

Pikes Peak Radio Control Club

Newsletter



Volume 46 / Issue 11 / November 2018

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 – Rod Hart
Club Airfield Maintenance Team – Chuck Brath, Kevin Kinzel, Dan Brunson
Club Flight Instructor – Ben Woofter / Club Secretary & Club Newsletter Editor – Keith Davis

Next PPRCC Meeting:

7:00pm / November 7th (WED) 2018

@ Catalyst Campus / 555 E Pikes Peak

Local RC events happening this month:

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Last Month's Minutes . . . (October meeting)



Meeting Started: 7:00 pm
Meeting Adjourned: 7:45 pm

Members Attended: 15
New Members: 0
Visitors: 2 – Ken & Julie Williamson. Welcome!

New Business:

Club president Kevin Kinzel did not attend the October club meeting. Club VP Greg Moore led the meeting.

1) Club VP Greg Moore, stated that PPRCC will be able to conduct the November club meeting at its current location at the Catalyst Campus. The current location is now a month by month situation. However, the club is still searching for other meeting places.

2) Club Treasurer Rod Hart, spoke about the September club finances. The finances appear to be in the positive for 2018. Rod also mentioned 2019 club membership renewals will begin in November.

Old Business:

1) Club Secretary Keith Davis, reminded everyone that all sUAS's are required to be registered with the FAA. There are a few exceptions. The regulation has been re-instated for over a year now.

Airplane Anomalies



"OK, stop yelling, you were right, I should have replaced that old 1980 Rx battery!"

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**AMA
Email**

Dated: 5 October 2018



Dear Members,

President Trump today signed the FAA Reauthorization Act of 2018 into law, which contains several provisions relating to our hobby. As we previously mentioned, AMA championed some of the provisions included in the bill on behalf of our nearly 200,000 members. Other provisions will require closer dialogue and coordination with the FAA in the months and years to come.

We wish to thank all of you for the calls and emails to members of Congress over the past couple of weeks. Congress has heard your message loud and clear. There are few voices as effective in Washington, DC as AMA members, and you should all be proud of the work we collectively achieved as a community.

With your help, there are no changes that members need to follow immediately. AMA members should continue to fly in accordance with AMA's safety guidelines as we have for decades. Existing agreements between AMA clubs and the FAA should be followed until further notice.

AMA's leadership met with the FAA's leadership in Washington this week, and we are encouraged by the positive tone of the dialogue. The FAA recognizes AMA's commitment to safety and support of national security and has already initiated steps to draw from our institutional knowledge and work collaboratively, ensuring that our hobby can continue to thrive for generations to come.

We have established a working group with the FAA to cooperatively address issues relating to our hobby, a major achievement that gives AMA, and our members, an even stronger voice in Washington. Please continue to monitor your emails, www.modelaircraft.org/gov, Model Aviation magazine and social media for the latest information as implementation of this law is undertaken.

For our part, the passage of the FAA reauthorization bill marks a new chapter in our organization's history, and one that has many positive benefits. For the first time ever, AMA stands to gain official recognition as a community-based organization, including having our safety programming formally coordinated and recognized.

Meanwhile, as a community, we now have an even larger role to play in lending our decades of expertise to the FAA, helping to educate the broader recreational community and working together with the FAA to promote and enhance safety and security in aviation.

We will provide further updates as we embark on this new chapter of cooperation with the FAA and greater AMA leadership in Washington. Thank you for your passion, engagement and support for our beloved hobby.

Thank you,
AMA Government Relations Team

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**AMA
Email**

Dated: 3 October 2018



Dear members,

Today, the Senate passed the FAA Reauthorization Act of 2018, and we expect President Trump to sign it into law soon. This bill includes significant modifications to our hobby. While some of the changes are positive, and include provisions that AMA has championed, overall the bill is problematic, **such as a 400 AGL altitude cap in Class G airspace.**

Please note: None of the provisions included in this bill will go into effect immediately. The status quo remains – and you should continue to fly in accordance with AMA's safety guidelines until the FAA creates new rules, which could take some time. We will let you know as soon as we have more information on this process and timeline.

In the meantime, we are already working behind-the-scenes to minimize the impact of this bill and advocate for a lighter regulatory touch on our hobby. In fact, we anticipate there will be many opportunities to work with the FAA on protecting and preserving our hobby in the future.

Lastly, thank you again for your efforts to contact Congress over the past 10 days. Your engagement and passion on this issue has been critical and we truly appreciate all your support.

Thank you,
AMA Government Relations Team

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Colorado Springs Park & Rec Meeting



Meeting took place: 11 September 2018

On 11 September, Tim Wolken, the Colorado Springs Park & Recreation supervisor, held an initial meeting on the issue of QUADs, Drones and electric aircraft flying in the Colorado Springs city parks and within city limits.

PPRCC members Frank Tuxworth, Austin Ceis, Clyde Maury and myself, Keith Davis, attended the meeting. A few representatives from the Pikes Peak Soaring Society also attended the meeting.

Tim Wolken, stated the purpose of this initial meeting was to meet key representatives/clubs near Colorado Springs, who were involved with RC airplane flying in and around Colorado Springs. The second purpose of the meeting was to discuss the issue of the growing expansion of youth RC flying, particularly QUAD's flying within the city.

Tim discussed 3 major options for youth RC QUAD flying: 1-Buld a new RC QUAD park somewhere in Colorado Springs. 2- Modify an existing city park to accommodate RC QUAD flying. 3- Add to or expand to an existing RC flying field (Not privately owned) to accommodate RC QUAD flying

Tim was also curious to know if there were any type of RC airplane programs/academics in the city to teach youth about flying, rules and regulations of the hobby. Currently there is not, other than the AMA website.

The meeting lasted about an hour and no final decisions were made. However, Tim showed interest in the PPRCC airfield and would like to take a look at the site at a later date. Tim will also contact individuals for the next Park & Rec meeting for more discussion of the QUAD subject..



Show & Tell Item - I



Ben Woofter's FMS P-51 Mustang



"Ben brought in his no longer made FMS P-51B Mustang that he saw and bought from an out-of-state hobby store, costing only \$200, complete with everything. Ben first flew it with a 4-cell battery but decided to use a 5-cell battery and now it flies like a fighter should, fast! The Mustang has a 55" ws."

Brewster Corsair gets a New Home!

Photos by Rod Hart



Late last month, PPRCC member and National Museum of WWII aviation dossier Rod Hart, informed me and sent photos of the world's one and only flyable Brewster F3A Corsair, has arrived in Colorado Springs to stay.

The rare Corsair will now be part of the WWII flyable airplane collection located at the National Museum of WWII aviation. The museum currently has over 25 flyable WWII airplanes. Several of the planes are based in Pueblo.

You can google "Brewster F3A Corsair" to learn more about this rare fighter.



That's One
Hot Muffler!



"This incident happened to club member Riley Ross' giant U Can Do earlier this summer. During the flight, the muffler came loose, rotated over the nose of the plane, breaking the nose and melting a hole in the canopy. At least he did not lose the muffler. Check those mufflers!"

Do you have a photo, story, article or a changed email address that you would like to send me? Send it to:

Lkdavis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor



When the last person leaves the airfield, the gate should not look like this! Please close and lock the gate on your way out.

MDS Engines, What's that?

Email by Paul McCoy



Several weeks ago, one of our club members came across a large collection of MDS 2-stroke engines and contacted me to see how good are they and what are they worth.

I have never owned these Russian-Made engines nor did I know much about them. But I did know a 2-stroke engine expert, Pauk McCoy, also a PPRCC member. So I emailed Paul and asked him what he knows about MDS engines. Here is what he wrote;

I have read a few articles in magazines and on the web about those MDS engines in the past and they kind of piqued my interest since I like model engines anyways. The original MDS engines were actually manufactured by the Russian government during the cold war to win world competitions in the control-line and RC worlds. I figured if a Communist country could invest in setting up a whole company just to win model competitions than there must be something to these Russian engines and I wanted to see for myself what the hubbub was all about.

So the first chance I got to buy one I did. You could tell that the casting of the engine block wasn't very good right off the bat, but what I was interested in was the piston and the chrome liner inside. Nothing beats a nice chrome lining which was starting to be hard to get in model engines in the 90's already.

The EPA had started shutting down all parts of every industry in the US that had anything to do with making chrome because the waste was too hard to get rid of. So most people started buying Japanese engines and then about a year or two later the Japanese stopped making anything that contained chrome in it also.

Anyways, those MDS engines are still good, but those hard chrome liners are hard to break-in and most modelers just don't have the patience to put them on engine stands and run a gallon or more through them. I thought I had a lot of patience...but my MDS engines STILL aren't broken-in!! :) And like I said before, those original carbs they had on them are pretty bad. They leak air like crazy, so setting the idle speed on one is impossible. I took the carbs off and sealed them the best I could and they still would leak a little. Just enough to be frustrating.

The redesigned "C-2" carb is a lot better but still leaks some. You can seal-up the carb pretty well but they had bad air leaks around the prop washer and it was hard to get a good idle. I don't have one but people on RCU used to say that the .68 and the .78 size engines with the new C-2 carb were the best.

But at the time I read that news, I was flying mostly .40 sized engines so I never bought the larger ones. I bought a .40 size and a .48 size on e-Bay about 10 years ago and I paid around \$50 to \$60 for them from what I can remember. So I couldn't even speculate on how much they are going for now.



"A typical MDS engine, usually the smaller sizes: .25 / .40 / .46 / .61 comes with black components."

If someone wants to run one and has no starting point I always suggest an OS #8 plug and no more than 5% nitro. They don't like lots of nitro!! And if they have trouble with the OS plug, my next suggestion is to use a glow plug with an idle bar on it. (That's if you can find one!!) That will get it going and start the break-in process. Also....seal-up that carb, especially on the bottom of it or you will be chasing your tail all day to get an idle out of it. Good strong running engines if you can get it to break-in and they will last forever with that chrome liner in it!

Paul

Thanks for the info Paul. So if anyone didn't know much about MDS engines, now you know a little bit more!

Can You Name That Helicopter?



Clue #1: In 2016, this helicopter reached frontline service and became that country's most advanced attack helicopter. Currently there are over 119 of these helicopters assigned to units.

Clue #2: The designers claimed that this helicopter was to be used as a civilian helicopter in order to gain foreign support and technology. It was a trick and United Technologies, Pratt & Whitney Canada and Hamilton Sundstrand fell for it. They were fined \$75 million dollars by the U.S. Government and they paid the fine.



Clue #3: This helicopter looks very similar to the European Agusta and Mongoose attack helos. Many experts believe it is a stolen blueprint copy.

Last Month's Airplane: The British Bristol Type 148. And once again only Greg Moore had the correct answer! Keep up the good work!

2019 Frozen Needle - Valve



Event takes place: Tuesday / 01 Jan 2019

PIKES PEAK RC CLUB FROZEN NEEDLE-VALVE FLY-IN
TUESDAY / 01 Jan 2019

The event is free, open to everyone, all types of aircraft welcome.

Event begins at 8:00 am, ends when everyone has had enough!

Breakfast will be available for the early arrivals.

Group photo at 10:00 am.

Dress accordingly, PPRCC not responsible for frozen fingers or toes!

Pikes Peak RC Hobbies

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



Upcoming RC Events:

- November 7th (Wed) 2018 - PPRCC meeting
- December 4th (Tue) 2018 - PPRCC meeting
- **JANUARY 1ST TUE 2019 PPRCC FROZEN NEEDLE VALVE FLY IN**

