

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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Officers: Pres - Jim Terry; VP - Ben Woofter;

Secretary - Rob Waggoner; Treasurer - Frank Tuxworth

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Next Club Meeting:
Monday, April 6th 2009
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library on Union

Last Month's Club Meeting Notes

(March)

Meeting Started: 7:00 pm
Meeting Adjourned: 8:42 pm
Members Attended: 31
Visitors: 1



Old Business

1) The decision on the east runway has not been made yet. Repair bids are starting to come in, and will be discussed at the next EC meeting.

New Business:

- 1) Frank Tuxworth discussed liability insurance coverage that PPRCC is required to have on the flying field.
- 2) Club president Jim Terry suggested the idea of having a club swap meet at the flying field. Club members agreed, and a swap meet will be held on Sunday, April 19th 2009.
- 3) There is now a new gate combination.
- 4) Rick Paquin talked about the Denver Air & Space Museum, the displays and PPRCC members that participated.
- 5) Keith Davis discussed the new club newsletter and how it compares to other club newsletters.
- 6) Rob Wagoner and Chris Hoff discussed the new club website and gave a presentation about it.

Airplane Funnies . . .

Photo Submitted by: Keith Davis



“Timmy, maybe that high speed, inverted dive was not such a good idea after all . . . ”

PPRCC Swap Meet

By Keith Davis



Club president, Jim Terry, brought up the idea of having a club swap meet. Many of the club members were happy to hear of that idea, since it has been several years since the club has held one.

First, it was voted on by the club members to have a swap meet. It passed. Second, it was voted on when to have the swap meet. It was voted to have it on Sunday, April 19th 2009, weather permitting. Swap meet time is from 9am to 1pm. Location will be at the flying field.

And of course, Jim (also the club chef) volunteered to cook brunch for the crowd! So bring your planes, your engines and your appetites and plan on spending a few hours (and a few bucks) out at the PPRCC swap meet.

Warbirds over Pikes Peak 2009

By Larry K. Laughlin



Thanks to all the fine help from the EC, we're putting together a nice event for this year. June 20 & 21 will be here in no time. I am very proud to serve as the event CD this year. I'm doing all I can to assure it's a great one too! I hope we see each and every one of you attending, participating and having a wonderful time. We're promoting this event well, too.

Start looking in your next few *Model Aviation* magazine issues for our large column ad in the Events Calendar. In addition, we've had small business cards printed (available to anyone at the meetings and/or Dan's store), showing the map to our field and the event date this year.

We're continuing to develop larger fliers to hand out and post around as well. Rob Waggoner has been overseeing the reworking of our web page to also help promote our event and the club in general, for all of those that visit us through the internet. All of this and much more should bring scores of spectators and pilots to the field this year! I'm sure it will be bigger and better than ever.

As we get closer, I know there will be lots left to be done in preparation. We will have our 'field clean up' day, on a day just prior to the event. We could start shaping the field up right now in fact. If you've got any suggestions to help in that effort, please speak up.

The EC will surely publish a proposed 'field clean up' day in May's newsletter, at which time I hope we'll see a lot of members join in and help out.

One thing to consider right now is how you might help us out during the event. If there is something specific that you would like to help out with, please contact me ASAP so I can get you on the list. Your help is greatly appreciated and this event will only be improved by your participation!

I know we are going to need volunteers to help direct parking the day of the event. This is relatively simple, but a hugely important task. I'm guessing we will only need serious attention to parking issues in the mornings - routing spectators to their parking areas, as well as Pilots to Pit Parking.

If you'd like to assist in helping everyone get parked correctly, please let me know. The more help we have directing traffic, the better! If we can get more helpers, we can take turns and the burden won't fall

on just a few for the entire day (which is all too often how it all ends up). Anyone interested in making a few Parking Signs for us? Those will help too!

There are surely other tasks that need bodies, so again, please contact me and I'll plug you in accordingly. Thanks everyone.

Denver Air & Space Museum

By Keith Davis



This past February, the Denver Air & Space Museum held its 5th annual gathering for all of the state wide RC clubs. There were about 20 clubs that participated, including PPRCC.

It was a good event and around 2000 spectators visited in an eight hour period. PPRCC had seven club members representing the club, and we each brought one big airplane! Some of the other clubs said that we should change our club name to the "Big Boy's Club",

This year, the RC clubs were set up around the static aircraft, so you could not get as close to the jets like you could have last year. But there were plenty of RC airplanes to view and admire anyway.



PPRCC members that attended: From left to right: Rick Paquin, John Indelicato Daryl Lloyd, Mike Evans, Gus Gustafson and John Fay. Unfortunately, I had to take the picture, so I'm not in the photo!

The PPRCC website has been updated with plenty of museum pictures to view. And when you see Gus, ask him about the RC tractor-trailer truck!

Gus Gustafson volunteered to be the club's point of contact for next year's Denver Air Museum event.

All About Warbirds

By Keith Davis



During the early 1960's when the Cold War was beginning to heat up, the two major super powers had their force of nuclear bombers ready to launch at a moment's notice.

The United States had the B-47 Stratojet, the B-52 Stratofortress, and the B-58 Hustler. The Russians had the TU-16 Badger, the TU-22 Blinder and the TU-95 Bear.



Avro Vulcan

Great Britain had its own trio of nuclear strike bombers to throw into the fight. The Royal Air Force (RAF) nick-named them the "V Bombers" They were the Avro Vulcan, the Vickers Valiant and the Handley Page Victor.



Vickers Valiant

The Vulcan and the Valiant were the first to be built, followed by the Victor. Each of them started out as nuclear bombers, but only saw combat around the world as conventional bombers.



Handley Page Victor

However by the 1970's, these bombers were either being phased out of service or being converted into aerial-refuel tankers.

Even though each bomber had an exceptional career during their entire time in service, they all had one major flaw: Each bomber had a crew of five. However, only the pilot and co-pilot had ejection seats.

The remaining three crewmembers, the navigator,

the bombardier and the weapons officer, had to bail out the old fashion way, jump!



Avro Vulcan

The British Government stated that physically bailing out of a jet flying at 500 mph was not advantageous for the remaining crewmembers. They insisted that the three aircraft companies figure out a way to install ejection seats for the remaining crewmembers.



Vickers Valiant

The three companies did figure out a way, but the price tag was so high for making the modifications, that the British Government decided that "free-fall jumping" wasn't such a bad idea after all.



Handley Page Victor

Did you Know? The Boeing B-52G and H models has a crew of six. In the event of an in-flight emergency bail-out, four of the crewmembers would eject out of the top, and the other two crewmembers would eject out of the bottom.

Did You Know? Live bears were used as test dummies for the new "clamshell" ejection seat system that was to be installed in the B-58 Hustler and the B-70 Valkyrie.

Speedworld Jet Rally 2009

By Larry K. Laughlin



I didn't want to miss the big Jefco Auction this year, but it conflicted with one of my most favorite jet events. The Speedworld RC Flyers club held its fourth annual jet event this year, called Desert Storm Jets. Go to www.speedworldrcf.com for lots of pictures and more information.

It's a wonderfully managed event with lots of excellent parking for both the spectators and pilots alike. The weather is not bad either! I grabbed Ryan Haldenwanger from Denver to tag team the drive down and back with me. Together, we loaded my four jets, a fifth jet kit I just sold, Ryan's big Lightning Jet, and two of Brian O'Meara's jets. My trailer got awfully small in a hurry, especially after loading all the support equipment and nearly 60 gallons of kerosene! What a sight!



We hitched the trailer to my Coach and hit the road Tuesday afternoon. Ryan and I tag teamed the drive to about 2/3s of the way down there (9 hours of driving). After catching a little shut eye, we resumed driving Wednesday morning and arrived in Phoenix around 12. Amazingly, there were already about 30 pilots all set up and flying! And we thought we were early!

Ryan and I couldn't wait to get out there and fly in that thick, rich air and we did! The temps were perfect too. We flew until darkness that day, declaring another wonderful day blowing holes in the O-Zone!

Dan and Greg headed down on Wednesday, arriving early on Thursday, so the party was set for the rest of the week and weekend. Along with their arrival were, of course, the arrivals of many, many more pilots.

Thursday turned out to be another excellent day of flying with a reasonable volume of pilots getting their laps in. Come Friday however, the pit area became obscenely crowded. Everyone that was going to attend the event seemed to show up by Friday morning and the pattern was full, constantly!

Our best flying days were now behind us, since there was rarely a time that 5 or 6 jets weren't already in the air. The PA system was in full swing too, as spectators filled the seats after 9am Friday and again on Saturday.

We all tag teamed 'spotting' for each other, as each pilot must have a 'spotter' standing with him at the flight line, so it was great that we all knew each other. I was lucky enough to have a young fella I met down there assist me for three days straight (wow, that \$20 tip got a lot of mileage).

As always, we had a few spectacular (aka: very expensive) crashes, as well as an assortment of freaky things occur. My Lightning, for example, carried the worse case of Static Electricity I've ever experienced. I had to spray the wheels with commercial anti-static spray every other flight if I was to get off the ground with the engine running!

Ryan's engine barfed after 5 flights too, but he was able to borrow another and continue flying the rest of the weekend. Seems like we all had our share of minor landing gear issues (typical retract hassles), but all and all, we all brought our birds home in one piece, quite satisfied with the event and all.

Bad weather was assured for Saturday evening and likely Sunday, so like many, Ryan and I repacked the trailer with all of the airplanes. Ryan bought another kit (Skymaster's F-16 in a huge box), so repacking the trailer became all that much trickier. We managed, however and got an early start home that night.

The event generally carries on all day Sunday as well, but by darkness Saturday night, 75% of the pilots had already pulled out, so Sunday was not to be this year. From what I understand, it rained buckets all Saturday evening, then off and on all day Sunday. Guess we called it right, leaving Saturday evening.

I got to fly the turbine chopper for the noontime demonstration on Saturday (since the scheduled 3D chopper dude was a no show). I was followed by Yuri Higuchi flying his custom built Extra 300. Wow, what a show he does! It's always amazing to witness this kind of flying so up close and personal. Yuri is one of our nation's absolute best pilots and he put on a spectacular flight demonstration, defying anything you believe regarding aerodynamics.

I mean, airplanes just shouldn't be able to do the stuff he was doing!

These far reaching events, whether they are Jet events, War Birds, Helis or Sailplanes, are just a blast to attend. You fly hard all day long, drink beer and tell lies at night! Mostly though, you learn ten times what you might otherwise learn when you stay locked up in your own little world. You also get to see some of the top fliers from all around.

On Saturday, for example, I had just as much fun sitting and watching all that was going on or talking to other pilots as I would have flying my stuff. You don't have to attend a lot of these either. Pick and choose one or two events that you're interested in and go! It's worth it, I promise you!

We're so fortunate to have several really great events right here along the Front Range too. Keep watching that calendar Keith prints in our newsletter; circle an event or two you might attend, and go for it!

Newsletter: Mail or Website

By Keith Davis



Recently, the increased size of the newsletter has drastically slowed down the printing process of the newsletter. In addition, the price of stamps is scheduled to go up to 45 cents a stamp in May.

At the last meeting, Dan Brunson (he prints out the newsletter for mailing) took a count of the club members that were present, who did and did not want to continue receiving the newsletter by mail.

We need to know which club members would like to STOP receiving the newsletter by mail. The newsletter will always be posted on the PPRCC website no later than the 1st of each month, so you can read it or print it out at your leisure, black & white or in color.

If you would like to continue to receive the newsletter by mail, do nothing. If you would like to STOP the mail newsletter and download it from the website, please contact Dan Brunson so that he can remove your name from the newsletter mailing list.

Got an article, a picture or some airplane info that you would like to share?

Email me at: lkdavis02@msn.com

Keith Davis – PPRCC Newsletter Editor

Show & Tell

By Keith Davis



Keith Davis & his B-25 Mitchell.



Jim Terry & his Space Walker.



Tom McCallum & his Decathlon.



Mike Evans & his Kaos.



Randy Oswald & his PT-22.



Rick Paquin & his F4U Corsair.

Newsletter Corrections

(March Newsletter)



Article: From the New Safety Guy. It should have read: "Bandages are not a Badge of Honor."

Article: Show & Tell: Tom McCallum is the correct spelling of his name.

Upcoming Events:

- Apr 6th 2009 (Monday) – PPRC Club Meeting
- Apr 19th 2009 (Sunday) – PPRCC Swap Meet at the flying field (9am to 1pm)
- May 4th 2009 (Monday) – PPRC Club Meeting
- May 29th, 30th, 31st 2009 – Love-Air RC Club Jet Rally
- Jun 2nd 2009 (Tuesday) – PPRC Club Meeting
- Jun 13th, 14th 2009 - Jefco's Warbirds Over Denver
- Jun 20th, 21st 2009 – PPRCC's Warbirds Over Pikes Peak
- Jul 19th 2009 (Sunday) – PPRCC Scale Fly-In
- Aug 29th, 30th, 31st 2009 – Denver's "Warbirds Over the Rockies"
- Sep 5th, 6th 2009 – Sky Corral's "Warbirds Over Pueblo"

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