

July 2009



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:
Tuesday, July 7th 2009
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library on Union

Last Month's Club Meeting Notes

(June)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:55 pm
Members Attended: 26
Visitors: 2

Old Business:

- 1) Mike Evans stated that last month's guest speakers Waddell & Reed financial planners, was not appropriate for the club forum.
- 2) Larry Laughlin discussed the final details of the scheduled runway repair plan.
- 3) Larry Laughlin discussed the final details of the PPRCC "Warbirds Over Pikes Peak" event.

New Business:

- 1) Club Treasurer Frank Tuxworth, stated that the annual lease bill of \$17,000 has been paid.
- 2) Adam Heffington stated that as of May 2009, the club lease is good for another seven years.
- 3) Mike Evans suggested the idea of having a club Family Day / Swap meet. It will be on the 8th or the 15th of August. Exact date will be decided soon.
- 4) As part of the PPRCC Warbird event, Dan Brunson has set up a Hanger9 B-25 raffle at the Pikes Peak Hobby store. \$4.00 per ticket.

Airplane Funnies . . .

Submitted By: Hans Grenade



"George, I think you better get the broom and trash bag ready. Then notify next of kin!"

So, What is This Airplane?

By Keith Davis



Clue: In 1947, many of these U.S fighters were found in China, hidden in caves, still brand new in its shipping crates. They were to be used by the

Chinese Nationalists to fight against Mao and the Communist.

Last month's picture was a Hanriot HD-1 Bambie.

All About Warbirds

By Keith Davis



OK, I know the Gee Bee is not a warbird, because it doesn't have any guns! But since there have plenty of new Gee Bee's in the club lately and I just bought one myself, I had to do some research on it.

I wanted to know some history about what I was flying, and I hope that some of you may find this interesting too . . .



The Gee Bee Model Y Senior Sportster was a sports aircraft built in the United States in the early 1930s by the Granville Brothers. Essentially an enlarged, two-seat version of the single-seat Sportster, it was a low-wing strut and wire-braced monoplane of conventional, short-coupled, design, with open cockpits, fixed undercarriage and a tailskid.

The first of the two examples constructed (registration *NR11049*) was built for the Granville Brothers Company itself and served as a support aircraft for the R1 and R2 racers and also for competition in its own right.



The other Model Y (registration *NR718Y*) was built as an engine testbed for Lycoming. This aircraft was later refitted with a Wright Whirlwind of nearly double the power of its original powerplant. In this form, it was flown by Florence Klingensmith at the 1933

Chicago International Races, where she won second place in the Women's Free-For-All.

Unfortunately when the race was over, a large piece of fabric came off of the inboard section of the right wing, she flew off of the course for a distance and apparently stalled the aircraft and tragically died.

The Gee Bee Sportsters were expensive airplanes for its time, the 'D' cost \$4,980, and the 'E' cost \$5,230, which compared unfavorably with other racing aircraft.

None of the eight Sportsters exists today. However, the Sport Aviation museum at Oshkosh, WI, owns the right wing off of NC72V, (serial #8). The wing was originally built for and installed on NC 856Y, the blue and yellow Model E that Zantford Granville crashed and died in.

General characteristics of the Gee Bee Y

Crew: One pilot

Capacity: 1 passenger

Length: 21 ft 0 in (6.40 m)

Wingspan: 30 ft 0 in (9.14 m)

Height: 7 ft 5 in (2.25 m)

Powerplant: 1 × Lycoming R-680, 215 hp (160 kW)

Maximum speed: 160 mph (260 km/h)



“Gee, that’s one big Gee Bee!” (Gee Bee R1 Racer)

Did You Know? In 1931, the first pilot to be killed in the Gee Bee was because of a faulty fuel cap that came loose in flight and hit him in the face.

Did You Know? In 1932, Billy Mitchell won the Thompson Trophy while racing in the Gee Bee R1 racer.

Did You Know? The Gee Bee was nicknamed the “Flying Silo” because it resembled farm storage silos.

2009 Jet Rally at Fort Collins

By Keith Davis



Well I made it to my first Jet Rally at Loveland, Colorado, and it was pretty impressive. It was a 3-day event but I was there just on Saturday.



Greg Moore



Dan Brunson

Dan Brunson, Larry Laughlin and Greg Moore went as flyers along with about another 20 pilots from different RC clubs. Myself and John Indelicato were there as spectators from PPRCC.

There was a large assortment of jets there, plenty of F-20's, Bobcats and L-39s. And one of each of a F-18 Hornet, an F-4 Phantom, a Kingcat, a F-22 Raptor, a F9F Panther and a Cougar, and a few F-15 Eagles just to name a few of the fine jets there.

After flying prop airplanes for a while now, it seemed a bit unusual not to hear the sound of a 2 stroke or 4 stroke engine. But the sound of the turbines and watching those jets zooming past overhead or sometimes on the deck at over 150 mph was pretty neat.



Larry Laughlin

I did witness a few flameouts but the pilots did a fantastic job in getting the jets on the ground with minimum damage.

Larry had quite a smoke system in his Kingcat and even with the moderate winds, the smoke was still quite visible for a long time.

There should be plenty of pictures of the jet rally on the PPRCC website by now. So when you get a chance take a look at what was out there, and see what you may have missed out on!

Family Day and Swap Meet

By Mike Evans



At the June 2nd club meeting I made the motion to establish a Family Day event and combine it with the yet to be determined Swap Meet day. The motion was seconded and subsequently approved by attending members. It was determined that the event would be held on either Saturday August 8th or Saturday August 15th. The date will be finalized at the July 7th meeting.

The concept of Family Day is for spouses, significant others and children of members to socialize and get to know one and other. I almost never see any pilot bring a family member to the field. Family support is important and this event will give members and their families the opportunity to meet and share our wonderful hobby experience.

I suggest the hours of 10 to 2 with a potluck lunch. Flying will be permitted but the emphasis should be on socializing. Of course the wheeling and dealing of the Swap Meet will be ongoing.

Hey, if nothing else families will have a chance to see how their inheritance is being spent!

Courtesy for Others, please

By Keith Davis



As a reminder, we try to be courteous to one another at the airfield and we should extend that same courtesy to one other while at the club meetings.

When someone has the floor discussing their issues, please keep the side conversations to a minimum. It makes it easier for everyone else to hear the speaker and you won't have to keep asking, "What did I miss?" Thanks!

Do you have a picture or an article that you would like to share? Send it to me at:

Lkdavis02@msn.com

Keith Davis – PPRCC Newsletter Editor

Show & Tell

By Keith Davis



David Storey talks about the Joe Nall Fly-in.



Ben Woofter and his nice Spitfire project.



Daryl Lloyd and his TBM P-40 Warhawk.



Rick Paquin with his World Models Zero.

A Home Brew Failsafe Voltage Regulator

By Mike Weidner



If you have not heard, the latest preferred flavor of RC flight pack battery is the A123 cell. The underlying chemistry of these cells has none of the pitfalls associated with its other Lithium-based cousins.

The fully charged A123 voltage is less (3.3V/cell); they can take a horrendous beating from high current loads and accept brutal recharge rates. Currently, they come in two capacities, 1100 and 2300 mAh.

They can be purchased as preassembled 2S packs from various suppliers or you can buy loose cells – or even scrounge 2300 mAh cells out of a DeWalt 36V cordless tool battery pack as I did. (See note 1)

The problem is that not all receivers or servos are happy if you throw over 6 volts at them. Additionally, some servos tend to jitter nervously if fed higher voltages. Yes, there are a number of commercially available flight pack voltage regulators on the market.

Most are manufactured with the giant scale or 3D folks in mind; will pass enough current to light a night time USAFA football game and include all sorts of added doodads I don't care about. None of the smaller capacity ones had what I wanted most at a reasonable price: A failsafe capability.

Ed note: To download or read the remainder of Mike's article, please go to the club website at:

<http://www.pprcflyers.net/Joomla/media/pdf/articles/5.2V%20Failsafe%20Regulator.pdf>

(Note 1) *A detailed discussion thread on harvesting cells from DeWalt 36V battery packs can be reviewed at:*

<http://www.rcgroups.com/forums/showthread.php?t=587606>

Covering Your Wingman

By Mike Weidner



I got this vignette from a retired Navy brownshoe pal who received "an after action report" from one of his close friends – an Air Force aviator - who retired to the Midwest. The fellow filing the AAR used to fly F4Es on active duty and later, F-16s for the Air National Guard. His most recent combat experience before retirement was the 1st Gulf War.

Submitted for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us. Former Naval aviators and sailors would refer to this as a "TINS Story." This is how it unfolds.

"I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle.

"A golden eagle - big bastard, about six foot wingspan - flew right in front of the tractor. It was being chased by no less three crows that were continually dive-bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them. At any rate, the eagle (let's call him Number One) banked hard right in one evasive maneuver, and then landed in the field about 100 feet from the tractor. I stopped what I was doing.

"This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows

and they'd hop backwards and forward to keep their distance.

“Uhhh, this is when the reinforcements showed up...”

I happened to spot the eagle's mate (Number Two) hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact Number One took flight. The three crows which were hassling Number One - the grounded eagle - also took flight thinking they were going to get in some more pecking as Number One launched.

“The first crow being targeted by Number Two never stood a snowball's chance in hell: There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

“Number One, which was now airborne and had an altitude advantage on the remaining crow, was streaking eastward in full burner. Seeing its target within range, the eagle initiated a short dive then banked hard right when the escaping crow tried to jink and evade the hit. It didn't work - crow #3 bit the dust from about 20 feet AGL.

“This aerial battle was better than any air show I've been to, including the warbirds show at Oshkosh! The two eagles ripped the crows apart and ate them on the ground where they impacted.

“As I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss of The Sky. What a beautiful bird! There is just no substitute for teamwork.”

PPRCC's 2009 Warbirds over Pikes Peak

By Keith Davis



Well, the weather started out rough on the opening day of our warbird event, but that did not deter nearly 50 pilots from registering and participating. We had pilots as far south as New Mexico and as far north as northern Colorado joining in on the fun.

Larry Laughlin, the CD for the event this year, went all out in advertising, getting club member support

and soliciting volunteers to assist in putting the event together. A “Great Job” goes out to Larry!

OK, back to the warbirds. With the newly paved east and west runways, pilots were flying from both sides and there was plenty of flying going on, despite the clouds and drizzle on the first day. There were P-38s, P-47s, P-51s, Texans, Spitfires, Chipmunks and even a few German FWs and Japanese Zeros buzzing the skies. I am naming just a few of the nearly 100 assorted aircraft that were out there.



Plenty of planes, pilots and people!

Sunday, the second day was even better, with the temperature up in the 80's, spectators came out of the woodwork. Maybe they just heard about Jim Terry's great cooking on the grills and wanted to taste it for themselves!

Of course all of the jet pilots really enjoyed flying off of the east runway (it's longer). There was a F9F Cougar, a few Flashes, F-15s, F-18s, F-20s, a F-22 Raptor and a F-86 Sabre. A lot more jets showed up than expected! Overall, this turned out to be one of the best club warbird events in a long time.

There were plenty of cameras out there, so hopefully we can get some of those pictures in and have them posted on the PPRCC website.

A thanks goes out to all of the PPRC club members who really pulled together to make this event a success. The list of names is long, but the club prez knows who you are. Now start thinking about next year, because we start all over again!

A special thanks goes out to Pueblo's Sky Corral RC club for participating with so many pilots to support our event. We'll see you guys in September at your warbird event!

Upcoming Events:

- Jul 7th 2009 (Tuesday) – PPRC² Club Meeting
- Jul 19th 2009 (Sunday) – PPRC² Scale Fly-In
- Aug 4th 2009 (Tuesday) – PPRC² Club Meeting
- Aug 29th, 30th, 31st 2009 - Denver's "Warbirds Over the Rockies"
- Sep 4th, 5th, 6th 2009 - Sky Corral's "Warbirds Over Pueblo"
- Jan 1st 2010 (Friday) – PPRC²'s Frozen Needle Valve Fly-In

