

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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Next Club Meeting:
MONDAY, November 5th, 2007
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

The Warbird Corner

By Keith Davis

Well, I have been to several big air shows in the past few years, the Reno Air Races, The Air Venue (better known as the Oshkosh Airshow), the Nellis AFB, NV air shows, and even right here in town to the Peterson AFB and Pueblo air shows. But this past September, I went to Columbus Ohio to see a once in a lifetime airshow, it was called the "Gathering of the P-51 Mustangs".

The last time that this event was held was 10 years ago in Florida and around 65 authentic P-51 Mustangs attended. This year in Columbus, just over 100 P-51 Mustangs attended the four-day event. I was there for two days. It was a sight to see. The Mustangs varied from A, C, and D models to a few H and K models. Even a few modified Reno racer Mustangs came out to show their colors.

The majority of the Mustangs were late 1945 models that later went to Air National Guard units or were sold to foreign Air Forces then bought back by private owners. Many of the new owners then repainted the fighter to represent their favorite USAAF Squadron or color scheme. Very few of the Mustangs still had the Merlin engine installed. They are just too rare and expensive to maintain. The majority of the Mustangs had an Allison engine or something similar and cheaper to maintain.

Many of these P-51 Mustangs that were on display are also replicated in the Radio Controlled world such as the "Big Beautiful Doll", "The Ridge Runner", "Pettie II" and the "Lou IV", just to name a few.

There were also several famous P-51 Mustang pilots that attended such as Chuck Yeager, Lee Archer, Bud Anderson and James Brooks. They all had great stories to tell as they stood around their Mustangs, bringing back old memories.

And of course there were other warbirds there that were just as impressive. The Avro Lancaster (one of two in the world that still flies), a pair of P-38 Lightnings, a pair of P-40 Warhawks, a pair of P-47 Thunderbolts, a pair of B-17 Flying Fortresses and a pair of B-25 Mitchells. And they all flew one time or another during the airshow.

So if you missed this airshow, you may never get another chance. The event announcer mentioned that the gathering of this many P-51 Mustangs at one time and one place was extremely difficult. And each year the Mustangs get more expensive to maintain in flying status. In addition, P-51 Mustangs are being lost each year due to accidents.

In conclusion, to see 100 P-51 Mustangs lined up on the runway, wingtip to wingtip, was a definitely a sight to see! It may never happen again. Now I don't know what color scheme to use for my next P-51 project!

If you want to know more about the airshow, do a web search for "Gathering of P-51 Mustangs". That will take you to the website with plenty of pictures and information.



Did You Know? David Lee "Tex" Hill, recently died on 14 October 2007. He was one of the original "Flying Tiger" aces who fought against the Japanese for China in WWII.

Did You Know? The B-25 Mitchell bomber is the only U.S. WWII airplane named after a person. It was named after General Billy Mitchell, who campaigned for a strong U.S. Army Air Force.

Meeting on Monday!

Meeting Decorum

[Editor's note: This topic has been raised by multiple members in the past couple of months.]

I'm going to discuss something that has come to increasingly irritate me, and I believe, others as well. That is, meeting decorum and common courtesy (or lack thereof). My thoughts on the matter will likely irritate some of you, but at this point that is your problem, not mine.

At the previous PPRC meeting there were at least 2 side discussions going on simultaneously with the topic being presented at the front table. These side discussions were being held in a normal conversational voice level, not simply whispered asides. The upshot was that many people in the audience (including me) could not understand anything that was happening. Unfortunately this has been (in my humble opinion) the usual practice at PPRC meetings for many years now. It got so bad that I literally quit attending PPRC meetings for a couple of years because of it.

I've seen the same thing occurring sporadically at other club meetings, and I'm not really sure how to approach this problem except to appeal to everyone's sense of common courtesy and respect and to please abstain from this behavior. I hesitate to turn around and tell someone to shut up (that should be the Chairman's role), and while we could appoint a "sergeant at arms" to call people to order, I hate to go to that extreme. Maybe the chairman should call the offending parties down or ask them to share their thoughts with everyone. In no way am I suggesting that we stifle discussion, that is the reason a topic is being presented. But if you have something to add to the discussion, request the floor and present your opinion to the entire assembly, not just talk to the person seated next to you. That is inconsiderate, disruptive, and counterproductive (again, my opinion).

I'm not trying to preach to anyone, after all, we are all supposedly adults here (in spite of the fact that we play with toy airplanes). If we just want to sit around the room and socialize, we can do that, but I don't think we can do that and conduct a normal business meeting at the same time.

Milt Woodham

From the August Meeting

By Bill Sanderman

Twenty three members and no guests were present at the East Library on October 8th when the meeting was called to order at 7:00 PM by Vice President **Adam Heffington**.

Treasurer, **Frank Tuxworth**, reported that September income was \$1,026.65 and expenses totaled \$113.90. Total cash assets in checking account, savings accounts and certificates of deposit were \$44,354.83.

Rick Paquin reported on the Loveland War bird fly-in. There were an estimated 140 pilots with about 170 airplanes. A highlight was a fly-by of a full-scale Sea Fury. Among the notable model aircraft were a B-29 with an X-1 rocket plane as well as a B-26 and B-17.

After considerable discussion about the latest rule change affecting start-up and taxiing in the pits, it was unanimously voted to rescind the taxi rule and restore rule #17 as stated in the 1999 Safety Rules.

For Show and Tell, **John Fay** brought a Top Flite P-51. **Wayne Cooksey** showed an original design called "Fred" based on a magazine article. **Doug Ransom** had a "Not for sale" scratch built for magazine plans. **Ben Wofford** showed a P-51 ARF by Nitromodels.

The meeting was adjourned at 8:30.

Submitted by Bill Sanderman and taken from meeting notes by Frank Tuxworth
