



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 Woolfer / Club Secretary & Club Newsletter Editor – Keith Davis

"Keep Calm and Fly On!"

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Next PPRCC Meeting:
 May 2021
 @ Location and time to be determined

Local RC events happening this month:

- PPRCC Airfield Maintenance
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Last Month's Minutes . . .



No April PPRCC meeting

New Business:

1) PPRCC plans to fix cracks and seal the east runway this year. When we get the official date and time, the airfield will be closed for flying that day. PPRCC members will be notified in advance about the closure via email.

Old Business:

1) PPRCC plans to continue to have club meetings at the airfield this year, just like last year, weather permitting. We will try to have the meetings on the first weekend of the month. Club members will be notified of the upcoming meeting date and time via email.

2) With the new housing being built south of Judge Orr Road, please do your best not to fly south of

Judge Orr Road, especially when flying from the east runway.

Famous Last Words In Flying . . .



"You were told to park it IN the hanger, not INTO the hanger."

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PPRCC Website Woes



You may have noticed in the past few months, the quality of the PPRCC website has deteriorated. This is because of two main reasons;

Reason 1 - The website is based off JOOMLA. Our website version of JOOMLA is ver2.0 and the latest JOOMLA version is ver3.5. The website is so outdated, the update patches will not work.

Reason 2 – As of Jan 2021, Adobe Flash has been removed from service and is no longer usable to show photos and images. The PPRCC website used Adobe Flash to show photos and slides. There is not a free version of Adobe Flash or a substitute program to use on the PPRCC website. Therefore, photos, slides and the countdown event timer can no longer be viewed on the website.

PPRCC is now in the process of searching for a new website designer and a new website page, We hope to have it up and running by the end of the year.

Basic text information and event flyers will still be posted on the current website until then.



"I can't see my airplane pictures!"

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Marine Ospreys Visit PAFB



Photos from PAFB March Newspaper



Although I only live about 8 miles from Peterson AFB, I can hear those V-22 Ospreys flying in and out of the base. They have a unique flying sound and by the time I hear them coming and I go into the house to grab my camera, they are gone. I still have not taken my own photos of the elusive bird yet. Copied photos is the best I can do so far . . .

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F6F Hellcat Visits the Museum



Photos by PPRCC member Rod Hart

PPRCC member Rod Hart is a volunteer tour guide at the National Museum of WWII Aviation (Colorado Springs). On occasion while there, he gets to see first-hand projects taking place or what just happens to be passing through.

Well one day at the office, a Grumman F6F Hellcat stopped in, just passing through. Rod happened to have his camera with him and sent me these photos.

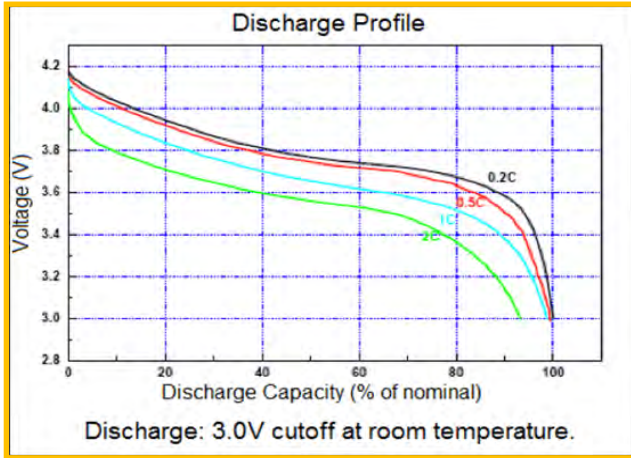


Grumman F6F Hellcat: Entered combat in June 1942 / Over 12,275 were built / Destroyed 5,223 enemy aircraft / Also used by the British and French Navies / There are about 6 flyable Hellcats today.

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LiPo Discharge Data

Article by PPRCC Member Milt Woodham



This is a typical LiPo battery cell discharge curve depiction, there is no “exact” curve and there is no consensus (*) re some of the data. The following data are based on my own personal experience and opinion.

- LiPo discharge voltage is approximately (*) linear from fully charged voltage of 4.2V/cell down to approximately (*) 3.5V/cell.
- At 3.5V/cell there is approximately (*) 20% charge remaining.
- After 3.5V/cell, the voltage curve drops very steeply.
- It is best to not discharge below 3.5 V/cell. Discharging below this point may/will (*) shorten the battery life.
- DO NOT under any circumstances discharge the battery to zero V/cell. The battery will likely not be rechargeable if you do.
- Personally, I try to time my flights such that I do not go below 3.6V/cell. This allows me a safety margin in the event of a missed approach and go-around.

(*) As stated, there is no real consensus re some of these data. Discharge current, battery age, plus a myriad of other factors will affect the discharge curve. You may not agree with some or any of what is written above. If so, find what works for you and use it. These data work for me.

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FAA's Safety And Knowledge Test



In the AMA magazine, Model Aviation, an article was published on page 8; Safety and Knowledge Test. It states as of October 2018, the FAA requires RC flyers to take the test.

Well it's been a few years now and I still have not taken the test nor have I heard of anyone of taking the test.

If anyone out there did take the test, please let me know about it; How many questions, did it seem reasonable and related to RC flying, did you get your pass/fail results right away, etc.

Once I hear from anyone, I will pass the results on to others.

Keith Davis
PPRCC Secretary

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Airfield Reminder



A few weeks ago, a PPRCC member emailed me, informing me he had found a discharged LiPo battery lying in the pit area. Although not a big concern then, now with fire season just around the corner, proper disposal of LiPo batteries is a must!

PPRCC will try again and set up the orange buckets filled with sand for discharged/disposed LiPo batteries. In the meantime, please be responsible for your LiPo's!

Thank-you
PPRCC Management



Show & Tell
From Home

PPRCC member Keith Davis' PA-18 Cub



"VQ Warbirds had a March Madness sale and the PA-18 Piper Cub (ARF) was selling for \$350, so Keith bought it. Owning about 15 planes, 12 of them being military, Keith needed a few more civilian airplanes. This Cub has a 107" ws and will have a DLE-35cc gas engine. Smoke will be added. The plane should weigh less than 20 lbs. Now that many RC warbird events include classic airplanes, this plane should qualify."

**Do you have a photo,
story, or a change in
email you would like
to get to me? Send it
to:**

Lkdavis03@hotmail.com

**Keith Davis – PPRCC
Newsletter Editor**

**If you are the last one
to leave the airfield,
remember to close
and lock the gate!**



**Close and lock the
gate, close and lock
the gate!**

Hooray, Ben Is Back!



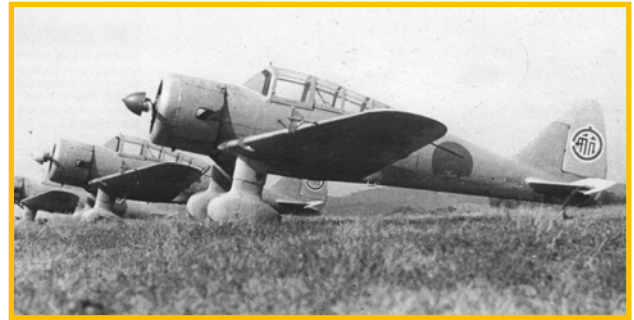
As many of us have heard last year, our PPRCC flight instructor Ben Woofler was in a serious car accident with serious injuries (Not his fault!). He was out of action for several months and he was not sure when he will return.

Then all of a sudden back in March, Ben was at the airfield, refreshing his flight skills with his electric T-28 and electric little stik. I did speak with Ben and he said he should be able to continue flight training this summer.

But don't look for Ben's trademark blue Chevy S-10 pickup truck, it was totaled in the accident. He now drives a Dark blue Toyota Tacoma. Welcome back Ben!



Can You Name That Plane?



Clue #1: This ground attack plane was very successful in the early days of the war against China. But when it went against Allied fighters later in WWII, they were slaughtered.

Clue #2: With a top speed of only 216 mph, they were easy targets for Allied fighters. The planes were re-assigned as trainers. By 1945, the planes were re-assigned as kamikazes.



Clue #3: After WWII, dozens of the planes were captured and went to the Thailand Air Force and the Indonesian Air Force.

Clue #4: Production began in 1938 and ended in 1944. Over 1300 of these planes were built. Only a handful exists today in museums in the far east.

Last month's airplane: The French built Let Aero 145. PPRCC member Greg Moore knew the name of that French Flyer.

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Russia's Air Force One Plane Gets Broken Into

Internet Article dated Jan 2021



Russian police are investigating a break-in at a top-secret airborne nuclear command center, nicknamed the "doomsday plane."

The Ilyushin-80 aircraft is designed to carry top officials, including President Vladimir Putin, in the event of a nuclear attack.

The crime was only uncovered during an inspection of the aircraft at Beriev Taganrog Aviation Scientific and Technical Complex, officials revealed Monday. A cargo hatch was found to have been opened and 39 pieces of radio equipment were reported as missing from inside the aircraft. The suspects have not been identified.

Security has now been stepped up at the site, according to the Kremlin, which is investigating the incident. Few details of the aircraft are available, as the plane and its contents are a state secret.

Dmitry Peskov, Putin's press secretary, described the episode as an "emergency situation" in a conference call with journalists and said: "Of course, there will be an investigation, and measures will be taken so that this does not happen again." Peskov did not specify who is responsible for the aircraft's security.

The plane had been undergoing routine maintenance to its landing gear rods before the theft, Russian news agency Tass reported, and all equipment was in place at that time.

Airborne Command Posts were first nicknamed doomsday planes by the United States, as they are designed for use in the event of nuclear war or a major disaster that would see ground-based command infrastructure destroyed.

The most famous models of such specialized aircraft are the US Boeing E-4B, based on the Boeing 747, and the Russian Ilyushin-80, based on the passenger Il-86. According to Tass, the country's armed forces currently have four Il-80s in service. Russia's "doomsday" planes can take off from any civil or military airfield, according to state news agency RIA Novosti. Each has a powerful engine, modern communication facilities and a life support system that enables it to remain airborne for several days.

Aside from the cockpit windshield, the plane does not have any windows, so those onboard are not blinded by a nuclear explosion, RIA Novosti said. The tail section houses an outlet cable antenna for communication with submarines.

While specifics of the equipment on board the aircraft are not known, it is believed to have everything necessary to control the armed forces, while also accommodating high-ranking passengers with areas for both work and relaxation.

Back in October, Tass reported that the planes were set to be upgraded. An aircraft industry source told Tass the updated version would be based on an Il-96-400M Guadjet, long-haul, wide-body airliner. The source said the new version would "significantly increase the period of airborne combat duty and to extend the radius for troop command."



"Ilyushin IL-80: NATO codename – Maxdome"

"At least the thieves stole equipment and didn't push any RED buttons!"

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Pikes Peak RC Hobbies

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Upcoming RC Events:

- **May 2021 - PPRCC meeting - Location and time to be determined.**
- **June 2021 - PPRCC meeting - Location and time to be determined.**
- **5 June (Sat) 2021 - PPRCC Airfield Maintenance Day**
- **11-12-13 June 2021 - Jefco Warbirds & Classics Event**
- **19 June (Sat) 2021 - PPRCC Father's Day Event**
- **26 June (Sat) 2021 - PPRCC Big Stik & T-28 Invite**
Apprentance Trainers invited this year

