

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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Next Club Meeting:
Tuesday, August 7th, 2007
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

Changes, changes, changes... Progress and an Apology

By Randy Oswald

Work has been crazy, and keeps getting in the way of important things, like flying. This note should have gone out in last month's newsletter, but work got in the way of that as well! The runways are done and the warbird event went well. Thanks to Greg Moore and everyone who helped out!



Rob Waggoner helps John Fay
ready his P-51

First, the apology; the Father's Day Fly-In was a bit of a bust this year. Yours truly was supposed to bring the food and the cake. My customer's had other ideas though, and I worked 'til 01:00 Sunday morning and was then back in the office again at 10:00. I had the best of intentions, but was just not able to carry them out. I am sorry. Flying on Father's Day is a tradition I enjoy. I was not happy about missing it.

So, on to progress; if you've been to the field in the last few weeks you'll have noticed that crack-filling on the West side (runway and pits) is complete. Work on the East side continues, but we're gaining on it. **Jim Lemmons** and **Dan Brunson** built the Tar-Baby that lets us melt about 10 gallons of tar at a time. We're still working out the best way to use it, but we're about there. I'm going to write a "Runway Repair Manual" once we've got it down to a science.

We finished the north-south crack (the Great Rift Valley) that runs the full length of the East runway today, and got started on some of the cross-runway cracks at the south end. We'll work south to north until we have them all. The East runway is flyable though so feel free to use it - unless the "Road Crew" is making additional repairs. Pouring the hot tar is a hot, smoky, hot, labor intensive, hot process. My thanks to the small but dedicated crew that has spent three weekends, so far, doing repairs. My guess is that we have at least two more sessions before the East side is finished.

And now for the changes. We've had reports of many near-miss accidents over the last couple of months that were due to unrestrained taxiing in the pits. After discussion and deliberation the club voted to eliminate running of any engines in the pits, and created two designated start/run-up areas adjacent to the north and south taxiways. We're having a few teething pains, but overall things seem to be working OK. The EC is monitoring the whole process, and we'll make changes as necessary. Our plan is to leave things exactly as they are for two months while we observe and collect comments. We'll then make any necessary changes and copy everything to the East side.

Please understand that this change was made for safety reasons. It was discussed at two separate meetings, and was overwhelmingly approved at the June meeting. If you have constructive criticism please, make it known to me or any member of the EC. Complaints will be listened to and then politely ignored.

Here are some things we can all do to make the startup areas work well for everyone:

- Do not block the entrance to the taxiway.
- The Start/Run-up area is for starting, running up, and heading to the flight line. You shouldn't be there for more than 5 minutes unless the flight line is full and you are waiting for a flying spot. If you need to do more than a little "tweaking" move to the crosswind taxiway which is also the designated break-in area.
- No more than five pilots on the flight line, and no more than five in the start area.
- Always use a mechanical restraint of a size suitable to your plane when starting. For anything too large for the restraints provided ask for help! We nearly had a disastrous accident on Father's Day when a 30%er was accidentally started at full-throttle and knocked over the young man holding the tail behind his ankles. Luckily no one was injured.
- Once your plane is started move your starting gear out of the way. You don't need to walk it back to where you are pitted, just move it four or five paces away from the starting line and retrieve it once you've pitted your plane after flying.
- And finally, no pitting on the crosswind taxiway. Breaking in a plane is fine, but otherwise, no parking!

Ok, one last thing - my semi-monthly call for courtesy and following the rules. This month's topic is parking. Not your planes, your cars. Park 'em in the parking lot! Unloading near the pits is fine, but then move your vehicle to a designated parking spot. The areas near the bleachers or the shade structures or the shed are not parking spots. If you pull a trailer, please, park it where you don't block others in. 'nuf said.

Keep 'em flying.

Sponsors Helped Make Warbirds Fly-In a Success!!!

By Richard Gugeler

This year's Warbirds Fly-in was a big success. We had 28 registered pilots (a nice increase over last year), great weather, and a seemingly unending stream of spectators. The club made a profit this year, which will take care of the extensive runway repairs.

Making this possible were our terrific sponsors. When you start your next project, support those who support us.

These sponsors donated major items for the raffle:

- Cox Hobby Distributors - Christen Eagle ARF
- Great Planes Model Distributors - Top Flite P-51 Kit
- Pikes Peak R/C Hobbies (Colorado Springs) - Hangar 9 F6F Hellcat ARF
- Skyshark R/C - Lightning 50 brushless outrunner motor with 70-amp ESC and mounting kit

We particularly thank Cox Hobby representative Jim Terry for being on hand to answer questions and to demo Cox's latest large warbird, the 79-inch span T-28 Trojan. Jim had outfitted this as an electric and showed us "how it's done," even in winds that temporarily kept many of us on the ground.



Jim Terry, Cox Hobby representative, was on hand to answer questions and demo the beautiful electric-powered T-28 Trojan.

These sponsors donated great prizes for the pilots' drawings:

- Aeroworks (Aurora)
- Balsa USA
- Bob Holman Plans
- Bob Smith Industries
- Cox Hobby Distributors
- Flite Line Products / Lone Star Models
- Fox Manufacturing
- Great Planes Model Distributors
- Micro Fasteners
- Midwest Products
- RC Hobbies (Colorado Springs)
- RTL Fasteners
- SR Batteries
- Sullivan Products
- Tru-Turn
- Ziroli Plans

Greg Moore, our event coordinator, did a fine job and was ably assisted by Rod Hart and Heather Laughlin, who ran the transmitter impound and sold raffle tickets and event shirts; Rob Waggoner who acted as general helper; and Deanna Dyer, Dan Brunson, Jim Terry and Frank Tuxworth who ran the grill and made sure everyone was well-fed.



Dan Brunson brings Kirby Stafford's B-24 Liberator back from another successful mission

Our award-winners this year were:

- Pilot's Choice (small scale) went to our own Ed Sweeney for his electric PT-19.
- Pilot's Choice (large scale, was won by Brent Cozzolino, Pueblo, and his stunning scratch-built Stuka.
- The nearly-unanimous People's Choice award went to Chuck Yanna, Colorado Springs, and his Boeing P-12B bi-plane.



Les Couey lands his P-6E Hawk as Sam Pisciotta rolls his Zero out to the runway

The Warbird Corner

By Keith Davis

Well another PPRC Warbird Fly-in has come and gone. The weather was much better than last year except for a bit of wind on Sunday. There were about 28-30 registered pilots with all sorts of warbirds to fly. There were the usual P-51 Mustangs and P-47 Thunderbolts. But there some not so common aircraft there such as an A-7 Corsair II, a Cessna 337, a Bristol M-1 and a DV Albatross.

The Hanger 9 F6F Hellcat seems to have been the model of choice this year. There were a few of them flying around and the club even had a brand new one in the box for raffle.

And of course when the planes are flying some of them do crash. And I think that we had more crashes this year than what we had in the past three years! Here's a quick rundown on what went down (or at least damaged for the day): 1 x P-38, 1 x P-40, 1 X P-47, 2 x P-51s, 1 x Spitfire, 1 x Zero, 1 x DVIII and 1 x Electric F-16. I may have missed one or two more, but that's enough!

Thanks again to all those who helped in preparing the field, volunteered their time at the event and those who flew in the event. A special thanks to Gregg Moore who MC'd the event once again.

Quiz Time Answers from last month!

During WWII, some of America's most famous combat aircraft were nearly scratched from being used by the U.S. military because of its deficiencies. But after a few modifications, they proved to be some of the best aircraft during WWII. Can you name the deficiency(s) and modification(s)?

1. **Lockheed P-38 Lightning:** It was first designed with both props turning in the same direction and without superchargers. Its performance was less than expected and many of these versions were given to the British. They didn't care for its performance either, so they added superchargers to the engines and the engines were changed to have the props turn into each other. Its performance was so vastly improved, that the USAAF stopped giving them to the RAF.
2. **North American P-51 Mustang:** First designed with an Allison engine and without a supercharger. Its performance did not come close to its expectations as a high altitude fighter, so the USAAF regulated it as a ground attack aircraft (known as the A-36 Invader). In

the meantime, the British acquired several of the A-36s, installed the Rolls Royce engine and renamed it the Mustang. The Rolls engine doubled the Mustang's combat range, vastly improved its high altitude performance and increased its airspeed by almost 100 mph. The USAAF took the Mustang back and kept the name "Mustang".

3. **Chance Vought F4U-1 Corsair:** It was designed with the new WASP 2000hp engine, which required a 13 foot prop. The designers could not solve the problem of how the prop could clear the ground without modifying the Navy specs for carrier landings. Then one day, one of the designers decided to "bend" the wings down to the ground to get the clearance, it worked!
4. **Martin B-26 Marauder:** Initially known as the "Widow Maker" because it required a high take-off and landing speed, which killed many pilots in training because of its low stall speed. Just when the B-26 was about to be removed from active service, one of the designers decided to increase its wingspan by 6 feet. This solved the stall tendency of the B-26 and the Marauder had the honorary record of losing the least amount of airmen in WWII.

If you got 4 out of 4, then you're an ace! If you got 2 out of 4, then you're ok, if you were 0 out of 4, then it's back to flight school for you!



Les Couey's Fokker Dr.1 with the mountains in the background

Upcoming Membership Meetings

Aug 7th (TUES)
Sept 4th (in the two smaller rooms) (TUES)
Oct 8th (MON)
Nov 5th (MON)
Dec 3rd (MON)

These dates have been posted to the "calendar" section of the website.

Advertisement – Upcoming Event

[Editor's Note: We don't typically run advertisements in the newsletter, unless there is high relevance to our hobby and our club. I chose to not insert the entire ad, but here's the main text:]

AURORA
(303) 341-0414
804 S. HAVANA
AURORA, CO 80012



LAKEWOOD
(303) 988-5157
3355 S. WADSWORTH BLVD
LAKEWOOD, CO 80227

Colpar Hobbies, Denver's most complete hobby stores is having its huge 9th Annual Summer Sale and Celebration, August 17,18,and 19th. Huge savings of up to 50% off selected items throughout the stores! On Saturday Aug 18th, bring the family to Colpar Hobbies in Aurora to see the Kiowa Creek Llamas, participate in a Model make-n-take, see an airbrush demonstration, R/C helicopter demos, R/C car racetrack and much more all free! Enter to win free product giveaways! Also free hot dogs and pop and the Colpar Hobbies annual car show!

Colpar Hobbies is also inviting any R/C clubs or Modeling clubs to display at our event for you to promote your club. Also if you have a classic or exotic car you would like to display at our car show, please contact Fred Beardslee or Tom Dolan at 303-341-0414.