-40, the plane was not for Show & Tell, he was hoping that someone would have an engine for sale for the plane. Someone just happened to bring in an O.S.91 engine that night and Tom bought the engine. Good going!"**

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## Hitting the Landing Sweet Spot

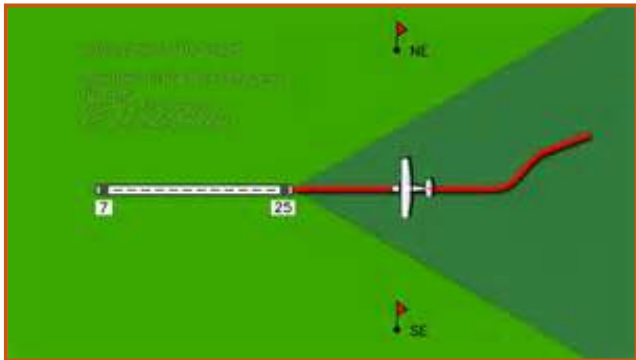


Article sent in by club member Mike Weidner

Fixed wing pilots often struggle with how to consistently hit what is called the sweet spot on landing. For us in the RC world of fixed wing model airplanes the challenge is no different – in fact it can be MORE of a challenge to the RC pilot given there are no “needles” to look at and no view out of the cockpit!

The late Ivan Munninghoff taught me that a consistently good landing begins always with a consistently executed approach – time and time again. It does not matter if you are flying a full scale or model aircraft. Now Ivan’s advice may sound easy but there is usually a lot going on during the approach, let alone how you entered the approach in the first place.

I recently came across an article from a full scale aviation blog that offers a new source of inspiration by its title alone! The article is titled “Arriving at the VFR sweet spot – without colliding or spinning in.” Reading the article, I was able to project many challenges the “big boys” face to parallel what we as RC pilots are challenged with.



I like it when complex things are made to sound easy. As you might expect then, this foreword is intended to introduce you to the article which can be found online at <<http://tinyurl.com/z599t6r>>. I hope you’ll read it. As I said, I am inspired by it to work even harder at emulating Ivan’s advice.

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## U.S. Aviation Milestones in February



- **February 1918** – The *Airco DH4* becomes the first American mass-produced combat airplane.
- **February 1922** – After the explosion of the U.S. Navy airship *Roma*, America switches from hydrogen gas to helium gas in all future airships.
- **February 1935** – The U.S. Navy airship *Macon* crashes off California, ending experiments with parasite fighters.
- **February 1939** – Grumman Aircraft Company begins first test flights on the *XF4F Wildcat*.
- **February 1940** – Bell Aircraft Company begins first test flights on the *XP-39 Airacobra*.
- **February 1949** – A *Boeing B-50*, named *Lucky Lady II*, makes the first non-stop round the world flight, taking 94 hours, 1 minute to complete.
- **February 1950** – The first official night landings on an aircraft carrier are made by *F9F Panthers* on the *USS Valley Forge*.
- **February 1969** – The *Boeing 747* enters service and remains the largest passenger jet until 2005.
- **February 1979** – The last of the 2,960 *Douglas A-4 Skyhawks* are built, ending a record production of 26 years.
- **February 1993** – The last of the U.S. made *F-86 Sabre*’s, flown by the Bolivian Air Force, is retired from military service.
- **February 2001** – An AGM Hellfire missile is fired from a *RQ-1 Predator* UAV for the first time.
- **February 2003** – The space shuttle *Columbia* breaks up during re-entry, killing all seven astronauts.

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# 2017 JEFCA Auction

Event took place on 28 February 2017



"The Jefco auction was a one-day event, selling anything and everything RC airplane related. For a \$15 registration fee, anyone could bid on or buy now any item."



"PPRCC members James Murphy, Ben Woofter and Rod Hart, ponders over what plane(s) they really want to bid on. PPRCC members Jose Cruz, Rick Acosta and Greg Banas was also spotted in the area."



"There were not as many items for sale this year like last year but there were still plenty of good deals to be made."



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# Pikes Peak RC Hobbies

2126 East Boulder Blvd, Colorado Springs, CO 80909

Phone: 1-719-329-1600



## Upcoming RC Events:

- February 7<sup>th</sup> (Tue) 2017 - PPRCC meeting & Mini Swap Meet
- March 7<sup>th</sup> (Tue) 2017 - PPRCC meeting & Vintage Show & Tell
- April 4<sup>th</sup> (Tue) 2017 - PPRCC meeting
- May 2<sup>nd</sup> (Tue) 2017 - PPRCC meeting & Mini Swap meet

