



Pikes Peak Radio Control Club Newsletter



AMA Club Number 179 / 2126 East Boulder Blvd / Colorado Springs, Colorado 80909
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 Club President – Greg Moore / Club Vice President – Eric Oliver
 Club Safety Officer – Greg Moore / Club Treasurer – Rod Hart
 Club Airfield Maintenance Team – Kevin Kinzel, Dan Brunson
 Club Flight Instructor – Ben Woofter / Club Secretary & Club Newsletter Editor – Keith Davis

“Keep Calm and PPRCC On!”

Volume 50 / Issue 02 / Feb 2021

Next PPRCC Meeting:
February 2021

@ Location and time to be determined

Local RC events happening this month:

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Last Month's Minutes . . .



PPRCC did not have a January club meeting due to COVID

New Business:

- 1) Effective Jan 2021, the airfield gate combination has been changed. The new number can be found on the back of your 2021 membership badge. If not there, contact myself, Dan Brunson or Rod Hart. Please do not pass on the new combination to non-club members.
- 2) Club Treasurer Rod Hart announced the PPRCC airfield lease has been approved and signed by the state land board. Rod received a copy of the new lease and it is good until 2026 at a cost of \$3600 per year. That explains the \$100 membership fee.

Famous Last Words In Flying . . .



“Tower, please repeat all after Do Not Land, there’s what on the runway?”

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Two New Rules From the FAA



FAA email dated: 28 December 2020

Drone Remote Identification & Operations over people.

U.S. Department of Transportation Issues Two Much-Anticipated Drone Rules to Advance Safety and Innovation in the United States
WASHINGTON — The U.S. Department of Transportation’s Federal Aviation Administration (FAA) today announced final rules for Unmanned Aircraft (UA), commonly known as drones. **The new rules will require (1): Remote Identification (Remote ID) of drones and (2): Allow operators of small drones to fly over people and at night under certain conditions.** These rules come at a time when drones represent the fastest-growing segment in the entire transportation sector – with currently over 1.7 million drone registrations and 203,000 FAA-certificated remote pilots.

Remote ID will help mitigate risks associated with expanded drone operations, such as flights over people and at night, and both rules support technological and operational innovation and advancements.

“These final rules carefully address safety, security and privacy concerns while advancing opportunities for innovation and utilization of drone technology,” said U.S. Secretary of Transportation Elaine L. Chao.

Remote ID (PDF) is a major step toward the full integration of drones into the national airspace system. Remote ID provides identification of drones in flight as well as the location of their control stations, providing crucial information to our national security agencies and law enforcement partners, and other officials charged with ensuring public safety. Airspace awareness reduces the risk of drone interference with other aircraft and people and property on the ground.

Equipping drones with Remote ID technology builds on previous steps taken by the FAA and the drone industry to integrate operations safely into the national airspace system. Part 107 of the federal aviation regulations currently prohibits covered drone operations over people and at night unless the operator obtains a waiver from the FAA.

The new FAA regulations jointly provide increased flexibility to conduct certain small UAS without obtaining waiver.

“The new rules make way for the further integration of drones into our airspace by addressing safety and security concerns,” said FAA Administrator Steve Dickson. “They get us closer to the day when we will more routinely see drone operations such as the delivery of packages.”

The Remote ID rule (PDF) applies to all operators of drones that require FAA registration. There are three ways to comply with the operational requirements:

- 1. Operate a standard Remote ID drone that broadcasts identification and location information of the drone and control station;*
- 2. Operate a drone with a Remote ID broadcast module (may be a separate device attached to the drone), which broadcasts identification, location, and take-off information; or*
- 3. Operate a drone without Remote ID but at specific FAA-recognized identification areas.*

The Operations Over People and at Night rule (PDF) applies to Part 107 operators. The ability to fly over people and moving vehicles varies depending on the level of risk a small drone operation presents to people on the ground. Operations are permitted based on four categories, which can be found in the executive summary (PDF) accompanying the rule. Additionally, this rule allows for operations at night under certain conditions.

The final rule requires that small drone operators have their remote pilot certificate and identification in their physical possession when operating, ready to present to authorities if needed. This rule also expands the class of authorities who may request these forms from a remote pilot. The final rule replaces the requirement to complete a recurrent test every 24 calendar months with the requirement to complete updated recurrent training that includes operating at night in identified subject areas.

Both rules will become effective 60 days after publication in the Federal Register. The Remote ID rule includes two compliance dates. Drone manufacturers will have 18 months to begin producing drones with Remote ID, with operators having an additional year to start using drones with Remote ID.

Item 3: PPRCC airfield is a FAA-designated identification area (FDIA). Remote ID not required.

2021 PPRCC Frozen Needle-Valve



Event took place: 01 January 2021

What do you get when you combine 25-mph winds with 25-degree temperatures? You get one brutally cold day. Well, that's what we got on our first event of 2021, one brutally cold day!

PPRCC held its annual Frozen Needle-Valve event on January 1st at the airfield. Around 25 members arrived throughout the morning. A few showed up, realized how cold and windy it was, stayed a few minutes then decided to leave.



“Although 17 members are seen in the photo, a few members left before the photo was taken and a few members arrived just after the photo was taken.”



“PPRCC members Dan Brunson and Kevin Kinzel, did the annual breakfast cooking for everyone who arrived on time.”

I didn't get too many airplane flying photos, there were not too many airplanes flying. But PPRCC member Kevin Hogeweide was only pilot that dared to get his plane out and get credit for completing the one and only flight of the day.



“PPRCC member Kevin (center) lines up his EDF jet for landing as a few PPRCC members stood by for moral support or frostbite medical aid!”



“PPRCC member Liam Clark was the first to get a warm ham & egg sandwich and he also received a donated pre-owned airplane. He had a good day!”

Due to the extreme weather, the event only lasted a few hours and almost everyone departed after the group photo was taken. Thanks to Dan and Kevin for setting up the food, thanks to everyone that came out and thanks to Kevin Hogeweide for entertaining us with the one and only flight!

The few additional photos that I did take can be seen on the PPRCC website.

Can You Name
That Plane?



Clue #1: This plane was introduced in 1990 as an executive transport, over 246 have been built and they are still in production today.



Clue #2: With a top speed of 460 mph, this plane boasts to be the fastest executive turboprop plane and having a max speed equal to many executive transport turbine jets.

Last month's airplane: That was the Piper Piperjet. There were no correct answers.

*Do You have a story,
article, photo or a
change in email that
you want to send me?*

Lkdavis03@hotmail.com

***Keith Davis – PPRCC
Newsletter Editor***



*The last person leaving
the airfield should not
leave the gate looking
like this. Please close
and lock the gate!*

PPRCC 25 year
Membership Members



If you have been a PPRCC member for 25 years or more or will become a 25-year member real soon, let club secretary Keith Davis know so that he can order a club appreciation award for you. I still need a few more years for my award . . .



Current list of 25+ years PPRCC membership members:

- 1) Dan Brunson
- 2) Greg Moore
- 3) **Gus Gustafson**
- 4) Frank Tuxworth
- 5) Doug Beacham
- 6) Wayne Cooksey
- 7) Harry Lehman
- 8) Jim Wilkerson
- 9) Rob Wilkerson
- 10) Mike Weidner
- 11) **Jim Workman**
- 12) Austin Cleis
- 13) **Bill Sanderman**
- 14) Milt Woodham
- 15) Dick Clauson
- 16) Jack Dech
- 17) **Robert McLeod**

***Now Deceased**

Sullivan ProFlex
Universal Fuel Line



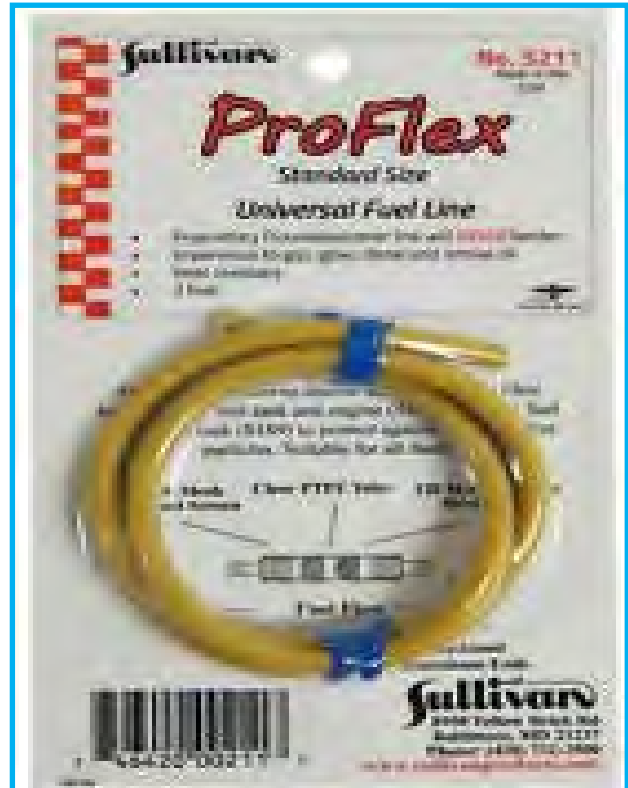
I normally do not promote products in the PPRCC newsletter but I was recently introduced to a new product that might help out fellow gas and glow users. Electric flyers won't need this!

After a few years of flying with gas engines, the gas lines inside my fuel tanks began to harden and I was unable to use a full tank of gas.

So, I went to Pikes Peak Hobby (owner Dan Brunson) to buy new fuel lines. He said a new type of fuel line had just come out from Sullivan and I should give it a try. It's guaranteed not to harden and last longer than gas or glow fuel lines

So I bought 3 feet of the new fuel lines, not cheap though at \$4.30 a foot. Dan does sell it off a spool or in 2-foot length packages. But his prices are cheaper than buying it online. A 2-foot package online is about \$13.50, not including shipping.

If you have issues of hardening or deteriorating fuel lines, maybe this is something for you. I'll let you know how it works in a few years!



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Museum Gets A New Airplane



Photos by Rod Hart

The National Museum of WWII Aviation here in Colorado Springs is getting closer to adding another flyable WWII airplane to its collection, the Curtiss SB2C Helldiver.

PPRCC member and Treasurer Rod Hart, volunteers his time at the museum as a tour guide and gets first-hand knowledge on museum projects and sent me these photos.



“The museum hopes to have the Helldiver restored and ready for its first flight by the end of 2022. Rod said the plane was assigned to NAS Alameda in Jun-Oct 1944, transferred to NAS Seattle later that year. The plane was severely damaged and dumped into Lake Washington, then recovered during the 1980’s. The plane arrived at the museum about three years ago.”

“When all said and done, the Helldiver should be similar to this. The Helldiver was the Navy’s replacement to the SBD Dauntless. Although the Helldiver outperformed the Dauntless in several areas, Many of the Dauntless pilots transitioning to the Helldiver, preferred the Dauntless.”

“The designation was **SB2C** Helldiver, unhappy pilots called it: **Son of a Bi*ch, Second Class.**”

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Email Addresses; Is it Correct?



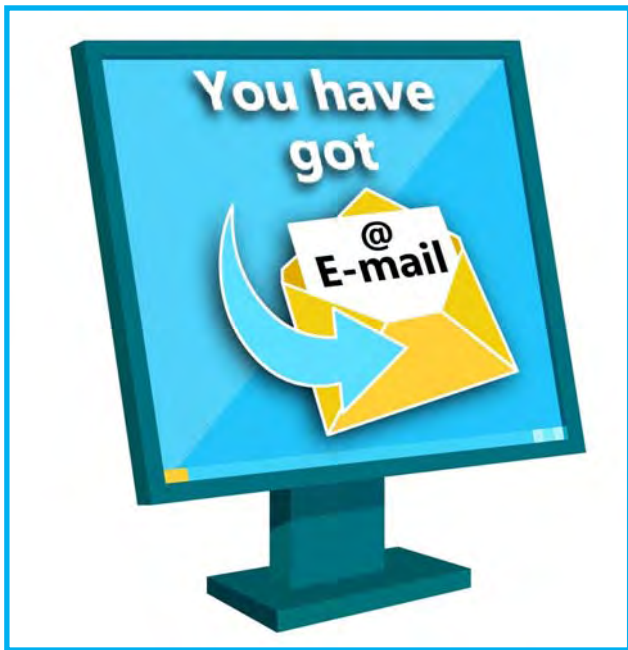
It seems like the COVID virus will be around for awhile longer, which means more than likely, no formal club meetings until June or so, held at the airfield.

Until then, PPRCC monthly emails will be the primary method of disseminating information to all of our PPRCC members.

Therefore, it is highly important to have your correct email address if you wish to stay informed about club information and activities.

To those that do receive the monthly emails, PPRCC asks you when you see new members or unfamiliar faces at the airfield, ask them if they are receiving the monthly PPRCC email. If they are not, ask them to email me and I will add their email address to the roster.

Thanks!
PPRCC Management



Keith Davis – PPRCC Secretary
Lkdavis03@hotmail.com

Israeli Urban Aeronautics AirMule



Internet article date December 2020

This Israeli Defense Forces flying car is a real game changer for urban operations. Capable of carrying over 1,000 pounds of people or equipment for an hour-long flight, the AirMule can get into tight spaces that no helicopter could reach. Whether evacuating survivors from burning buildings or ferrying endless supplies to remote areas automatically, the AirMule is one of the most useful hybrid land/air drones available today.



Nicknamed the "Dragonfly", FAA certification has been a prime consideration in every aspect of the Air Mule. The drone is being designed in compliance with the FAA's FAR Part 27 and Part 29 (depending on weight) certification standards. They also comply with the special 'Powered Lift' certification standard that was developed for Tilt-Rotor aircraft.

Pikes Peak RC Hobbies

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Upcoming RC Events:

- Feb 2021 - PPRCC meeting - Location and time to be determined.
- Mar 2021 - PPRCC meeting - Location and time to be determined.

No JEFFCO Auction this year due to COVID 19

