

## Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

Volume 37, Number 03, March 2009

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

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:**  
**Monday, March 2nd 2009**  
**7:00 PM at the ELIC**  
**(East Library Info Center)**  
**Pikes Peak Public Library on Union**

### Last Month's Club Meeting Notes

(February)



Meeting Started: 7:00 pm  
Meeting Adjourned: 8:40 pm  
Members Attended: 30  
Visitors: 2

#### Old Business:

1) 2008 PPRCC membership has officially expired at the end of February's club meeting.

#### New Business:

- 1) Discussed the proposed 2009 budget for PPRCC. Club members voted for, and passed the 2009 PPRCC budget.
- 2) Discussed the risks of non-AMA members flying at the PPRCC field, and the risks of flyers using expired AMA cards.
- 3) Discussed state property taxes PPRCC is required to pay for the use of the flying field.
- 4) Rick Paquin talked about the Denver Air & Space Museum and PPRCC participation.
- 5) Chris Hoff explained the new and improved PPRCC website. Lots of new features and pages to browse through. ([pprcflyers.net](http://pprcflyers.net))

### From the New Safety Guy

By Rick Paquin



Just a short note for the new members and long time flyers, PLEASE, please use the plane restraints. Weather it be the ones provided by the club or your own set up, please use them.

If you don't think an accident can happen to you, just look around at some of the scares on people. I will even show you my war wounds from a plane coming out of a restraint.

By the way, keep your fingers out of the props also. Banged and cut up fingers keep you from flying the longest, you know the healing process. Bandages are now a Badge of Honor.

I guess to make a long story short, PLEASE stay out of your props.

Rick Paquin, the Safety Officer

### Airplane Funnies . . .



"Bobby Joe, I really think that you have the tie-downs too tight!"

---

---

## All About Warbirds

(Formerly The Warbird Corner)  
By Keith Davis



At the start of WWII, the Brewster F2A Buffalo was one of the few front line fighters in America's service. In comparison, it was an inferior airplane compared to the AXIS fighters.

They had little success at Wake Island, Midway and in the Far East when they went up against the Japanese Zero and the Oscar. U.S. Marine pilots nicknamed the Buffalo "The Suicide Barrel" and the British pilots called it "The Flying Beer Barrel".



But on the other side of the world, the F2A Buffalo was a hero to the Finnish Air Force. When the Russians invaded Finland, the Buffalo was one of Finland's frontline fighters.

The United States gave 44 obsolete Buffalos to the Finns, and they re-designated it as the B239 Buffalo



The Buffalo had an amazing 26 to 1 kill ratio over Russia's best fighters and bombers. In the "Continuation War", the Russians lost 477 aircraft to the Finns 19 Buffalos.

The Finns nicknamed their Buffalos "The Flying Pearl". Their top ace, Eino Juutilainen, had 94 kills, 34 while flying the B239 Buffalo. Hans Wind was the 2<sup>nd</sup> highest ace, with a total of 39 kills in the Buffalo. However by 1943, Russian aircraft vastly improved  
PRCC Radio Flyer Newsletter

and the Buffalos began to run out of luck, replacement aircraft and spare parts.



B239 Buffalo of the Finnish Air Force

So the Germans decided to help out the Finnish Air force and replaced the Buffalos with the newer, more advanced ME-109 fighters to help them in the war against Russia.

Now, how does the old saying go, "One Man's Garbage is Another Man's Flying Pearl"?

**Did You Know?** The Brewster F2A Buffalo was the U.S. Navy's first monoplane, retractable landing gear fighter.

**Did you Know?** Even though the F2A Buffalo was a U.S. Navy fighter during WWII, It never flew off of an aircraft carrier into combat.

**Did You Know?** The Curtiss P-36 Hawk also served in the Finnish Air Force. The U.S. sold the Hawk to the French, they were captured by the Germans, and the Germans gave them to the Finns, to fight the Russians.

---

---

## 2009 PPRC's Warbirds Over Pikes Peak

By Keith Davis



OK, the cold weather is almost over and hopefully your winter project was to build your new warbird that you got for Christmas or just getting your old ones ready!

That's right, our annual warbird event is just around the corner and Larry Laughlin volunteered to be the 2009 PPRC Warbird Contest Director (CD).

This year, Larry plans to open up the award categories to include "Best Electric Warbird", "Best Small Scale Warbird" and "Best Jet Warbird". That's

not a type-O, the event WILL include awards for electric and small scale entries! Of course the "People's Choice Award" and "Pilot's Choice Award" will be still included.

The big "Gas" and "Glow" birds won't walk away with all the goodies this year. The event will also have numerous raffles throughout the day. So it shouldn't matter what you fly, big or small, gas, glow or electric, you will have an opportunity to go home with an award or two!

And if you really don't want to fly an airplane in the event, you can always come out as a spectator or even volunteer your services and help out around the event. There is always something to do!

June 20<sup>th</sup> and 21<sup>st</sup> are the scheduled dates. But you can't celebrate if you don't participate!

---

## 2009 PPRC Scale Fly-In

By Rick Paquin



This something for all you guys to think about doing. This is for the group of you that do not have warbirds and want to fly in setting like the warbirds.

This fly-in IS NOT a contest, you are NOT competing, just flying your plane in a scale manner. This is open to anybody that has a scale plane. That means if you have a model of any full scale plane, helicopter, jet or whatever, bring it out and have fun. It doesn't matter if it's a foamy, wood, composite, gas, glow or electric.

At this fly-in size DOES NOT MATTER, bring it out, you could win a trophy for best flight in Civilian, Warbird or Pilots Choice.

Just remember, the biggest MAY NOT WIN, but you will never know if you don't go. There will be more about this as July 19th draws closer.

Happy flying!

Rick Paquin, Contest Director (CD).

---

**Got an article? An "Airplane Funnies" picture with a funny line? Send it to:**

[Lkdavis02@msn.com](mailto:Lkdavis02@msn.com)

---

---

## Local Area WWII Crash Sites

By Jason Arndt



I recently set up a hiking trip with some friends to go and find a couple of crash sites in this area. I enjoyed it so much I wanted to pass some information on. I know there are WWII interests in the club, so you all may find this useful.

The trip I took started near Ormes Peak off Rampart Range road and we hiked to Blodgett Peak above the Air Force Academy. Dropping down off this peak into the valley to the north 800' vertical feet in 4/10ths of a mile left us at the wreck of a military cargo plane C-49J that crashed into the ridge in a cloud bank killing both members of the crew on February 23, 1943. Lots of wreckage is there to see.

This part of the hike isn't an easy one, really rough terrain. We returned to the trail we started on from on Ormes peak about 6 miles round trip. We then turned east down Long Pine Mountain.

We came upon a second crash site right along the trail. The landing struts were still intact and within 15' of the trail. Not having much time to explore, we had to get moving to get down before dark. The trail led us to the top of the scar (quarry) and we walked on down to a waiting vehicle at The Navigators parking area on 30<sup>th</sup> Street.

All in all it took about ten hours of hiking and 13 miles. A very long day. I would suggest breaking this trip up if you are considering it. I came back and dug a little deeper on the second crash site because we didn't find any data on this crash before we went. I had thought it was a small civilian plane, but after seeing the large landing gear, I was thinking different now.

I was able to find out that it was a B-24 Liberator that crashed at night on April 26, 1944. All seven crewmembers were killed. I am now going to plan another trip in to explore this some more. It is rumored in other blogs that there is much more wreckage to the north of the trail and even training bombs to found on site.

Three more sites that I am aware of, but haven't seen personally are:

1. B-17 west of Larkspur.
2. T-33 training plane on Cheyenne Mountain in the Cheyenne Mountain State Park.

3. UH-1 Huey Helicopter is on top of Almagre Mountain, which can be reached off of Gold Camp Road.

It is estimated that there are 300 crash sites between Pueblo and Denver in the Front Range area. 15,000 service members lost their lives in 22,000 training flights between 1942-1945 in Colorado, New Mexico and Arizona.

There is quite a bit of information online about these sites and many are still unconfirmed sites. I also found out that it is illegal to remove anything from any sites that are older than 50 years due to an antiquities law.

Finding out this information on Memorial Day Weekend made me think that there are servicemen that have been forgotten, so I hope that this article will inspire people to get out and find sites and remember first hand.

---

## 1<sup>st</sup> Annual PPRC Digital Airplane Contest

By Keith Davis



Before



After



Milt Woodham's 30" WS Nemo

---

## The New and Improved Website

By Rob Waggoner



Have you been to the PPRC website lately? If you are reading this on-line, then I suppose the answer is obvious. If you still get a printed newsletter, and you haven't been to the website take a look: <http://pprcflyer.net>.

The website has been given a facelift! Actually more than a face lift, the website has new features and functionality too. The most obvious change is the visual appearance of the website and most of the old features are still available. Weather information hits

you as soon as the page loads. The current newsletter is one click away, as is the upcoming club schedule of meetings and R/C events. With a few mouse clicks, pictures from events of years past are available.

What is different, beyond the appearance of the website, is that the website has gone from static to incredibly dynamic! Club members now have the ability to add content to the website. At the moment, there are 3 ways to participate: add a link, participate in a forum, or write an article.

All three can be done with a quick registration to get a user name and password. Once logged in, the sky is the limit. If you have a favorite web link that you would like to share with the club, add it!

Clicking on the "Add Web Link" item in the user menu will bring up a page that will allow you to add the link as well as information about the link. Clicking save adds the link immediately to the selected category.

The forums are another way to participate dynamically AND allow interaction and dialog between club members as well as site visitors. The forums are not meant to displace the likes of RC Universe and are intended to provide a way for site visitors to chat about all things PPRC without the noise of an RCU.

Finally, any registered site user can submit an article. Like submitting a web link, there is a submit article option in the user menu. Also like submitting a web link, clicking the submit article link will take you to a page that will allow you to enter the text for the article.

Unlike the web link, clicking save may not post the article immediately. The article must be published, which really means that it gets reviewed before being posted to the website. However! The publisher is not necessarily the administrator. Any club member with a desire can be a publisher.

For that matter, any club member can be a player in the website. Right now, Rob Waggoner, and Chris Hoff are working behind the scene loading and tweaking website features. If you have interest in being a part of the website, let us know.

But certainly enjoy the new layout and features and don't be afraid to slam the doors and kick the tires! You now determine how the website looks. A demonstration of features is planned for the March 2009 meeting.

---

## Show and Tell

By Keith Davis



Rick Paquin talks about his “bashed” Tiger II, and it’s for sale.



Duane Zinke is proud of his 1930 Racer, built from plans he enlarged.



No, Chris Huff is not campaigning, that’s his “Flying Sign” airplane



Daryl Lloyd gets assistance from Rick with his “GEE BEE -Y”



Wayne Cooksey & his homebuilt with a 1990 O.S. 40 FP engine.



Frank Tuxworth & and his Duelist. He’s ready for double the fun!



Gus Gustafson & and his brand new Chipmunk.



Ben Woofter & and his Spitfire project. He’s up to 170 hours.



Tom McCullem & and his 1957 Astro Hog. They still exist!



Jacob Davis & his RV-4 project. And it comes with flaps.

## Upcoming Events:

- Mar 2<sup>nd</sup> 2009 (Monday) – PPRC Club Meeting
- Apr 6<sup>th</sup> 2009 (Monday) – PPRC Club Meeting
- May 4<sup>th</sup> 2009 (Monday) – PPRC Club Meeting
- May 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup> 2009 – Love-Air RC Club Jet Rally
- Jun 2<sup>nd</sup> 2009 (Tuesday) – PPRC Club Meeting
- Jun 13<sup>th</sup>, 14<sup>th</sup> 2009 - Jefco's Warbirds Over Denver
- Jun 20<sup>th</sup>, 21<sup>st</sup> 2009 – PPRCC's Warbirds Over Pikes Peak
- Jul 19<sup>th</sup> 2009 – PPRCC's Scale Fly-In
- Aug 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup> 2009 – Denver's "Warbirds Over the Rockies"
- Sep 5<sup>th</sup>, 6<sup>th</sup> 2009 – Desert Corral's "Warbirds Over Pueblo"

