



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
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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, May 6th, 2008
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

2008 PPRC Warbird Event

By Keith Davis

If you haven't heard by now, PPRC is having its 10th annual "Warbirds over Pikes Peak" event. The dates are 21 & 22 June 2008. Right now there is a lot of behind the scenes "time & effort" going into this event. It's promising to be one of our biggest projects for the club in a long time.

Here are some FAQ's about the warbird event:

Do you think you may have an aircraft but not sure if it qualifies? Well if it is a civilian airplane that was used by the military at anytime, wartime or peacetime, and is in military markings, then, it qualifies. (CUB, DC-3, CESSNA, JET RANGER, ETC)

Will there be competition flying in the warbird event? No competitions! This is an open fun fly event. Now similar aircraft may want to fly with each other or friendly dogfights may ensue, but no competitions.

Do you have a warbird but you don't feel comfortable flying in front of a large crowd? Well bring it out and show it for a static display. Awards will be given out for airplane looks, not pilot flying skills.

Do you have a small electric warbird and feel that it can't compete against a 100" warbird for an award? You do have a chance to win an award. There will be different categories to win a trophy.

You are really not into warbirds, is there anything you can do to help? Yes, volunteers are always welcome. Tickets need to be handed out, there will be cooking on the grill, radio in-pound needs to be manned, etc. So don't go golfing that weekend, just spend the day with your fellow club members!

So there you have it. This should be a great club event to participate in. If nothing else, you will probably get a picture of you and your warbird(s) on the club's outstanding website.



Keith Davis' Messerschmitt

Fire Safety

By Jim Terry

Even though we have had some snow storms this year, and the mountain snow pack is higher than has been the norm over the past 10 years, our environment is extremely dry. Evidence of this is the recent wild-fires in our state, the Fort Carson and Crowley fires. Receiving a first-hand view of the Ft. Carson fire was a major eye-opener for me.

All of us use high energy fuels for flying. Glow-fuel, gasoline, kerosene and very high density LiPo packs are the most commonly used in the hobby, and all are in use at our flying field. All of these fuels have the same fire potential if you throw a crash into the formula. Most of us in this hobby don't regard glow-fuel powered models as a potential fire starter at the flying field, and I'm not going to entertain a debate on this. However, every one of us employ some form of electrical storage with each model that fly's at the field. A 4.8 volt 600 mAh NiCad pack will deliver 15+ Amps for more than 3 minutes when shorted. That is more than enough energy to heat a battery pack to burst temperatures. The end result could easily be a fire fueled by balsa, covering material, glow-fuel, plastics and all of the dried out grass at our field.

Gasoline and kerosene become extremely flammable when presented into an aerosol (mist) state. Add an ignition source (shorted battery, hot manifold, hot turbine exhaust) and again the end result could be a fire.

LiPo flight packs do bizarre things when these become damaged in a crash. If a cell or cells become damaged, there is a 50-50 chance the cells can begin to swell from internal shorting. If the shorting is extreme enough, the cell will burst and produce a green and yellow flaming jelly at temperatures of ~1500 degrees Fahrenheit. The green color is generally the internal polymer reaching a liquid state and igniting when it comes in contact with oxygen. The end result is probably a fire at the field.

With all that being said, we should all operate with a much higher degree of vigilance while playing at the field. The fire buckets should be refilled soon and placed around strategic spots along the active runway. In the mean time, having a small fire extinguisher near your field-box isn't a bad thing, even if you fly glow.

Those of us that still smoke cigarettes NEED TO BE VERY CAREFUL with where those butts go. There are a couple of coffee cans out there, but make sure the butts end up in the cans. More grass fires are started by a careless flick of a cigarette.

I am challenging everyone to be more observant and vigilant this season.



Wayne Cooksey's Gull Wing Creation

Jim's Burger Fly-In

By Jim Terry

I will be hosting a Fly-In on May 21st at the PPRC flying field. There is no cost involved to participate. However, there are a few requirements for participation. These requirements are:

- 1) Must have an empty stomach.
- 2) Must bring a model to fly or come out with someone that has one of these.
- 3) Must be a current member of PPRC.
- 4) Must be willing to have a great time.

There will also be a raffle for a SkyShark RC Air Raider Kit. Tickets will be \$1.00 and all money raised will go back to the club in support of the upcoming war bird.

Hope to see everyone there.

Field Maintenance Day

ALERT – ALERT – ALERT

May 10 will be a field "maintenance" day. The field will be shut down for the entire day while the field is spruced up and Spring cleaning is performed. The plan is to work on the safety fencing, do some runway sweeping, clean out the shack and perform other miscellaneous tidying tasks. Volunteers for this effort are welcome. Rumor has it that lunch will be provided. If you come out to help, bring a pair of work gloves, and sunscreen for yourself, and shovels and brooms if you have them. This is just a field spruce up. Field mowing is planned a little bit closer to the war bird event.

The west runway will be closed one day around May 20-22 as well for professional crack filling and sealing.

How about a "Burger" Fly-in? Heck, why not? May 17 will be the day. Club chef Jim Terry (and others) will be manning the grills. Come out, fly and feast.

The war bird event presses on. Sponsor letters have been mailed out and hopes are high that this year the bevy of raffle items and give-aways will be the most successful to date.

The club is revving up a training program with Greg Moore as the training coordinator. Volunteers for this effort will be appreciated as well.

Our friends up north in Longmont are christening a new runway on May 31. See <http://www.lamarclub.com/> for more info.

See you next month.

The Warbird Corner

By Keith Davis

Now I know everyone has heard of the famous Boeing B-17 Flying Fortress. The plane was built from the A model right up to the most popular B-17G model. The USAAF even designed a B-17 gunship. It was the YB-40 Flying Fortress. Its purpose was not to carry bombs but to escort the bombers to and from their target. It had an additional seven .50 cal machineguns for a total of twenty machineguns. But it turned out that the B-17 bomber

escort was heavier than the standard bomber and it could not keep up with the formations. So the project was dropped.

However, here are a few B-17 designs that most people may never have heard of. The first is the Boeing 307 Stratoliner. It was the passenger version of the B-17. Only about 10 were built by 1939. But when WWII broke out, the USAAF took control of these aircraft and they were used as troop transports.



The second variation of the B-17 was the B-38 Flying Fortress. It was the same bomber but used Allison inline engines instead of the standard radial engines. The B-17s performance with the Allison engines was slightly better than the radial engines but the first few prototypes were plagued with engine fires. In addition, there was a high demand for the Allison engines for other aircraft such as the P-38 Lightning, the P-40 Warhawk and the early Mustangs. So this project was also cancelled.



So after reading this, I guess that changes the old saying "If you've seen one B-17, you've seen them all."

DID YOU KNOW? The German Special Operations Wing KG 200 flew captured B-17s (and B-24s) to

follow Allied bomber formations and report formation size, direction and altitude.



A Warbird "Plug"

By Rick Paquin

Hey all, I would like to put my two cents in about the War Birds. Those of you that do not come out to the War Birds are missing out on a wealth of information that is second to none. If you see something out there that you like and wondered how he, or she, achieved that particular paint job or mounted those retracts. How did you stuff that big motor in a small space with nothing showing?

Well my friends, if you just ask, be prepared to have your head talked off for at least 15 minutes to an hour on how they did it. Talking to the out-of-towners is the best, because you get other peoples perspective and ideas on just about anything that has to do with this hobby or sport.

I guess what I'm trying to say is, you don't have to fly at this fly-into have fun, but it is a lot more fun if you do. So, come out and learn something new and fly the wheels of your plane, you'll be glad you did.



Duane Z's T-34, from Denver Auction