

November 2009



Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

Volume 37, Number 11 November 09

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

Secretary - Rob Waggoner; Treasurer - Frank Tuxworth

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**Next Club Meeting:
Wednesday, Nov 4th 2009
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library on Union**

Last Month's Club Meeting Notes

(October)



Meeting Started: 7:00 pm
Meeting Adjourned: 8:15 pm
Members Attended: 34
New Members: 1 – Welcome Cliff Honea!
Visitors: 1

Old Business:

1) Club President Jim Terry, reminded everyone that even though airfield improvement ideas are welcome from everyone, the plan(s) must first go through the Executive Committee for review and approval before any projects can begin.

New Business:

1) Club President Jim Terry, stated that at the November club meeting, the 2010 membership dues will be discussed and voted on. He also mentioned that at least two Vice President nominees will be needed for consideration at the November meeting and voted on in December. The VP position is open to all club members.

2) Club Treasurer Frank Tuxworth, discussed the club's financial status. Frank then talked about the change to Section V of the club's By-Laws regarding payment of membership dues. Details of the change can be found on the club website.

3) Club member Mike Evans, informed everyone that the field shed may be in need of roof repairs. There have been noticeable amounts of water found on the floor.

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4) Club member Keith Davis, reminded everyone that if you are using a 2.4 MHz radio, you are still required to place your AMA card in the frequency box. This is to ensure that you have a valid AMA card for insurance purposes.

5) Club member James Murphy, suggested the idea of the club looking into sponsoring a scholarship program with a local school. James will research the idea and brief the EC.

6) Club member Dan Brunson, talked about the hazards of LiPo batteries overheating, exploding and causing fires. Dan also informed everyone that if you are using a Spektrum (Air) radio, that you need to REMOVE the capacitor to prevent low voltage problems and a possible loss of your airplane.

See Dan if you have any questions or concerns.

Airplane Funnies . . .

Submitted by: Dogs Gone Wild



**I guess Tony didn't see the
"Beware of Dog - Eats Planes" sign.**

Show & Tell

By Keith Davis



Duane Zinke explains his Kaos II. He likes it much better than his Kaos I.



Gus Grissom with his brand new, nice looking, AeroWorks Extra 260.



Jim Terry describes his new and improved Aichi Val dive bomber. It will soon carry a bomb!



Romi Lucas with his tiger-striped Spitfire.



Romi Lucas and his De Havilland Vampire.



Romi Lucas with his colorful F8F Rare Bear.



Chris Hoff and his OS .81 powered Escapade.

All About Civilian Birds

By Keith Davis



Back in 2007, I saw this aircraft for the first time, performing at the Oshkosh Airshow. Its take-off and landing distance was amazing and it did an impressive show for the crowd. So I did a bit of research on it and this is what I found . . .

The Aviat Husky is a relative newcomer to the bush flying realm, as it first flew in 1985. It was the only new aircraft placed in production during the 1980s due largely to a recession in general aviation.

The Aviat Husky is built by Christen Industries, Inc. of Afton, Wyoming. According to the company, the Husky was inspired by the Piper Super Cub and the goal was to create a plane that Super Cub pilots would fly and say, "I wish it (the Super Cub) would do that."

Although the two planes are similar in appearance, they both have their own individual qualities and the subject of which plane is best can become quite heated at times. Huskies typically are equipped with Lycoming 180 hp engines, though 160 and 200 hp engines are available. Like the Super Cub, the Husky can be fitted with floats, skis or tundra tires.



"Aviat Husky"

Husky has been one of the best-selling light aircraft designs of the last twenty years, with more than 650 sold since production began. The plane features a braced high wing, tandem seating and dual controls. The structure is steel tube frames and Dacron covering over all but the rear of the fuselage, plus metal leading edges on the wings. The high wing was selected for good all-around visibility, making

the Husky ideal for multiple personal and professional roles. The aircraft has been used for observation duties, fisheries patrol, pipeline inspection, glider towing, banner towing, border patrol and other utility missions.

Notable users include the US Departments of the Interior and Agriculture and the Kenya Wildlife Service, which flies seven on aerial patrols of elephant herds as part of the fight against illegal ivory poaching.



"Aviat Husky"

General characteristics

Crew: 1

Capacity: 2

Length: 22 ft 7 in (6.88 m)

Wingspan: 35 ft 3 in (10.73 m)

Height: ft in (m)

Wing area: 180 ft² (17 m²)

Empty weight: 1,190 lb (540 kg)

Max takeoff weight: 1,800 lb (820 kg)

Powerplant: 1x Lycoming four-cylinder piston engine, 180 hp (134 kW)

Performance

Cruise speed: 122 knots (140 mph, 225 km/h)

Stall speed: 37 knots (43 mph, 67 km/h)

Range: 550 nm (630 mi, 1,020 km)

Service ceiling: 20,000 ft (6,100 m)

Rate of climb: 1,500 ft/min (7.6 m/s)

I just happen to have a Great Planes Cub just sitting in the garage taking up space. I don't think that it would be too hard of a project to convert it into a Husky, just clip the wings, recover it and find some 10 inch tundra tires for it!

Editor's Note: This article was downloaded from the free Wikipedia website.

DENIAL: Not Heeding Subtle Signs

By Mike Evans



Some of you have undoubtedly heard me mouth off about writing a book entitled *101 Ways to Foul Up Your Plane*. I've been on the glow/gas RC path less than four years but have most certainly committed enough errors to easily write that book and I'm well on my way to accumulating enough mistakes to pen the sequel, *101 More Ways to Foul Up Your Plane*. What follows is a short account of my two latest RC faux pas.



Twice this summer I've ignored subtle signs while flying that could have resulted in a fatal crash in the first instance and an unstable plane combined with an engine out in the second. In both episodes the manifest warning sign was the need for a couple of clicks of pitch trim change during flight.

Incident number one began at War Birds Over Pikes Peak and continued at War Birds Over the Rockies. Each flight I needed to change the pitch trim several clicks to maintain level flight and I had to do this more than once each flight. At the time it didn't seem like much, I mean what's two or three clicks of trim? How important could that be?

At one point I had difficulty in recovering from a low, inverted, smoke pass. I attempted to push from level, inverted flight to climbing, inverted flight. The Chipmunk got mushy and began to stall inverted and after two attempts to climb and running out of altitude I managed to roll upright and continue flying (with the occasional trim changes). I don't know what I was thinking but I chalked it all up to high density altitude and choppy air.

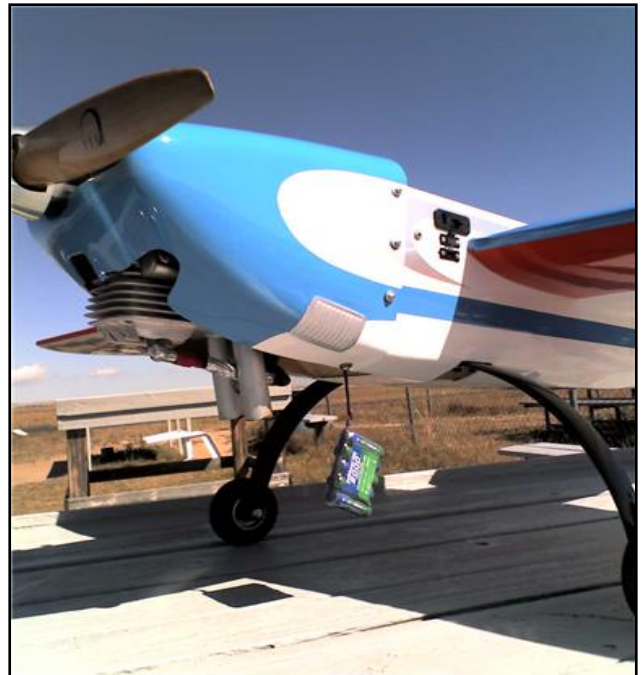
I didn't fly the plane again until War Birds Over the Rockies. *Déjà vu*, it all happened again but I still did not catch on. This time I was distracted by a couple engine outs and the subsequent motor tuning

sessions. I just wasn't paying attention to the trim issue, I was in denial about it.

After the war bird events I finally took a close look at the Chipmunk. To my horror I discovered both wing hold down blocks had fractured allowing the trailing edge of the wing to move up and down about one half inch. That's a BIG angle of incidence change and no doubt responsible for the inconsistency in pitch trim, not to mention all the weirdness associated with inverted flight. I'm really lucky the wing hold down blocks didn't fracture completely in the air.

The second incident happened just a couple of days ago. About a minute into my second flight of the day my gas powered Extra 300 became a bit unstable and required a three click pitch trim change. Apparently not having learned anything from my Chipmunk experience I continued flying. (Mike, you moron!) I flew one IMAC Basic routine which thankfully doesn't include any snapping maneuvers.

As I completed the routine I began noticing something flashing in the sun, low under the plane between the wheels. I rationalized it as a strip of Ultracote trim material coming off. Still not getting it, I flew a couple more laps while fiddling with pitch trim. Finally after about five minutes I decided to land and check things out. YIKES! As I taxied back I saw what was going on. The ignition battery had broken free of its motor box mount and fallen out the bottom of the cowl.



Lucky Mike – Battery hanging by a wire!

It was dangling by its wire, hanging between the landing gear legs. Yep, that would account for an altered CG alright. If the wire had broken not only would the engine have quit but about 5 ounces of weight would have been lost off the nose of the plane thus relocating the CG to an extreme aft position causing the ensuing dead stick landing to be a particularly treacherous event.

I was in both instances quite lucky. I hope I've learned something. Specifically, if the pitch trim changes in flight land immediately, something is wrong besides the weather. Generally, don't be in denial about changes in a plane's performance or flight characteristics. If something is different it could be, and likely is, the precursor of an impending tragedy. My failure to heed a relatively subtle change in flight characteristics nearly cost me a plane or two.

It's been said that we learn from our mistakes. I think it takes no small amount of conscious effort to make that entirely true. There is usually a lesson to be learned when a mistake is made but it takes some work to sort it out. For me, the challenge of the RC flying learning curve and its associated perils is what keeps me interested. It would be nice to say I've discovered all the ways to foul up my plane but that would be the biggest denial of all.

So, What is This Airplane?

By Keith Davis



Clue: This airplane first flew in 1933 and was designed to carry 4-5 passengers. However, it turned out to be a better cargo airplane flying in the Canadian and Alaskan outback.

These planes originally cost \$5000.00 to purchase.

PPRCC Digital Photo Event

By Keith Davis



Chris Hoff's Tower Hobbies Special

The photo event ends in December and you must be present at the December club meeting to be considered for a 1st, 2nd or 3rd place award!

2010 PPRCC Frozen Needle

By Keith Davis



January 1st 2009 – About 40 flyers and 45 degrees outside! Are you ready for 2010?

Do you have a picture or a story that you would like to share with the club? Send it to me at:

Lkdavis02@msn.com

Keith Davis – PPRCC Newsletter Editor

Upcoming Events:

- Nov 4th 2009 (Wednesday) – PPRCC meeting
- Dec 2nd 2009 (Wednesday) – PPRCC meeting
- Jan 1st 2010 (Friday) - PPRCC Frozen Needle Valve Fly-In

