

# Pikes Peak Radio Control Club

## Newsletter



Volume 45 / Issue 05 / May 2017

AMA Club Number 179 / 2126 East Boulder Blvd / Colorado Springs, Colorado 80909  
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, Kevin Kinzel, Dan Brunson  
Club Flight Instructor – Ben Woofter / Club Secretary & Club Newsletter Editor – Keith Davis

<p><b>Next PPRCC Meeting:</b> 7:00pm / May 2nd (Tue) 2017 @ Railroad Station / 555 E Pikes Peak Ave</p>	<p><b>Local RC events happening this month:</b></p> <ul style="list-style-type: none"><li>•</li><li>•</li></ul>
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### Last Month's Minutes . . . (April meeting)



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

Members Attended: 25  
New Members: 0  
Visitors: 0

#### New Business:

- 1) Club President Rob Latkovich, thanked all the attended the club meeting, despite the adverse weather.
- 2) Club Treasurer Adam Heffington, spoke about the club's March finances. \$83.00 was spent in March to purchase an anti-virus software program for the PPRCC website.
- 3) The May club meeting will also include the quarterly swap meet.
- 4) On all future membership applications, an additional statement will include "Individual has read and understand the club Constitution and Safety Rules."

#### Old Business:

- 1) Club Treasurer Adam Heffington, informed everyone the maintenance budget is established and should cover any future projects for sun shades in the pit areas. However, no proposals for sun shades has been yet reviewed or submitted.

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### Airplane Anomalies . . .



**"I have always been told fishing is considered a safe and relaxing hobby. What could possibly go wrong with that?"**

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## PPRCC Website Repairs & Updates



Since late last year, the club has received several concerns, when trying to search PPRCC on Google, it would take them to a Casino website. Then most recently, the club treasurer received an email from GoDaddy, the host server for the club website. It stated the site now has dozens of Malware and spam emails attached to the website that should be taken care of as soon as possible.

The club website maintainer Keith Davis, decided to work with GoDaddy and purchase an anti-virus software program (\$83.00) to cleanup and protect the website. The site has never had an anti-virus program installed.

Completed website repairs and updates:

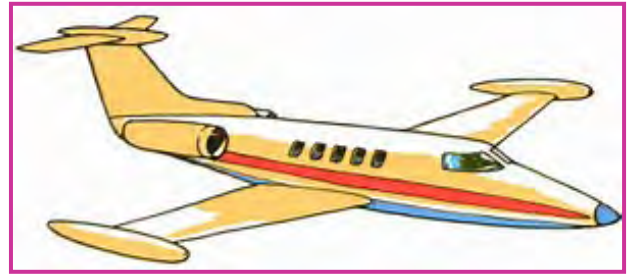
1. The PPRCC website now has a one-year anti-virus program installed.
2. The Casino spam link has been removed. Google is now safe to use if wanting to search for PPRCC.
3. The dozens of Malware and Spam emails has been removed.
4. The "Log-In Form" has been temporarily turned off. This is the probable cause for much of the Malware and spam emails. Signing onto the website is only required if an individual wants to post comments on the forum section. All other sites are still accessible without signing in.
5. The Photo Gallery is now working properly.
6. The website currently is version Joomla 2.5 and will soon be upgraded to Joomla 3.0. This will be a much friendly user-version for the website administrator.

I must thank Norman Berger for all of his work, assistance and recommendations in improving the PPRCC Website. Much of this would not have been possible without his vast knowledge of Joomla. Thanks Norman!

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## No April Show & Tell



**There were no Show & Tell items during the April club meeting.**

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## Civil Air Patrol Visits PPRCC



**"Back in early March, several CAP members came out to the PPRCC airfield to try their hand at flying their Sensei trainer. They all did well, no crashes!"**

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## Runway Procedures Review



By Club Safety Officer Greg Moore

With the summer flying season fast approaching, Club Safety Officer Greg Moore, decided that it would be a good time to review PPRCC's runway procedures.



**"Greg the club Safety Guy, talks about runway procedures as Murphy (Right) and others listen."**

1. The first pilot to the runway may select the take-off end.
2. All other pilots must take-off from the same take-off end. No taking off from opposite ends of the runway(s) at the same time
3. When flying from the East or West main runways, pilots will use the pilot stations, unless flying from the center runway.
4. A pilot may elect to take-off from the center runway as long as no one else is flying. If another pilot wishes to fly, the center runway pilot must then move to the appropriate take-off end.
5. When flying from the short East/West runway, the East and West main runways may not be used until the short runway pilot(s) has finished flying.
6. When there is more than one pilot flying at one runway, all aircraft must fly in the same racetrack pattern direction.

**Please review the club Safety rules guide for all of the safety rules. They can be found on the club website, under "Club info and articles."**

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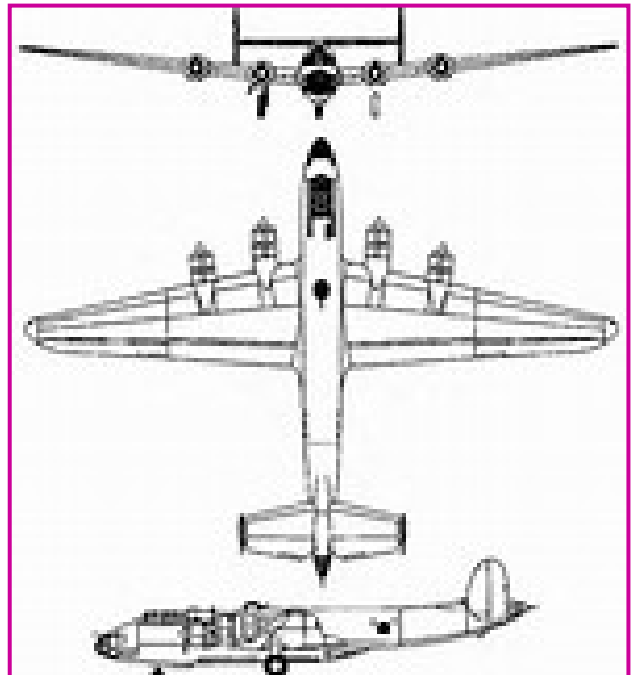
## Can You Name that Plane?



**Clue #1:** This airplane was Japan's first attempt at building a long-range, four engine, heavy bomber. Not having experience in building large complex aircraft, Japan acquired an American Douglas DC-4E in 1939 and modified the design.



**Clue #2:** Only six were built, four of them being used as long-range transports for the Japanese Navy. None survived WWII.



**Last month's airplane:** The British Bristol Type 170 Freighter. There were no correct answers on that car-carrying cargo plane.

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# Got Engines?



With my past few years of buying and selling of RC engines on Ebay, I met a very nice person named David Koscienski, who is a devoted RC airplane engine collector.

After a few correspondence emails back and forth, David sent me a few photos of his 30+ years of RC engine collecting.



David did not mention how many engines he owned or any particular brand name in his collection, but looking closely at the photos, I could see that he owns plenty of engines and all types and brand names. MCoy's, Rossi's, Vivell's, Cameron's, O&R's and many others. You can also see several radial and twin cylinder engines. Quite the collection!

David did tell me that his father initially started collecting engines since the 1940's and David just continued with the hobby.

Some people enjoy collecting coins and stamps, David found his passion in collecting engines. Nice going!



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## Black Forest Airfield



I joined PPRCC around 2002, when the club still flew from two airfields, the Judge Orr Road airfield and the Black Forest Road airfield.

As a new club member, I flew at the Black Forest airfield because it was closer to Colorado Springs. But within a year, the club had to close the Black Forest airfield because of planned future home construction.

Well last month I happened to drive down Black Forest Road and decided to make a quick stop at the old Black Forest airfield to see how it was doing. It was not doing so good.



**“Looking at the Black Forest runway from the south end. The runway is now deeply faded from the sun.”**



**“This used to be the pit area. Now faded and covered with weeds.”**

The housing projects are currently on hold in the area but the North/South runway is still there, now faded and spotted with weeds. And the cows still roam the open fields.



**“The Closed Runway marking can barely be seen.”**



**“Looking at the Black Forest runway from the north end. Still no signs of new homes.”**

I still have fond memories of that old airfield. I met some really great club members there; Doug Beacham, Gus Gustafson, Frank Tuxworth, James Murphy, just to name a few.

Besides all of the cow paddies that had to be routinely shoveled off the runway and at times had to physically move cows off the runway to fly, that was a nice flying airfield.

Didn't General Douglas McArthur once say; “An old airfield never dies, they just fade away.” It was something like that!

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## FAA Airspace Restrictions



FAA email dated 5 April 2017

The Federal Aviation Administration (FAA) has established airspace restrictions over 133 military facilities to address national security concerns about unauthorized drone operations. The specific restricted locations are detailed in a Notice to Airmen (NOTAM) – UAS NOTAM FDC 7/7137, and may be viewed online via an interactive map [here](#).

The Agency is using its existing authority under Title 14 of the Code of Federal Regulations (14 CFR) § 99.7 – Special Security Instructions – to establish these restrictions. The relief provided under § 99.7 is limited to requests from the Department of Defense and U.S. federal security and intelligence agencies based on national security interests.

U.S. military facilities are considered “sensitive” as they are vital to the nation’s security. The FAA and the Department of Defense have agreed to restrict drone flights up to 400 feet within the facility’s lateral boundaries. There are only a few exceptions that permit drone flights within these restrictions, and they must be coordinated with the individual facility and/or the FAA. The restrictions are effective on April 14, 2017.

Operators who violate the airspace restrictions may be subject to enforcement action, including potential civil penalties and criminal charges.

For more information about these restrictions, including frequently asked questions, please visit the [FAA’s UAS website](#).



Federal Aviation Administration

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## U.S. Aviation History in May



- **May 1919** – A U.S. Navy May NC-4 flying boat, crosses the Atlantic Ocean. Her 3 sister ships did not make it.
- **May 1926** – U.S. pilots Richard Byrd and Floyd Bennett, flies over the North Pole in a Fokker Trimotor.
- **May 1930** – The first air stewardess begins work with United Airlines.
- **May 1934** – The Douglas DC-2 makes its first flight. Predecessor to the famous DC-3.
- **May 1937** – The German airship Hindenburg, explodes over Lakehurst, NJ, killing 35 of the 97 passengers and crew.
- **May 1940** – The Chance Vought XF4U Corsair, completes its first flight.
- **May 1941** – The Republic XP-47 Thunderbolt, completes its first flight.
- **May 1941** – The Northrop XP-61 Black Widow, completes its first flight.
- **May 1942** – The Battle of Coral Sea takes place. The first major U.S. naval engagement of WWII, using aircraft as the primary weapon.
- **May 1948** – The U.S. Navy establishes its first jet squadron, using McDonnell FH-1 Phantoms.
- **May 1951** – U.S. pilot Charles Blair, makes the first solo flight over the North Pole, from Norway to Alaska, flying a P-51C Mustang.
- **May 1953** – The North American F-100 Super Sabre, completes its first flight.
- **May 1961** – A Mercury Redstone rocket puts the first American into space, Alan Shepard.
- **May 1971** – The Cessna Aircraft Company, builds its 100,000<sup>th</sup> aircraft.

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# In Memory of John Glenn

U.S. Air Force Magazine, March 2017



## John H. Glenn, 1921-2016

John Herschel Glenn Jr.—a Marine Corps fighter pilot, test pilot, astronaut on missions 36 years apart, US Senator from Ohio, and 1984 presidential candidate—died Dec. 8, 2016, at the age of 95.

Glenn grew up in New Concord, Ohio, graduating from high school in 1939 and proceeding directly to Muskingum College, where he studied engineering. For extra credit in a physics course, he earned a private pilot license. In 1941, after the attack on Pearl Harbor, he quit college and enlisted in the Air Corps, but when he was not called to duty, in 1942 he applied to be a naval aviation cadet.

During advanced aviation training, he was asked to transfer to the Marine Corps and agreed. He flew the R4D transport, the F4F Wildcat, and the finally the F4U Corsair. He shipped out to the Marshall Islands in 1944, there flying 59 missions and earning two awards of the Distinguished Flying Cross and 10 Air Medals.

He earned a regular commission at the war's end and elected to stay in the Marine Corps, flying on weekends to maintain proficiency when his regular duties kept him from the cockpit.

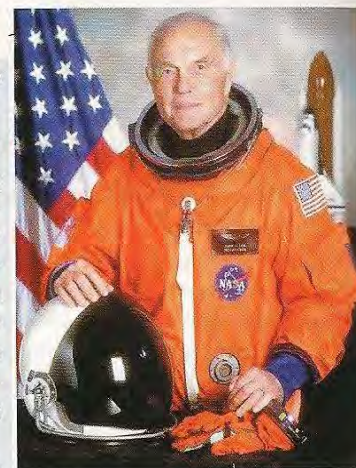
Glenn was sent to the Korean War as a major in 1952. In his first tour there he flew the F9F Panther, performing reconnaissance and ground-attack missions. He then applied to be an exchange officer with the Air Force and flew the F-86F Sabre. He shot down three MiGs in July 1953, the last month of the war. He received two more awards of the Distinguished Flying Cross and eight more Air Medals for action in Korea.

While still there, he applied to be a Navy test pilot and after the war tested the FJ-3 Fury, F7U Cutlass, and F-8 Crusader. He famously set a transcontinental speed record in the Crusader, averaging supersonic speed—3.5 hours coast-to-coast—despite slowing down for three aerial refuelings. The mission earned him a fifth DFC.

Glenn contributed to the nascent space program even before becoming an astronaut, participating in capsule design and astronaut testing development while at NAS Patuxent River, Md. Though just shy of the age cutoff (40 years old) and lacking a technical degree, he was picked as one of the original seven Mercury astronauts in 1959.

He became the fifth man in space—and third American—in 1962. The mission was a nail-biter, as technicians received an indication early in the flight—the first manned mission aboard the Atlas booster—that Glenn's heat shield, critical for re-entry, had come loose. They cut the planned nine-orbit flight short, and the re-entry and landing were normal.

NASA photo



The US had been lagging behind the space achievements of the Soviet Union, and Glenn's three-orbit "Friendship 7" flight put the two countries on seemingly an even footing. The famous phrase "Godspeed, John Glenn," was uttered by fellow Mercury astronaut M. Scott Carpenter at the outset of the flight.

The success earned Glenn national recognition and a ticker-tape parade in New York City, and he received the rare honor of being asked to address a joint session of Congress. His alma mater, Muskingum College, conferred his bachelor's degree diploma that same year.

Though many outside NASA believed Glenn would be given the opportunity to be the first man to walk on the moon, NASA deemed him too valuable a national hero to be risked in further space missions, and his age—by then he was 42 years old—was against him. He left NASA in 1964.

After one unsuccessful attempt, Glenn was elected to the US Senate from Ohio in 1974—a seat he would hold until 1999. He chaired the science and technology committee for many years and served on countless advisory boards regarding NASA and national space goals.

Glenn re-entered the national consciousness with the hit 1983 movie, "The Right Stuff," about the early space program. He was portrayed by actor Ed Harris. In 1984, he sought the Democratic presidential nomination, but came in second to Walter F. Mondale.

In 1998, Glenn persuaded NASA to allow him to fly on the space shuttle—ostensibly to study the effects of microgravity on geriatric physiology—and he became, at 77, the oldest person ever to fly in space.

He was awarded the Congressional Gold Medal in 2011, and in 2012, President Obama awarded him the Presidential Medal of Freedom, the nation's highest civilian honor. At the time of his death, Glenn was the sole surviving astronaut of the Mercury program.

In a statement, Obama said the nation had "lost an icon."

"The last of America's first astronauts has left us," Obama said, but their example "compels us to keep reaching for the heavens."

Glenn is to be buried at Arlington National Cemetery in April.

# Pikes Peak RC Hobbies

2126 East Boulder Blvd, Colorado Springs, CO 80909  
Phone: 1-719-329-1600



## Upcoming RC Events:

- **May 2<sup>nd</sup> (Tue) 2017 - PPRCC meeting & Swap Meet**
- June 3<sup>rd</sup> (Sat) 2017 - PPRCC Airfield Maintenance Day
- **June 6<sup>th</sup> (Tue) 2017 - PPRCC meeting**
- June 10-11 (Sat-Sun) 2017 - Warbirds over Denver
- June 17<sup>th</sup> (Sat) 2017 - PPRCC Father's Fly, Food and Fun Day
- **July 5<sup>th</sup> (Wed) 2017 - PPRCC meeting**
- July 8-9 (Sat-Sun) 2017 - Warbirds over Pikes Peak
- July 29-30 (Sat-Sun) 2017 - Warbirds over Parker

