



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
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Next Club Meeting:
MONDAY, December 3rd, 2007
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

From the Prez

By Randy Oswald

2007 is nearly over and, on balance, I'd say it was a pretty good year for the PPRC. We didn't accomplish everything we'd planned to do, but we were able to do most of it and that's a Good Thing!

On the plus side:

- We completed repairs to all of our asphalt, and we learned how to do it right. With regular maintenance from now on our runways should last until we have to leave the field. This was a major accomplishment and we owe a lot to the dozen or so members who worked very hard for several weeks to get this task finished.
- The Warbird Event was very successful this year, and the learnings from that will go forward as well. We're already planning next year's event.

On the minus side:

- We didn't do so well with our internal events. A couple were just plain missed (my fault entirely), and those that were held were poorly attended. We need to have a frank discussion on what kinds of events the club wants and will support by showing up and participating.
- We didn't get the runways sealed. Adam's making this a priority for next year though, and should happen as soon as the weather allows.

Adam has aggressive plans for next year to continue and accelerate the improvements we made this year. He'll need help from everyone to accomplish what he wants to do. Please give him your full and active support.

I'll see you at the field,

Randy

Membership Renewals

Please remember that all membership renewals for the new year (2008) must be accompanied with two things:

1. A completed 2008 application (available from the club website)
2. Proof of 2008 "Good Standing" AMA membership

This is of course in addition to the check! ☺ ☺ ☺

The Warbird Corner

By Keith Davis

Well, Christmas is just around the corner, and you want to buy a new warbird. But in the past few years, you have pretty much seen the same old Hanger 9s, the World Models and the Topflite warbirds in the sky.

Well fear no more! I got my latest copy of Hobby People's catalog, and they have added several new airplanes to their inventory. Some of these type planes I have not seen at an airfield yet, and others are covered in a new color scheme.

Advanced Scale Models (ASM) just came out with their new A-26 Invader (92" WS). Looks nice, all black with yellow trim. I think it's Korean War era, night attack version. Then there is the BH Model P-36A Hawk (63" WS). The P-36 Hawk was the predecessor to the P-40 Warhawk. This plane comes gray with red trim, pre WWII colors. Next is

the VQ Models P-40N Warhawk (63" WS). This P-40 is all black with a red nose and red trim and a yellow/black checkered tail. Just like the Hanger 9 giant P-47 Thunderbolt.

Then there is the VQ Models P-51B Mustang (58" WS) in Tuskegee Airman's colors. You just don't see too many P-51Bs or P-51Cs flying around. And finally there is the VQ Models AT-6 Texan (60" WS). I have seen my share of AT-6 Texans, but this one has a black fuselage, yellow wings yellow tail and comes in U.S. Army markings. Not too bad looking.

I also noticed quite a few new electric warbirds on the market, for all you electric warbird flyers out there.

So if you are looking for a warbird that may be a bit different than the rest of the crowd, I would check out Pike Peaks Hobby (Dan) to see if he can help you out. You have only six months left to our 2008 PPRC Warbird event!

O.K. it's quiz time. This is for all you hardcore, warbird loving, war movie loving fanatics out there.

I'm sure almost everyone has seen the 1977 movie "Midway," starring Henry Fonda, Charlton Heston, and all the other big names that starred in the movie. Here's the question: Even though the story line was accurate and historical, many of the add-in combat footage shots were quite inaccurate. For example: When they showed the Japanese aircraft carriers, they were actually 1950s USS Hornet class aircraft carriers.

So if you saw the movie and can remember it, can you name at least 10 footage errors in the movie? The first person that can come up with 10 footage errors and get it back to me, will be given an award (by me) at the January's club meeting. Good Luck! Or in Navy terms Happy Hunting!

Error footage is showing an airplane or ship that didn't exist at the time, or showing an airplane or ship to represent something else or something that just didn't fit in the movie.

Meeting on Monday!

Website Updates

Keep an eye out for a new, fresh look on the club website. This should launch just after the beginning of the new year!

Thanks to member Rob Waggoner, who has great ideas on a new look-and-feel!

From the November Meeting

By Bill Sanderman

Twenty five members and one guest attended the November 5th meeting at the East Library. President **Randy Oswald** opened the meeting at 6:59 PM.

Treasurer **Frank Tuxworth** reported that October income was \$235.00 and expenses were \$162.65. Total club cash assets were \$ 44,277.38.

Our club will participate in a static model aircraft display at the Wings Over the Rockies in February, 2008. **Rick Pacquin** will make the arrangements.

A New Field Committee was formed at the last Executive Committee meeting and will be headed by **Dan Brunson**. Volunteers are needed to participate in looking for a new flying field.

Business cards advertising the 2008 Warbirds Over Pikes Peak event will be available for members to hand out to promote the event.

Seal coating of the runways is planned for early 2008. Studies are underway to examine alternatives for paving, etc.

It was decided to keep the club dues for 2008 at the same level as for 2007. The initiation fees are \$25.00 for juniors and \$75.00 for regular and senior members. Activity duty military initiation fees are zero. Annual dues are \$15.00 for juniors, \$100.00 for regular members, and \$80.00 for seniors. Activity duty military dues are zero.

Jim Terry and **Rob Waggoner** were nominated to be candidates for 2008 Vice President. The election will be held at the December meeting.

A motion was made, seconded and passed to establish a no parking area for models in a five-foot corridor extending into the pit area from the gate to allow easier access to the pits. The benches are intended for airplane assembly only, and not for extended storage of airplanes or equipment.

Plans are underway to replace the existing safety fences with higher (at least 3 feet high) ones.

Duane Zinke showed a CAP21 and **Greg Moore** brought an Alpha Jet ducted fan for show and tell.



Duane Zinke's CAP21



Greg Moore's Alpha Jet

The meeting was adjourned at 8:38 by President Oswald.

Trim and Mix for Aerobatics

Submitted by Zee Stejskal

Your plane can fly straight in any attitude. Thanks to Peter Goldsmith.

1. Ensure that controls are centered, surfaces are straight, and that throws are appropriate. Select the prop you will use. If you must change props, start over.
2. Trim for straight and level flight at mid to 2/3 throttle.
3. Check for proper CG by pulling to a 45 degree upline at full throttle. Roll the plane over on its back and release the sticks. It should make a slow arc toward the ground. If it arcs too fast, it is nose heavy, and if it goes straight or climbs, it is tail heavy. Adjust the CG, re-trim (#2) and repeat #3 until it is correct. A second way to test for

CG is to fly inverted and see how much push it takes to maintain level flight. Too much push can be corrected by moving the CG aft, and too little requires moving the CG forward. Most pilots prefer 1/8 to 1/4 inch of stick push inverted, but that is a matter of feel.

4. Check for a heavy wing by flying high and pushing to a vertical downline at low throttle. When the speed is high pull sharply to horizontal. (Pull high enough to recover if it snaps.) If one wing is heavy, it will drop. Land and add weight to the other wing until even a sharp corner does not cause a wing to drop. Coins and tape work well for temporary weight. This test is surprisingly sensitive.
5. In level flight, advance the throttle to full. If the plane climbs, add down thrust. If it dives, add up thrust.
6. Check for corkscrew in both outside and inside loops by flying directly away and pull or push multiple loops. Be sure that the wings are level. If the plane corkscrews one way or the other, correct with an opposite elevator/rudder mix.
7. Most aerobatic planes yaw left on vertical uplines due to the effect of the prop tornado on the rudder. This can be corrected with right thrust of the engine or high throttle to right rudder mix in the transmitter. Fly the plane straight up at full throttle and watch to see if it yaws. Adjust the right thrust and/or throttle/rudder mix until the plane climbs straight. A combination of these two adjustments works, too.
8. A plane that rolls in knife edge will roll right and left at different rates. Also, point rolls will not hesitate cleanly. Put the plane in knife edge and observe if it tends to roll to canopy or wheels. Correct this tendency with a rudder/aileron mix. Do one side at a time.
9. If the plane pitches in knife edge, rolls and point rolls will corkscrew. Put the plane in knife edge and observe if it pitches to canopy or wheels. Correct this tendency with a rudder/elevator mix. Do one side at a time.

HINTS:

These tuning steps must be done in this order. A change at any step, will change all following steps. This process can be greatly accelerated if your transmitter can be programmed in flight. An assistant will be necessary. Not all planes will need all these trims and mixes, but most will. A 7CAP transmitter or equivalent can do all these mixes. Use the 3 available mixes on steps 6, 8 and 9.

Calm conditions are necessary for these tests. Take your time on steps 2, 3 and 4. 15 flights at least. Think of this process as part of the building cycle. I find it the most fun part because I can see my planes improve daily and my maneuvers improve. Any size aerobat from electric flat wing foamies to 40% IMAC planes will benefit from this process.

You will get faster with each plane you trim and your understanding of aerodynamics will take off. (pun intended!) It will surprise you how much a properly tuned plane makes all aerobatics easier and you will hate to fly planes that don't fly straight.

If you run into trouble, call me, Jim Brink or Jerry Craig. Good luck and have fun.

Safety is Everybody's Business

From the AMA Insider
By Jim Rice

If you are an AMA member, you need to be concerned with safety at your flying field. It is easier to take the heat from a fellow club member for correcting him or her for a safety violation than it is to take that same person to the hospital or the morgue.

I own a hobby shop and it used to worry me to stop people and correct them on safety issues but one day it dawned on me that if one person creates a serious enough safety incident it could cost us a field, which would really hurt my business. If that person maimed or killed another good customer/friend, I would be out a customer anyway. If they did any of that without me trying to intercede and make a difference, then I would probably never forgive myself.

So, the result has been that I take safety to heart every day at every field and I am as gentlemanly and tactful as I can possibly be so as not to aggravate a customer while at the same time fixing a problem at the field. Generally it is not necessary to scream at or humiliate a person who is violating safety rules, a gentle reminder can usually do the trick.

However, if it is really serious and a nudge doesn't do the trick, it may be necessary to take a more forceful approach or even call in assistance from your club's board of directors.

It is important that we all have the opportunity to fly in a safe environment. I have seen pilots land, pack, and go home to avoid flying with or being around a pilot who is dangerous or drinking and flying. That only allows the standard to be lowered.

I worked for a really smart Major General once who drilled into all of us the fact that if you walked past a problem and didn't correct it, you set a new standard and it was lower.

That same philosophy applies to our flying fields. If any of us observes a problem and doesn't try to fix it, we have told the perpetrator that what they are doing is okay with us.

Complaining to each other about the problem without confronting it only aggravates you and your friends while appearing to condone the activity. Find a way to bring it up or get someone else to do it but don't wait until the next club meeting or tattle to the Safety Officer. It really needs to be fixed at the time of occurrence so it can be discussed, if necessary, between all parties present at the time.

Every accident involving safety should be drilled into your mind and reviewed from every aspect to ensure that you know what caused it, what should have been done to avoid it and what you will do in the future to prevent recurrence.

I had a friend hit in the face with a Taurus and it buried the Enya .60 in his cheek all the way to the carburetor. As it turned out, the injured guy had gone dead stick and was walking across the runway to retrieve his airplane and the other guy was making a low, fast flyby. He was turned toward his airplane and could not see the first guy walking onto the runway behind him. He saw him only as his airplane collided with him.

It was all avoidable! Simple communication between pilots would have prevented the incident. I make sure I loudly call out "On the field" and make sure everyone in the air at the time acknowledges before I walk across the dead line and then yell "Clear" when they can use the runway again.

A second incident involved a man starting a G-62 with a starter and the assistant holding the large aircraft by standing in front of the horizontal

stabilizer. As the starter was pressed against the spinner, the airplane moved backward between the holder's feet and simultaneously the engine started. As the man with the starter looked down to put the starter down, the airplane at a high idle moved back forward until it came to rest on the holder's ankles.

The man starting the engine just saw the airplane moving and thought his friend had released the airplane so he tried to reach over the propeller and grab the fuselage to stop the airplane. In the process, he got his forearm in the propeller and got several deep cuts in his arm requiring a trip to the emergency room and several stitches.

I reviewed the incident with an eye toward ensuring it never occurred when I was holding an airplane. The best answer is to kneel or crouch down and hold the airplane with your hands, however many of us are older, heavier, and lazier than others.

What I do now is stand over the airplane with the leading edge of the stabilizer against one ankle and then I place the other foot forward so that the trailing edge of the wing is against the shin. That way, the airplane cannot move back as the starter is applied and cannot move forward when it starts.

If the airplane is big enough or is a biplane, I can stand with the stabilizer against both ankles then bend at the waist and hold the canopy or top wing to stop the airplane from moving to the rear. Restraints are good but they do not stop the airplane from moving back when the starter is applied.

Try to make something good come from every accident. Learn what caused it then plan to prevent it and educate others at the same time.
