



**Newsletter of the Pikes Peak Radio Control Club**  
**AMA Club Number 179**  
**Volume 36, Number 5 – March, 2008**  
**Officers: Pres.: Adam Heffington; VP: Jim Terry;**  
**Secretary: Rob Waggoner, Treasurer: Frank Tuxworth**  
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**Next Club Meeting:**  
**Tuesday, March 4<sup>th</sup>, 2008**  
**7:00 PM at the ELIC**  
**(East Library Info Center)**  
**Pikes Peak Public Library**  
**(on Union)**

## **The Warbird Corner**

By Keith Davis

This past February, the Denver Air & Space Museum held its 4th annual Radio-Controlled Airplane gathering. I never even knew that Denver even had an Air & Space museum! Well, 16 RC clubs throughout Colorado participated, including us, the Pikes Peak Radio Control Club.

Myself, John Fay, John Indelicato, Gus Gustafson and Rick Paquin all represented PPRC Club for the day. We did give out plenty of business cards and flyers promoting our up coming warbird event in June.

The museum is located in hanger #1 on Lowry AFB. They have plenty of aircraft displays, including the Century Series™ jets such as the F-100 Super Sabre, the F-101 Voodoo, the F-102 Delta Dagger, the F-104 Starfighter and the F-105 Thunderchief. On some of the displays, spectators were even allowed to sit in the cockpits. You don't find that in too many airplane museums.

And of course, all the participating clubs were allowed to bring their own RC planes, jets and helicopters for display. There were some pretty nice airplanes out there!

Rick and Gus got to talk P-47 Thunderbolt tactics with a genuine Tuskegee Airmen P-47 pilot. You always hear about the Mustang pilots, but not much about the Thunderbolt pilots.

John Jay's Top Flite Mustang got plenty of oohs and aahs from the crowd. My World Models Mustang (Tuskegee Airmen colors) got plenty of historical questions. People wanted to know how easy it was to fly John Indelicato's YAK-54.

We all had a great time. You can check out our website for a few more pictures of the event.

Rob Waggoner has done a great job with the website!



**Did You Know?** The Convair F-102 Delta Dagger, used in the Vietnam War never shot down an enemy fighter. However, one F-102 Delta Dagger was shot down by a MIG-21.

**Did You Know?** During WWII, the German Fieseler FI-56 (Storch) is known to be the only aircraft to be shot down by a Piper L-4 Grasshopper. The American pilot used his Colt 45 and killed the German pilot.

## **Jefco's Auction Results**

By Larry K. Laughlin

You know, the deals are often plentiful at the auction and this year was no exception. Fantastic buys were flowing across the tables like never before. Every year, this auction just seems to get bigger and better. It's amazing to see so many beautiful airplanes under one roof. Oh sure, there are a few dogs and lots of junk too, but for the most

part, there are a lot of beautifully built airplanes and they were selling for dirt cheap!

The doors opened Friday around 12pm to allow everyone to bring in their stuff and get registered. By 8pm Friday evening, over 85% of the items to be auctioned were inside, tagged and ready. It takes over 65 volunteers to make this happen and so smoothly.

Come 8am Saturday morning, the auction began. We were short an Auctioneer this year, so the three fellas that worked the auction had to rotate every 45 minutes or so.

By mid-morning, the seats were filled and there was standing room only, as the larger airplanes and big ticket items started coming across. Most of those things sold for little more than their raw component's value. Yep, Saturday is THE day to be there as a buyer! Remarkable deals! By Saturday evening, 6pm or so, everyone was beat and the auction was suspended until Sunday morning.

At 8:30am, Sunday, we started it up again. By 10:30am, Super-Bowl Sunday, Steve Mangels was showing 65% of the items sold! Only 35% more to go, according to the computer. Wow, that last 35% took the rest of the day to move though. By around 5:30 that evening, it was all gone and the auction was over (except for the clean up and pack-out). I was there until 7pm and pretty much dead on my feet. Poor Steve was there until 9pm or so, along with many other dedicated volunteers. I don't have the final numbers, but I believe Jefco sold off about 1200 items or so, over \$100K in gross sales, as best I can guess. Once again, Jefco did well to support their club with this annual fund raiser. Every club member has reason to be proud of this effort. As always, I had a blast helping out and doing my part too.

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## From the Treasurer

By Frank Tuxworth

This month, all members currently in the 2007 database will get a newsletter by USPS. Next to your name on the address label will be a number. **This is the gate combo for 2008 beginning March 1, 08.** If you have xxxx after your name, that means that you have not renewed for 08 and cannot fly until you do renew.

The current roster is being distributed to all club EC members and if you do not have a current name badge displayed and are flying after Mar 1, expect to be challenged. thanks for your consideration.

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## Model Airplane Clubs at the Denver Air and Space Museum

By Gus Gustafson

I arrived at the Museum about 08:00 on Sunday. The first Airplane I saw was a big B52 sitting in front of a large hanger type building, I knew I was at the right place. I saw a sign, enter here, so I parked and went in. A young lady told me that Pikes Peak RC would be at two tables in front of an F4 and to check the name of the club there. I found a Pikes Peak R/C sign on two tables beside a B1 just to the right of where she pointed. On my way to get my airplane I found Rick Paquin starting to unload and told him where we were supposed to set up. After two trips to the parking lot I assembled my airplane and started thinking about how to display our planes. By that time it was really getting busy with airplanes being carried in to the building. I didn't realize how many model airplane clubs were in and around the Denver area. Sixteen model airplane clubs were there displaying models airplanes of all types. The hanger was being filled with tables, end to end; all the way around the walking aisles in front of the real airplane displays. The place was packed with model airplanes of all kinds and members of the clubs.



I had to leave around 9:30 for a meeting in the Denver area. When I returned everything was all set up in our display area. There were five members from PPRC with airplanes. Rick Paquin with his P51 and P47, John Indelicato with his Gee Bee, Keith Davis had a P51, John Fay had his English P51 and myself with the Super Decathlon. We had lots of information posters and handouts advertising our Pikes Peak War Bird Fly In. There was lots of interest in our club and many did not realize that we had an event of that type at Colorado Springs. We handed out most of the fliers we had. Recognition about PPRC was one of the main reasons we went to this event. I think we did get our club more in the limelight in the Denver area. If we get a couple more flyers to come to our fly in, the time and effort spent will be worth it.

Just a few words about the Air Museum itself. I saw no WW I airplanes. There were a couple of airplanes from the mid to late thirties including a C-45 and a twin-engine airplane that may have been a Hudson bomber. From WW II the only airplane I saw was a Corsair. The only early jet aircraft was an F 86 that was being readied for display. Most of the F100 series jet fighters were on display. From the Viet Nam era there was an F4 an F5 Thud and a Navy Corsair. The later Jets included a beautifully conditioned B52 that met me outside at the entrance when I arrived. I mentioned the B1 Bomber that was behind our display. Another, large airplane was the controversial F111 fighter. The airplanes were in very good condition and well displayed. Some had a ramp that you could walk up so you could look into the cockpit. This is not all the airplanes that are displayed but the one's I remember. I recommend that you visit this museum if you are in the Denver and would like to spend a couple of hours to see some of the aircraft that have been flown by our armed forces over the past fifty years. For pictures go to our Web Site.

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## From the January Meeting

By Rob Waggoner

The February meeting had 30 members and one guest, Bob Wenger, present.. In addition, there was a good showing of show and tell and a very well done how-to presentation. The meeting opened with discussion of the budget. Frank T. called to attention the nature of our membership renewal and how it affects accounting. Essentially, the membership year is different than the calendar year, and as such it is a bit tougher to estimate funds for the budget based on anticipated renewals. The budget was approved with no objections.

In house printing was also discussed at the meeting. The January newsletter was printed by Dan Brunson from Dan's back room and the process was a resounding success! In addition, the production cost of the newsletters has dropped significantly.

The highlight of the night was the announcement of Life Memberships for individuals of the club:

- Cloyd Brunson
- Tony Difazio
- Jack Devries
- Paul Kleinschmidt
- Dick Pettit
- Kirby Stafford

Rick Paquin announced that several members would be attending the Wings over Rockies Aero Modeling Expo. If you haven't been the web page in a month or so, have a look. The

gang is the featured home page pic, and more pictures are available in the gallery.

Speaking of the webpage, if you are a member of another RC club, and would like to broadcast an event from that club via the PPRC website, give me a shout at [rwaggs@waggs.net](mailto:rwaggs@waggs.net), I'll get links added to the PPRC website.

The land search continues. Nothing has been found yet, but it was noted that per our State lease agreement, the State must give 180 days notice for us to vacate the land.

Quite a few items were up for show and tell, and John Fay did an excellent demonstration on using paint and chart tape to create raised panel lines to add realism war bird finishes.



**Bob Wager Giant Scale Staudaucher**



**John Fay doing Show and Tell**

See you next month

## Speed World Jets '08

By Larry K. Laughlin

My flying pal, Deiter Lane, and I spent the better part of a week rounding up everything we needed for our trip to Phoenix recently. We've had all winter now to get everything ship shape and airworthy. We were more than ready to do a little flying in the warmth of Arizona too! Deiter hauled all of his jets, fuel, tools, tables, chairs and even one kitchen sink down to my garage from Boulder. Over the course of the next week, I carefully jammed and crammed everything of ours combined into my trailer. Seven jets and a lonely helicopter, plus a few smaller electrics for the cocktail hour (which we ended up never taking out of the trailer).

Come 9am Wednesday morning and poor weather ahead of us, we bolted the trailer up to the RV and hit the road. I'll tell you, a 15 hour road trip nearly doubles when weather is involved. We made it though and did OK, making the flying field by around 11pm that night. Tag teaming the drive helps a bunch. This was to be the 3<sup>rd</sup> annual Desert Storm Jet Rally at Speed World in Phoenix on Feb. 18<sup>th</sup>-20<sup>th</sup>. This is an amazing event, growing bigger every year. Close to 80 pilots registered this year and I'm guessing well over 150 airplanes 'in the ready'. The club membership all rallied together to put this extravaganza on. It is very well organized for all who participate - good parking for the trailers and RVs; lots of space for the aircraft in the pit area. At night, the pits are lit up nicely, with 110v for all who need power.

Spectators have ample parking and seating during the day. Many more do their own thing well on down the flight line as well. The club charges \$7 per car to park, plus they sell food, shirts, & pit passes. Now here's something you'll appreciate. The club pays about \$15,000 per year to rent the land they're using for the RC Club. Think about that! It's no wonder they love hosting pylon races, jet rallies, war bird meets and the like. They've got to make money in order to support the land they're using. Ouch! A nice fella by the name of Al Pylon does all of the announcing for three days and keeps everyone very well informed. So the whole show is terrific and it's fun to be a part of it.

After catching up on a little sleep, we had to reposition our trailer come first light, early Thursday morning. That's when we saw that we were not alone. Lots and lots of trailers and RVs were already positioned. The pit area was already alive with models, mechanics and pilots. We hurriedly put the trailer in position and relocated the RV down the way a bit. Before you could say, "where's my kerosene jug", several jets were airborne and we wanted to be up there too! The energy in the pits was highly contagious. After pulling out as many piles of airplanes and stuff as possible, we started the

process of assembling the fleet. Before we knew it, Deiter and I were airborne, poking holes in the O-Zone layer, enjoying the clear, sunny, 70 degree temps of Phoenix. Plenty sweet after being stuck at home, in the shop, in the freezing temps around Colorado Springs.

Our mission, this first day, was to launch the F-18 Super-Hornet and get that dreaded maiden flight out of the way. By later afternoon, I'd run out of excuses. The pits were getting crammed with pilots, as they had been arriving all day long. I grabbed one pilot that had flown his F-18 several times already this day. Ah yes, nothing beats a little experience and he agreed to stand with me at the flight line for this first flight. We readied the airplane, buttoned her up and sent her out to the runway with full flaps and lots of fuel. The JetCat Titan pulls hard and she got off the ground quickly. I snatched the gear up immediately. I didn't have time to gaze and wonder. The airplane got on step in a hurry and I had to commence with the trim chase. Fortunately, it didn't take much. I was able to throttle way back to about 50%, but the F-18 sure didn't seem to slow down much. I didn't have anything hanging from the wings (missiles, tanks, etc. ) so it flies rather fast when the wing is so clean. My timer was set for 7 minutes and before I knew it, it was time to start slowing her way down. After a bit, I dropped the landing gear and she slowed down nicely. Then I lowered the flaps. That's when all hell broke loose. She started a fast roll to the left. I clearly had some adjusting to do, later. Right now, I had to re-trim so as to hold the wing level with full flaps down. My timer had already chimed in, telling me "land this next time around". The 'experience' whispering in my ear, I kept pulling back on the power, raising the nose. My final approach was a little faster than preferred, but I managed to put her on the runway right in front of us and the brakes worked flawlessly. My knees didn't start shaking until about 15 minutes later, but the landing was a keeper and we all were relieved to get this one under our belts.



Come Friday, I thought we'd try flying the Hornet again. This time, I managed to round up David Presta, Tam's right hand man. We launched and after only one minute in the air, the gear came down! Hmm. Not good. I cycled the gear switch, but nothing happened. It was clear to all watching, my air got away and the landing wouldn't be pretty. Oh well. Time to practice slow flight and that's exactly what I did. When my timer went off, I set up for the landing. Everything looked great and the touch down was as pretty as it gets, except for the gear collapsing part. The F-18 slid about 150 ft, right after spitting off 5 or 6 gear doors. But all was OK otherwise.

Tam makes a nice device (which I've now added to the airplane) that measures the air pressure on board for your gear. You can pre-set the device to lower the gear if the air pressure drops to a certain level (70 or 80 lbs, for example). This way, IF you've got a leak, it should lower and lock your gear down before the rest of the air gets away. In theory, I won't encounter another gear failure due to air loss again. Re-installing all of those gear doors is a real buzz-kill, let me tell you.

Come Saturday and Sunday, Deiter and I just flew as often as possible. We didn't achieve our

goal of burning 60 gallons of kerosene, but we came close. Dan Brunson was there, doing his level best to burn a lot of kerosene too, but we still ended up bringing a lot of it home again. Deiter and I got home around 2pm on Monday and we were beat! Great time though! Looking forward to doing it again next year! You can look at lots and lots of pictures on RCU. Just follow the threads regards Desert Storm Jet Rally 2008.

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## **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!