

SKY CORRAL R/C CLUB EST. 1970



Zach on a low presentation pass at last years WarBirds

***NEW MEETING TIME
FIRST THURSDAY OF THE
MONTH-SAME LOCATION
AND TIME 7:00 pm AT THE
THURSTON ROOM OF THE
RAWLINGS LIBRARY***

CLUB OFFICERS
PRESIDENT**ROB PIKE
VICE PRES. **MARK SIEMEN
SEC/TREAS.**LARRY OSBORN
SAFETY **JOHN BOREN

MINUTES OF JANUARY 2018

**TREASURERS REPORT AND MINUTES APPROVED
OLD BUSINESS----DISCUSSED CLUB PATCHES AND
HATS—WILL CHECK INTO COST OF HATS
TALKED ABOUT CLUB CHRISTMAS PARTY AND ALL
AGREED THAT JOHN DID A VERY GOOD JOB--
LET EVERYONE KNOW ABOUT ALLSEASON PATCH
NEW BUSINESS----**

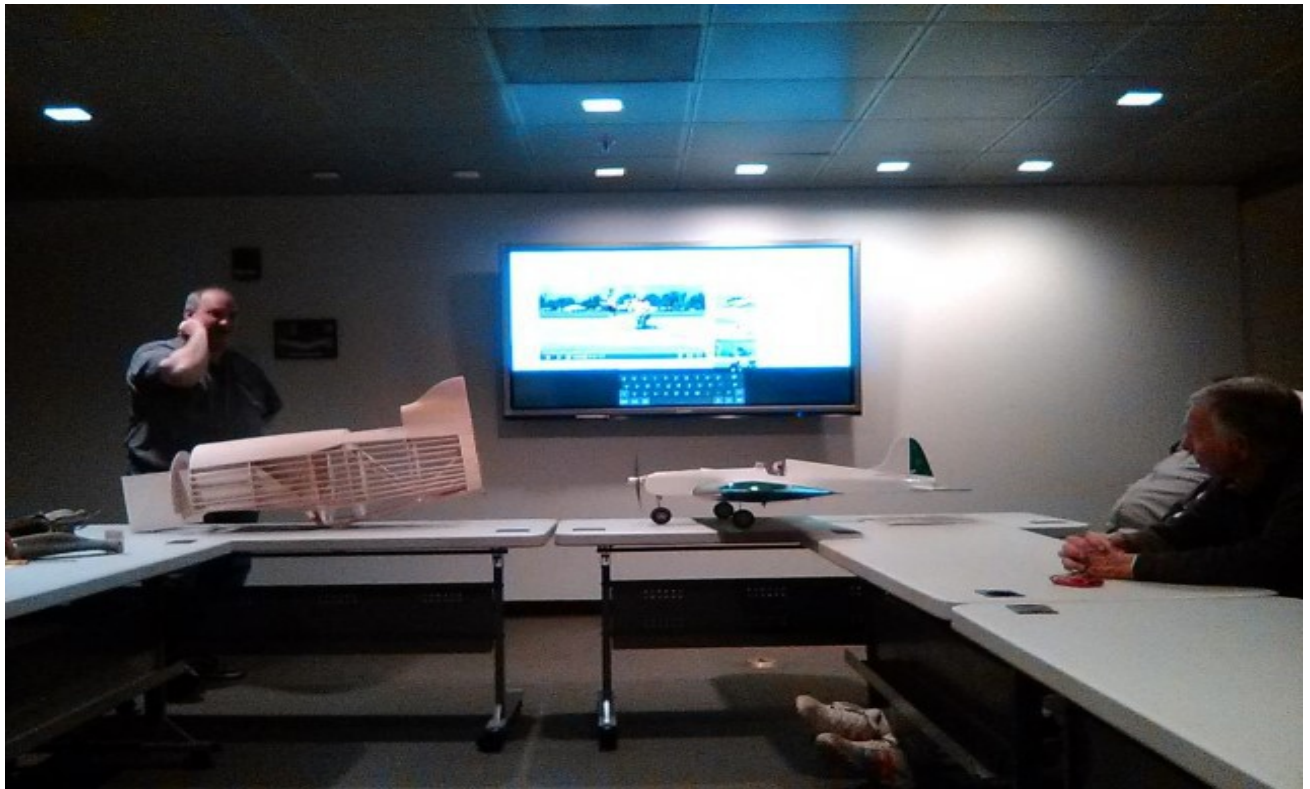
**MARLOWE SAYS THAT FREMONT CLUB HAS
LOWERED THEIR MEMBERSHIP COST AND HE WILL
SEND OUT A POST ABOUT ASSOCIATE MEMBERSHIPS
TO OUR CLUB MEMBERS---TENTATIVE SWAP MEET
SET FOR FIRST PART OF MAY---WILL BE
FORMALIZED AT A LATER DATE---MEETING
ADJOURNED**

**JOHN BOREN SHOWED US HIS NEW GEE BEE RACER
PROJECT , GREAT JOB AS USUAL.**

**NEXT MEETING
THURSDAY FEBRUARY 1ST.**



JAMES AND A COX FREE FLIGHT HELICOPTER



JOHN'S GEE BEE AT MEETING



CHRISTMAS PARTY AND PIZZA!



**SAM'S TOP FLIGHT
P-51 ON THE
RUNWAY FOR A
FLIGHT**

SKY CORRAL HISTORY

From the early 70's until the middle 80's members of Sky Corral were deeply involved with pylon racing. We started with ¼ midget, which were 36" wingspan planes with .15 engines and a weight of 2.5 lbs. We held these races at our current field from 1976 till 1984. There was a race circuit in Colorado that included Pueblo and Colorado Springs, each hosting two races a year.

In 1981 some of the members moved up to F-1 racing on a national scale. F-1 airplanes were 50" wingspan with a racing .40 and 5 pound minimum weight. The engines ran on 50% or more nitro and turned 22-23 thousand rpm on the ground, unloading to over 25 thousand in the air. Top speed approached 200 mph. Races were ten laps around three pylons for a total of 2.5 miles. Low times ranged in the 63-70 seconds for the ten laps.

Most of us were just average competitors but Duane Pisciotta, with his brother Sam as caller was a national class racer. In F-1 the planes were judged for quality of finish and those judged best took off first in all heat races. Duane's planes were always among the best and he usually had a #1 position. Duane raced nationally at the pylon championships and AMA nationals including leading the 1982 nationals F-1 pylon races for the first 8 out of 10 rounds until he was mid aired by a slower plane and got a 0 for that round which dropped him into 10th. That same year Sam flew in the Scale event and was qualified to make the USA international Scale Team until his last flight when a freak vibration caused him to lose enough points to finish out of the top three and miss

qualifying for the international team.

I am sorry to not have any pictures of one of Duane's planes so that you can appreciate the quality of his work but below you can see a F-1 that shows the level of workmanship he beat.



This plane is being flow for display currently but was built before F-1 changed to Q-40 and the workmanship judging was discontinued. Duane's planes were high quality beauties and flew as good as they looked.

Larry