

## Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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**Next Club Meeting:**  
**Tuesday, April 1<sup>st</sup>, 2008 (really!)**  
**7:00 PM at the ELIC**  
**(East Library Info Center)**  
**Pikes Peak Public Library**  
**(on Union)**

### Spring Flying Season

By Jim Terry

Any day now, just around the corner, most of us will be heading out to the field to enjoy some of the lovely Spring weather. After being cooped up for months on end, that old itchy feeling is probably making you edgy and ready to take to the air again.

So, now that you are looking forward to some good ol' flying again, are you ready to have a safe and enjoyable time with your reliable model from last season, or even the one you just picked up? Usually the answer to that question would be "yes" or even the standard "I think so." However, even if you think everything on your model is set up and ready for another season, there probably are a couple of things to look over before you make the drive out to the field.

When was the last time you checked out the operation of your glow plug? Even if it seemed to operate properly for that previous flight a few months back, the odds are it's not up to par. If your motor has been sitting around the last couple of months without proper prep for winter hibernation, the glow plug is probably coated with a castor/synth oil residue, which at this point would look like someone dipped the plug in epoxy. Depending on how hard you ran that motor last season and what fuel was used, the glow plug may not heat up properly. Best thing to do at this point would be to pull the plug and inspect it. Look at the coil element, does it still resemble a tight, chrome colored coil? If it sags to one side and/or is ashy or black in color, spend a few bucks and get another one (get 2, as a spare always comes in handy at the field). If everything looks fine with the glow plug, energize it with your glow igniter. You should see more than one coil

glow a bright yellow (if your igniter is up to snuff). Only one coil glowing or a dull orange glow (with an up to snuff igniter) would warrant replacing the plug.

How long has it been since you cycled your receiver and transmitter packs? If it was months ago, cycling is well over due. Beg, borrow or steal a good cyler (don't steal on from Dan's shop) and start waking those batteries back up. If your only charging method has been to use the wall charger that came with your gear, then shame on you. At best, these units are only a trickle charger and take a minimum of 24 hours to fully charge a pack. If you are using NiCad packs, a minimal amount of cycling will be required. Should you be using NiMH packs, a little bit of diligent cycling may be required. NiMH packs self-discharge quite a bit in three months time. The number of cycles required to bring these pack up to snuff will generally be around 10 cycles. Time consuming work, but worth not putting a plane into the ground because there was only a surface charge on the pack.

Now is the time to give a close inspection of the air frame and retract operation (if your model is so equipped). Most of us are diligent enough not to fly an obviously broken plane, but it isn't always easy to catch hidden damage that could result in a spectacular debris path at the field.



**Larry's Edge had CA hinges without the CA**

Check your flight surface hinging. Are those CA hinges and hinge points still doing the job? How about the control horns, are they securely fastened and crack free? Carefully flex the horizontal and vertical stabs, are these structures solid and are the attachment points solid as well (these structures tend to take a lot of angular strikes when being

loaded into our vehicles)? Work those ailerons and flaps on the wing. Is there any binding going on there?

With regards to your field equipment, how is that starter, glow, fuel pump, air pump electrical storage device holding up? That field battery gets a lot of abuse and hardly ever any TLC. If you're using an automotive style battery, how are the acid levels? How do the posts look, any acid build up? Those gel cell batteries (7 amp hour Hobbico batteries) aren't built to last more than a season. After all, the manufacturer has to make money some how.

Your fuel is other area to look at as well. Depending on the storage habits you have adopted, that fuel may not be as good as it was this past Fall. We have been experiencing a wetter than normal winter. With that said, your glow fuel is ethanol based (alcohol) with nitro methane added. Ethanol has a nasty property of absorbing H<sub>2</sub>O from the surroundings. If your fuel stash wasn't properly sealed, there could now be a large quantity of H<sub>2</sub>O in the mix. The nitro methane in the fuel is susceptible to UV damage. If you were using the fuel out at the field last year, there could be a chance the nitro level has been affected by accumulated exposure to that large UV source that was hanging over our heads all last year.

Just some thing to think about before heading out to the field this season. Taking a look at these areas can and will prevent unwarranted disappointment as well as enhance your flying experience this season.

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## The Warbird Corner

By Keith Davis

Happy 40<sup>th</sup> Anniversary! That's right; this is the 40<sup>th</sup> Warbird Corner article that I have written in the past 3½ years. I hope everyone has enjoyed reading the stories as much as I have enjoyed researching and writing them.

So to celebrate our 40<sup>th</sup> anniversary, here are some "**Did You Know**" facts based on "40"

1. Richard Bong was America's highest WWII ace with **40** kills. He was later killed on 6<sup>th</sup> August 1944 while test flying the new P-80 jet fighter.
2. The Red Baron's brother, Lothar Von Richthofen, finished WWI with **40** kills. He survived the war but died in a plane crash in 1922.
3. The British Hawker Hurricane had a wingspan of exactly **40** Feet. At the

beginning of WWII, It was considered a large fighter for its time.

4. The British Hawker Hurricane MK IId were armed with two **40** mm cannons. Its nickname was the "Can Opener" because it destroyed German tanks with ease.
5. Britain conducted its first 1000 bomber raid on Cologne, Germany on 15 May 1942. Only **40** bombers were lost.
6. On 13 December 1944, P-51 Mustangs escorted B-17 Bombers 498 miles to bomb Kiel, Germany. For the first time, they were able to loiter over the target area for **40** minutes, shooting down dozens of German fighters.
7. The AC-130E gunship carries an armament of two 20 mm Gatling guns, one 105 mm howitzer and one **40** mm Bofors cannon. Other variants carried two **40** mm Bofors cannons.
8. The B-24 Liberator with the serial number **40-2370**, was based in Hawaii during the Pearl Harbor attack. It was the first U.S. bomber to be lost in the war.
9. In WWI, there were a total of five aces with exactly **40** kills. In WWII there were also a total of five aces exactly with **40** kills.
10. The SIG Kadet LT-**40** is one of the best selling ARF and kit trainers sold throughout the world. It is an easy airplane to build and fly, and quite affordable.

Well, that's all that I could find related to "40". . I need to start working on the 50<sup>th</sup> anniversary now!



*Darryl Lloyd's Hangar 9 Hellcat*

**DID YOU KNOW?** Our Annual Warbird event is less than 90 days away. So get those warbirds ready!

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## Mark & Circle Your Calendars

By Larry K. Laughlin

Our big extravaganza is slated for the weekend of June 21. It's our 10th Annual Warbirds Over Pikes Peak event at our own Judge Orr Road RC flying field.

Tell everyone you know to attend and enjoy this wonderful local RC meet. Pass along these directions, if it will help: 20 miles East of Hwy 25 on Woodman, 3 miles North/East on Hwy 24, 4 miles East on Judge Orr Road, on the left side – can't miss the runways and entry gate (look for signs)

We are welcoming Camping and/or RVs during the event (no hook-ups, but no charge for camping either). Your friend from out of town can stay in any number of local hotels, only 25 minutes away too (please email for the list of them). John Fay - CD, [birdjetone@aol.com](mailto:birdjetone@aol.com), or call 719 338-8305 or Larry Laughlin – Co-CD, [Laughlin.larry@gmail.com](mailto:Laughlin.larry@gmail.com) 719 594-9668.

Our event will be Open to Warbirds with military schemes, ALL are welcome, very large to most small. Turbine Warbirds are most welcome (pilot waiver required). Loose 'look-like' rules. \$25 landing fee. Awards, Lots of Sponsored prizes. Lots of fun flying until you drop.

Very nice Custom Shirts and Hats will be available to registered pilots and club member, at greatly discounted prices. Pilot only raffle as well. We're hosting a Saturday BBQ Lunch to registered pilots.

More information at our beautiful new and improved website (thank you Rob Waggoner) - [www.pprcflyers.net](http://www.pprcflyers.net) - check it out!



**Howard Hanks' Hobby People T-28**

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## **To Event or Not Event? Is this Really a Question?**

By Jim Terry

For some time now, the PPRC Executive Committee has been placing a lot of focus on the Annual Warbird Event. There are a few reasons for this, the perceived primary reason being as a "money" generator for the club coffer. In reality, our warbird event has been either a money loser or at best (as seen during the last two years) a break-even proposition. Our main coffer income since I joined up in 2000 has been membership dues. So why all the focus on the annual warbird event? Is this just an opportunity for a few gung-ho warbird freaks to strut their stuff or is there really a money-making purpose behind all the work?

The answer to the first part of the question is "No" and the answer to the second part is a resounding "Yes". But those answers come strings attached!!

For the last 7 PPRC Warbirds I've participated in, there has been a growth in attendance numbers for the event (growth at a snail's pace though). We have seen a small raise in both participants and spectators. The point being the term "small". Looking back, I can remember the same faces showing up each year, with a couple of new faces once in a while. Last year was exceptional with hobbyists from outside our community making the trip to our strip and walking away with promises of returning this year.

From the members populating our roster, it has almost always been the same faces both in front of and behind the scenes. With as many members this club entertains, one would think this event would inspire HUGE turnouts. But unfortunately it only seems to inspire the same core people each year.

My sincerest hopes are that this year's event will be one to remember as being the busiest, most fun warbird event this club has seen. The people we have working behind the scenes are truly sweating with effort to pull off a great event that could put this club on the map for our region. That is were the money making portion of this event would come in. The more unfamiliar faces that can be attracted to our facility, the larger our coffer will grow. That is easy math. For our part as general members, most of us should at the very least make a point of spectating the event. Being a participant isn't such a bad thing either. After all, this event isn't a contest, but a get together to show off what you're proud of doing. Exhibit what you've got, even if you don't like flying in front of more than one person. Going to an event like ours usually has the effect of inspiring a person to add a little more to their model fleet beside the Sunday flying Kaos or Super Tiger.



**Murph's Hobby People Electric Mohawk**

The thrill of participating at this style of event is not hard to describe. Remember that solo flight when you actually landed the plane on the runway without dorking it into the pavement. Being a part of

this event can give the same emotion. Every time I take off in front of people I don't know for the first time always instills the buzz feel of that solo flight. Add some applause from fellow modelers and spectators, and I'm ready to get things going again just to catch that same buzz feeling. Besides that, it also gives me a chance to meet hobbyists outside our community that are also as obsessed with the hobby as I am.

Please pledge your support with what is truly a great time to shine each year at the flying field.

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## From the March Meeting

By Rob Waggoner

What can I say? "WOW!", comes to mind readily. Rob Romash from COX paid us a visit and brought along some of his indoor lightweight aircraft. Just how lightweight? How does 0.4 of a gram sound? By the way, that's not a typo, that was four tenths of a gram!

And who is Rob Romash? Google his name, and you will many hits like this will be returned: .... On the same day club president Rob Romash established a new F1L national record with a time of 17 minutes and 35 seconds.

Rob was a thoroughly entertaining guest regaling us with stories and technical facts about his planes while much of the time one of his light weight aircraft was floating about the room. And float they did! The aircraft were so light that their flight paths would be affected by the ventilation and convection currents in the room. Many of us, myself included, were absolutely amazed when a couple of the aircraft literally flew backwards.

So what does Rob do when he get bored? He scratch builds models. Rob brought in a salt flat racer he built with 60+ hand crafted parts. And it was smaller than a **penny!**



*(This picture just does not do the model justice. In front of the engine is a small dot. That "dot" is in reality a Shell gasoline logo.)*

The March meeting was very entertaining. I don't know when I've seen so many giggling and smiling faces in the audience.



What has the EC been up to? Quite a lot actually. Planning for the war bird event is well under way CD's John Fay and Larry Laughlin have things well in hand. Take a look at the PPRC website for details. Enthusiasm is high for this year's event, and it looks to be our biggest and best war bird event to date.

Also look for some MAJOR field improvements soon. Most notably, the west runway will have its edges built up to make aircraft runoffs safer for the aircraft. Local earth moving legend, George Kold (at least that's how Larry describes him) will be out in the next few weeks to begin moving dirt.

After the grading is done, the newly built up areas will get a shot of hydro seed to keep the dirt from being blown away by the gentle breezes of the eastern plains (did you catch the sarcasm there?).

We have some new safety fencing material on its way and the safety barricades will be refreshed. Heck, we're even getting a new windsock!

Hang on tight friends. It's going to be a GREAT year!

See you next month – Rob

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## "I want my ARF to be unique..."

By Jim Terry

It's the middle of March and I was tweaking my COX T-28 for another season of flying fun. Everything appeared to be ready to go to the field for a weekend of terrorizing the skies and getting back into the groove. Then I woke up to a disappointing Saturday morning of Colorado weather. So, putting everything back into my model sanctuary for another week, I happen to notice a wrinkle in the covering of the horizontal stab that wasn't (at least I don't think so) there the last time I flew this lady.

What the wrinkle was indicating was a lovely crack in the sheeting near the root of the stab. The cause, who knows, could have been one of my cats sitting on the stab, could have been from banging the plane around while loading and unloading her

from my trusty station wagon. Needless to say, repairs were in order.

After removing the covering, I discovered to my mild horror that the stab was broken top to bottom on the left half. The only thing holding it in place was a laser cut spar of soft balsa. This repair required replacing both the horizontal and vertical stabilizers. In order to do this, a decision had to be made with regards to recovering the aft portion of this ARF. Muddling through how to best do this, I decided to just recover the whole plane. After all, three other COX T-28B Trojans exist in the club now, and mine being the only electric version didn't make it unique enough. In the air, they would all look the same.

I removed all the Sig Aerocoat from the airframe and really dug into the task of repairing nicks and dings that occurred during last year's 40+ flights. I even got rid of some of the dust that was still hanging around from the windstorms of the Loveland Warbirds over the Rockies event.

All the repairs finished, I decided to cover the entire model with SIG Coverall. Coverall is a polyester cloth covering that is applied after the airframe is covered with a brush on adhesive. Sig Stix-It is the preferred stuff. A covering iron is used to activate the adhesive and apply the covering. Coverall is an unpainted, open weave covering, so the next step was to seal the fabric prior to painting. Butyrate dope material is the old school way, and stinks worse than spray lacquer. I sealed the whole thing with Minwax Polyacrylic, which is a water based poly-urethane which looks like 2% milk that dries completely clear. Three coats later and now I'm ready for paint.

To make this particular model even more unique, I will be going with an AF paint scheme, the good light grey with black lettering and trim. The COX T-28 is adorned with the Navy trainer paint scheme of white with red and black trim. So for uniqueness, I'll be trading a highly visible model in the air to something that is sure to drive me nuts trying to see clearly.

I have also made provisions to add panel lines using the method John Fay demonstrated a couple of months ago. I also plan to build a dummy radial facing into the cowl. As this model will still be electric, this will take some doing to get it all to work with the motor-mount type.

This "minor" project was started March 15th. My hope is to have it finished in time for the next club meeting, or at least by the time this article is being read.



**John Fay's Electric Messerschmitt ME-262**