



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
Volume 36, Number 4 – February, 2008
Officers: Pres.: Adam Heffington; VP: Jim Terry;
Secretary: Rob Waggoner, Treasurer: Frank Tuxworth
Mailing Address: P.O. Box 25604, Colorado Springs, CO 80936
Web Site: <http://www.pprcflyers.net>

Next Club Meeting:
Tuesday, February 5th, 2008
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

From the Prez

By Adam Heffington

January is almost gone, but the cold weather isn't! I wanted to say it was great to see everyone at the Frozen Needle Valve Fly-In. Jim Terry sold out of food very quickly and over thirty pilots were there (and received a button to show for their great efforts).

On a separate note, we also had a good turnout at the January meeting. Please keep bringing your airplanes and items to show. Next month, John Fay is planning a painting demo that should be very educational.

Not much else is new except I hope we get some warmer flying weather soon. I hope to see you at the next meeting.

Jefco's Auction **Feb 1st, 2nd & 3rd**

By Larry K. Laughlin

Alright my fellow RCers – it is here once again – the BIG annual Jefco RC Auction! I hope everyone is aware of it and able to attend this wonderful Front Range event. It's something unique and I've grown to really appreciate it over the years. It's also an absolute ball to attend and participate in. For me personally, as a distant Jefco club member, it's one of the only ways I can give something back to the Jefco club as a worker-bee.

For everyone interested in RC, this is a phenomenal extravaganza not to be missed. It's advertised as the biggest RC auction nationwide and I believe it is! Jefco's Steve Mangel is the chief organizer and deserves a big pat on the back for

taking on this monstrous effort. The entire Jefco club gets behind it as well, being one of their primary fundraisers. The event has evolved into a highly organized, smooth running machine. Whether you're selling, buying or just watching, it's a pleasure to be part of it.

Imagine, over 1200 RC items (complete airplanes, radios, engines, covering, supplies, tools, accessories, you name it) being sold in less than 30 seconds at a time! And yes, YOU CAN be a part of it! Plan on attending and getting involved. There are lots of terrific buys not to be missed.

I know that many of you have never been to an auction, much less the Jefco RC Auction, but don't let that intimidate you. You merely pay your \$6.00 registration fee and once you're there, you'll receive your packet and bidder number. Then you'll walk around and preview everything as you wish, making notes of those items you'd like to own and how much you'd be willing to pay for them. Jump in when those items start flowing across the table. You might be pleasantly surprised when you're able to bid ½ of what you were figuring to pay and who knows, you might win that perfect piece for your collection for cheap!

Then there is the selling. It's just too easy to take a box of stuff YOU'LL never use again and convert it into cash there at the auction. Polish everything up and label it with all of the features. A little effort put into each item you're selling goes a long way and is well worth the trouble.

There's a full page flyer in this newsletter. Everything you need to know is on that flier. Study it and make your plans now to attend the auction. It's only an hour or so away from the Springs and you won't be disappointed.

Feel free to call me for more information if you'd like. Daytime is 594-9668 or evenings @ 594-9730 or email to laughlins@comcast.net.

Frozen Needle Valve Report

By Gus Gustafson

Each year on January 1 the RC pilots of Pikes Peak Radio Control Club head for the flying field to get in the first flights of the year. The year 2008 was no exception. The first rule of the day is if

you fly you are awarded a button, which confirms you did fly on January 1st no matter what the weather. Arriving at Judge Orr field it was pretty typical of a winter day in Colorado. The temperature was well below 10 degrees and the wind was out of the south at about 5 MPH. Not bad but for most things but for flying not so great. The club cook was already there and had the camping stove heated up and water for hot chocolate or coffee was available. There were plenty of eggs, Canadian bacon and English muffins for all to have RC Micmuffens.

I got out a little electric airplane and got in the air right away to qualify for a button. It wasn't difficult flying but I don't fly with gloves on so my hands got cold quickly. One short flight wasn't bad but it was too cold for long flights.

Flyers were arriving and were standing around and talking about flying and many airplanes were being parked in the pits. I handed out buttons to a couple of aggressive pilots. Then about 11:00 the temperature was raising but the wind started to rise in power also negating the warming.

Sounds of engines starting and revving up were now the order of the day. The "I flew in the Frozen Needle Valve Fly In" buttons were appearing on pilot's hats and jackets. The weather held out till early in the afternoon as did some of the die-hard flyers. In the end I handed out 30 buttons to the guys that flew. There were probably more than 50 airplanes.

It started out a little cold early and ended up a little windy and cold. Good hot coffee and hot chocolate, with RC Micmuffens for breakfast was free for everyone. Thanks to Jim Terry our Chief of the day. It was a good start for 2008 with 30 pilots, a record for the fly in. We had a good day of flying, but most of all, just "plane" fun to start the New Year.

From the January Meeting

By Rob Waggoner

Meeting Opening

The January meeting got underway a little after 8:00. President Adam Heffington opened the meeting with comments about the Frozen Needle Fun Fly. Twenty-eight pilots attended the event which was a strong turn out. Quite a few planes made it into the frigid air and a good time was had by all.

Adam offered a hearty thanks to Bill Sanderman for his 10 (+?) years of serving as club secretary. A position I now occupy and hope to grow to be as capable as Bill was in the position.

The Jefco Auction is the first weekend in February.

Treasurer Frank Tuxworth reported Dec income was \$1616.10 and expenses were \$200.52 with club assets totaling \$45,879.61

The PPRC banner was on display at the meeting and will be used at all PPRC events.

Adam indicated that he intends to promote the club heavily and would like to see the club grow to the status it deserves in the state's second largest city.

A new roster is in the works.

New Members

New Member **Ryan Dillon** introduced himself. We hope to see Ryan out at the field on a regular basis.

New Business Items

New Fences – New fencing is being planned. Material type and height are to be determined. Once the ground thaws in the (late) Spring the new fencing is expected to be installed.

Warbirds – It's never too early to begin planning. Our Warbirds event is scheduled for June 21-22, 2008

Runways – Discussion(s) continue about the runways. More runway repairs and field maintenance is planned for the Spring.

Larry Laughlin talked about the Jefco auction. Highpoints include:

- 1100 items get sold in two days
- Cheap prices(!)
- Good stuff
- Items go quickly
- 30 second sell time
- Lotso fun(!)
- Sell your own stuff
 - Items worth at least \$25
 - Prepare items for sale
 - No dripping fuel
 - Polish
- Largest RC auction event in the U.S.
- PPRC Members fly at Jefco field
 - Support the auction if you can
- According to Larry, even if you don't intended to buy anything, the experience alone is worth the drive up to Jefco, and who knows, you just might find a deal too good to resist.

A fun fly being planned – With emphasis on **fun!** The EC will determine the date of the event in the not to distant future. The event is planned to have challenges like bomb drops and high altitude dead-stick landings. The fun-fly will be an AMA sanctioned event.

Safety Officer **Keith Davis** reminded us to review the safety rules for the new year.

Old Business

No old business was brought up.

Demonstrations

V.P. **Jim Terry** demonstrated a *slightly* modified *Fire Bug* a small indoor flier intended to be distributed via mass market chains. The small 2 channel bi-plane was controlled by an LED joystick looking like controller. The controller had a trigger (on/off) throttle. Rudder input was performed by tilting the controller left or right to activate the rudder servo. The modifications included an additional LED to increase the range of the controller, and the addition of a small Lipo battery to give flight times of up to 8 minutes.

Wayne Cooksey provided a demonstration of his building techniques using "weird stuff". On display were a Kaos and Swizzle Stick looking like aircraft. The fuse of the Kaos clone was fabricated from (one piece!) foam board. Wayne has a template that he uses to cut the foam board and then folds the board to form three sides of the box fuse. The three sided box fuse is then reinforced to provide a solid foundation for the rest of the build.

The Swizzle Stick like clone fuse was fabricated from picket fence material. At one point, Wayne held up a fuse in progress that looked like a crutch for a very small person. For this particular plane, Wayne had a variety of wings, ranging from trainer, to swept-back, to bi-plane, to 3-D. Talk about multi-functional! I only know Wayne by reputation, and I hope to get to know him better as time goes by, however, it would not surprise me if in a future meeting Wayne stands up and says: Here's a plane I made out of gum wrappers, I started"

Show and Tell

Pres. **Adam Heffington** brought in a cylinder head from a Saito 1.80 that had the glow plug threads repaired by Clarence Lee (a name **every** RC pilot should recognize). Adam went on to say that tearing down the engine and sending the cylinder off to Clarence was far cheaper than performing the repair himself. Adam was very happy with the results and hopes to get the engine back together and back into an air frame soon. As a side note, it was brought up that Dan Brunson of Pikes Peak Hobbies has the tools to perform this type of repair as well.

Duane Zinke brought in a Ryan Super 200. The Ryan was built from an **old** 1969 Sig Kit and is powered by an OS 75 AX. Duane did some minor modifications to bring the weight in at 10 lbs. The full scale Ryan won at Reno in the mid 60's.

Darryl Lloyd showed off his slightly modified Tiger 60. The plane has had an encounter or two with the runway but has been repaired and still flies well!

Ben Wofford showed off his work-in-progress rebuild of an Ecco 8. Ben is has fabricated a new custom frame from aluminum.

Mike Evans brought in a build in progress ETana from Mountain Models. The kit uses all laser cut parts, and according to Mike, there is no wrong way to assemble the plane and no jigs are required. I have to admit that I enjoy seeing uncovered airframes and Mike's WIP ETana was elegant. See <http://www.mountainmodels.com/> for more information about Mountain Models and the ETana kit.

Greg Moore brought in a Kyosho F-16 with a 50 mm fan. Greg said that the small foam jet was a fun flyer.

Larry Laughlin brought in Flash Composite ARF in the Jolly Roger scheme. Out of the box, the airframe of the jet is virtually complete and the finish is stunning. See <http://www.composite-arf.com> for more details

PPRC Events Schedule

By Larry K. Laughlin

Our president, Adam Heffington, is sure lighting fires to make everyone stand up and take notice of PPRC this year. He'd like to see our War Bird Event get on the map and make the news, among other things. I'm also going to host a PPRC Fun Fly Contest and we've got several other club events on tap throughout the year. So look forward to lots of great fun coming to PPRC in 2008! You'll want to participate in all of it!

The Warbird Corner

By Keith Davis

Well if you recall, last month I wrote about one of the biggest prop driven airplanes ever built, the XC-99. This month I went in the opposite direction; this article is about one of the smallest manned combat planes ever built.

It's smaller than any WWI fighter plane that was ever built, it's smaller than the ME-163 Komet (WS 31ft), and it's even smaller than the F9C Sparrowhawk (WS 25 ft), which was designed in the 1900s to be carried inside the USN airships Macon and Akron.

If you guessed the McDonnell XF-85 Goblin, then you are correct! The concept of the XF-85 Goblin was started back in WWII. America feared that Great Britain would fall to the Germans and then the U.S. would have no bomber bases to operate from.

So the B-36 Peacemaker was developed to reach targets in Europe from the U.S. However, that

led to another problem, no fighters could escort the B-36 bombers that far. So the XF-85 Goblin was developed. It was designed to be carried inside the B-36. A maximum of 3 Goblins could be launched and recovered in the event of an enemy fighter attack.

However, as WWII ended and Great Britain did not fall, Russia became the next biggest threat to the free world. This time the B-36 Peacemakers were designed to carry thermonuclear bombs and the Goblins to and from Russian targets.

The McDonnell XF-85 Goblin's first flight was in August 1948 and only two were built. It had a wingspan of a mere 21 ft, weighed just over 3740 pounds, had a maximum speed of 664 mph, and was armed with 4 x .50cal machine guns.

But the Goblin program failed because of four main reasons: The Goblin was no match for the newer Russian fighters, docking procedures of the Goblin to the B-36 was very dangerous, newer U.S. fighters were now capable of escorting the B-36 long distances, and finally the cost of the project was getting expensive.



Did You Know? The McDonnell F-101B Voodoo was the world's first supersonic photo-recon aircraft. It was first designed as a long-range bomber escort, but that role was no longer required.

Did You Know? The KC-97 Stratotanker was the USAF's first aerial refuel tanker. However it was prop-driven and it refueled jets. So in order to maintain speed with the jets while refueling, it had to hold a shallow dive during the refueling operations.

From the Treasurer

By Frank Tuxworth

When renewing by mail, you must send a copy of your current AMA membership. Failure to do so results in unnecessary delays and extra work on my part. You will not receive a new name badge until I get that verification.

Also, if you want to register as a senior member (65 or over at the time of renewal), you must enter your birth date or I cannot renew you as a senior.

Hey, Where You Been Boy?

By Larry K. Laughlin

OK, you've probably noticed that I gave the PPRC Column writing a little break.

I got a little immersed in my workshop building model jets, among other things.

I honestly thought it only fair to give the other club writers a chance to chime in and make a few contributions to our newsletter.

Hmmmm. Alright you guys, it's time to step up. I know there are lots of you with great stuff just itching to share with everyone. Whether it be a new discovery, a great tool you've just tried, an event you attended, recent photos, or even a gripe or two. Punch it out and send it in to Dave to include in YOUR Club Newsletter. One column per member per year, that's all. Try it, why don't you? I promise, we'll all appreciate it.

Surely there are more writers amongst us. How about you NEW members? Wouldn't you like to share your new thrills? New findings? Experiences? And those more seasoned flyers? What's new on YOUR bench this year? And please, don't tell me you can't write?

Thankfully, PPRC has a natural in Keith Davis! Now there's a writer and aren't we the lucky ones? Where does he find this stuff anyway? Thanks for sharing, Keith.

Remember this - If everyone wrote just one short column this year, our most dedicated newsletter editor would have too many to print! Wouldn't that be great?

Old News

By Larry K. Laughlin

Not too long ago, Rick Paquin reported on the "WAR BIRDS OVER THE ROCKIES" event at Love-Air in Ft. Collins. If you missed it, don't worry - Brian O'Meara will no doubt do it again in 2008.

Brian really stepped up and put a lot into organizing the whole thing, along with many other Love-Air RC club members.

I got there on Wednesday and started flying my KingCat Jet along with several other favorites. Come Friday, I was restricted to flying only "War Birds", as per the rule. Brian was kind enough to allow me to enter the F20 Tiger Shark (my Orange Navy Composite ARF's Lightning), into the event. I ended up putting 35 flights on the F20 look-a-like over the following 3 days.

As a follow up, Brian has announced his intention to coordinate all of the Front Range RC clubs in regards to War Bird events (timing, promotions, etc.). So we'll see how that goes.

Plan on making some of these events if you're able. They're great fun.

The "Down Side" of Burning Kerosene

By Larry K. Laughlin

I didn't realize where building and flying jets would take me when I leapt in four or five years ago. I knew turbines were unique and a thrill to fly. I also knew they were a bit spendy (clearly a down side).

The kits and equipment however, are hugely fun to put together. They're often very well engineered and great to work with, equipment wise.

The one thing I didn't realize when I start messing with jets was that once you start building and flying turbine powered aircraft, little else (RC wise) thrills you anymore! I find it very difficult to build and operate anything propeller driven these days. You've got to be three times more aware and careful too. The littlest dumb error could be costly, as with most any RC aircraft. I suppose flying jets forces you to be a better pilot, or else!

Meanwhile, my collection of prop driven airplanes is still intact and my hope is that I'll pick them up once again, to enjoy their fine attributes. I'll tell you though, the addiction to kerosene is something to reckon with and I don't see it settling down for a while yet!

Unfortunately, I'm merely human and I still do incredibly dumb things at the flying field. For example, while setting up something else to fly at PPRC recently, (topping off my already dismal flying day) I swept my transmitter off the bench and into the dirt. I broke two switches off my JR10X, thus putting me out of my misery for the day! Yep, we all have days like this once in a while!



This is the Tams F-18, sold by BVM Jets in Florida. Lots of wing area and they fly beautifully.