Last Month's Minutes . . .
(January)

Meeting Started: 7:00 pm
Meeting Adjourned: 8:15 pm
Members Attended: 39
Visitors: 5 – Britt Ham and his son Jack, Bill Sewell, Ian Fairchild and Steven Bartlett. Welcome!

New Business:

1) Club President Kevin Kinzel, welcomed everyone to the first club meeting of 2012. He also thanked Chuck Barth and Buddy Walters for mowing the airfield perimeter throughout 2011.

2) Kevin then discussed the purpose of the new storage container. It was purchased to hold the club’s equipment such as the mower, tools and grills.

3) Club Treasurer Adam Heffington, Discussed the club’s finances for December. Adam also stated that the club’s annual airfield lease bill will remain the same for the next nine years.

4) Adam then went over the proposed 2012 PPRCC budget. It was reviewed, discussed, then voted on and passed for 2012.

5) Club member James Murphy, is now the person that makes the 2012 club badges.

Old Business:

1) Club President Kevin Kinzel, talked about the 2012 Frozen Needle Valve and the great turnout the club had. He also thanked Dan Brunson and others who helped in the event.

2) Kevin reminded everyone that fliers must have a valid 2012 AMA card to fly at the airfield. Also club badges must be displayed somewhere on you or your equipment when flying at the airfield.

3) The issue of runway cracks was brought up. Kevin stated that the club hopes to start repairs in the spring or early summer. Temperatures must be 70 degrees or greater in order for the asphalt melter to work properly.

4) Club Safety Officer Rick Paquin, reminded everyone about the numerous airplane injuries that occurred last year. Let’s try to be more safety conscious this year!

5) Club member Gus Grissom, informed everyone that he is still coordinating with WESTPAC to have a club meeting at their restoration facility. Gus hopes to have a club meeting scheduled in April or May.

6) Club member Keith Davis, discussed the possibility of the club having a PPRCC Electric Fun-Fly this summer. It looks like it is a GO and will take place sometime in July. More details to follow.
You’re Having a Bad Day When . . .

“You have so many planes and helicopters, that you don’t know which one to fly today!”

From the Safety Guy
By Rick Paquin

As mentioned above, Rick talked about the numerous injuries (some very serious) that our club members received last year. Be aware of your surroundings and others around you to reduce the chance of an accident.

“This individual bumped the throttle and the prop cut him a few times. He was lucky! This picture is from AMA Magazine / Jan 2012. The safety article on page 88 happens to be about prop safety.”

Show & Tell
Part - I
Doug Ransom’s C-47 project

“Doug decided that he wanted to build a C-47 from plans. It will have a 75” wingspan, powered by a pair of .32 or .40 size engines and weigh about 8-10 lbs. Doug hopes the final product will look like the 3rd picture.”
2012 Frozen Needle Valve
By Keith Davis

PPRCC began the new year with its traditional Frozen Needle Valve Fun Fly. January 1st was a cold 23 degrees and windy at times, which made it feel like –23 degrees!

But that didn’t stop the 20+ pilots to come out and fly, just to get the PPRCC Frozen Needle Valve badge.

Most pilots flew at least once, and a few pilots that were looking for punishment from the cold, flew a few times. And believe it or not, we had quite a few spectators come out to see what us crazy people were doing out there!

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“Group shot of the 2012 PPRCC Frozen Needle Valve Fliers.”

While we were outside enjoying the fresh air and flying, Kevin Kinzel and Dan Brunson were busy inside the connex, making breakfast and coffee for everyone. Thanks Kevin and Dan!

“Kevin (foreground) and Dan (background) were busy all morning cooking for the crowd.”

As the morning went on, the winds were getting stronger, making it colder. So most of the flying and eating was pretty much done by 1030 am and people began to clean up and head for home.

Overall it was a good turn-out and of course we plan on doing it again next year. Who knows, it could be warmer!

Check out the club website for plenty more pictures!
A Few More Really Big RC Airplanes!
By Keith Davis

If you read last month’s newsletter, then you saw the pictures of some really big RC airplanes that I found on the internet.

I couldn’t post all of the pictures last month, so here are the rest of them. If anyone out there finds any more, send them to me and I’ll get it posted!

“Giant Me-262 Swallow”

“Giant C-17 Globe Master III”

“Giant F-86 Sabre”

“Giant Tu-95 Bear”

“Giant Tiger Moth”

“Giant AT-6 Texan”

Support Your Local Hobby Store!

Pikes Peak RC Hobbies
All About
Civilian Birds
By Keith Davis

Ever since Joseph Stalin was the leader of the Soviet Union, he always wanted to be bigger and better than the West. Aviation was no exception.

In the 1930’s, Stalin directed his aircraft designers to come up with an airplane design that will far exceed any Western airplane designs at that time. Therefore, the Kalinin K-7 was produced and for a short period of time, it was considered the largest airplane in the world. Here’s Wikipedia’s story:

The K-7 during initial test flights in 1933.”

Designed by World War I Aviator Konstantin Kalinin with a wingspan close to that of a B-52 and a much greater wing area, the Kalinin K-7 was one of the biggest aircraft built before the jet age. It had one engine less than the B-52, having an unusual arrangement of six pulling on the wing leading edge and one pushing at the rear.

The K-7 (Russian: Калинин K-7) was a heavy experimental aircraft designed and tested in the Soviet Union in the early 1930s. K-7 was of unusual configuration with twin booms and large underwing pods housing fixed landing gear and machine gun turrets. In the passenger version, seats were arranged inside the 7 ft 7in thick wings.

The airframe was welded from KhMA chrome-molybdenum steel. The original design called for six engines in the wing leading edge but when the projected loaded weight was exceeded, two more engines were added to the trailing edges of each wing, one right and one left of the central passenger pod. However V.Nemecek states in his book "The History of Soviet Aircraft from 1918" that there was only one further pusher engine added.

The K-7 first flew on 11 August 1933. Then on 21 November 1933 the aircraft crashed due to structural failure of one of the tail booms, killing 14 people aboard and one on the ground. Although two more prototypes were ordered in 1933, the project was canceled in 1935 before they could be completed.

“3-plan view of the Kalinin K-7”

General characteristics
Crew: minimum 11
Capacity: 120 passengers in civilian configuration
Length: 28 m (91 ft 10 in)
Wingspan: 53 m (173 ft 11 in)
Empty weight: 24,400 kg (53,793 lb)
Loaded weight: 38,000 kg (83,776 lb)
Powerplant: 7× Mikulin AM-34FV-12 piston engines, 560 kW (750 hp) each
Maximum speed: 225 km/h (121 knots, 140 mph)
Service ceiling: 4,000 m (13,123 ft)
Wing loading: 84 kg/m² (17 lb/ft²)

“RC electric powered version of the Kalinin K-7.”
Show & Tell  
Item -II  
Keith Davis’ Pawnee Conversion

“Keith talks about his World Models ARF, Piper Pawnee converted into an AT-802U ground attack plane. It has a 108” ws, drops two bombs and took 5 rolls of Dove Grey monokote to recover. It has the country of Croatia markings which currently flies the AT-802U.”

Aviation Humor  
By Howard Hanks

These are actual transmissions between Air Traffic Controllers and pilots. Aviation is a serious matter but sometimes having a sense of humor helps!

- **Center** – TWA 2341, for noise abatement, turn right 45 degrees.  
  **TWA** – Center, we are at 35,000 feet, how much noise can we make up here?  
  **Center** – Sir, have you ever heard the noise of a 747 when it hits a 727?

- **O’Hara Approach Control to a 747** – United 329 Heavy, your traffic is a Fokker, one o’clock, three miles eastbound.  
  **United 329** – Approach, I’ve always wanted to say this, I’ve got the little Fokker in sight!

- A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. **San Jose Tower made the comment** – American 751 make a hard right turn at the end of the runway if you are able. If you are not able, take the Guadalupe exit off of Highway 101, make a right at the lights and return to the airport!

- There’s a story about the military pilot calling for a priority landing because his single-engine jet fighter was running a bit rough. ATC told the pilot that he was number two for landing, behind a B-52 that had one engine out. "Ah" replied the fighter pilot, "The dreaded seven engine approach!"

- A Pam Am 727 flight waiting for start clearance in Munich, overheard a Lufthansa pilot, speaking in German, asking what was his start clearance time. Ground Control responded that you must speak in English. The Lufthansa pilot responded that he is German pilot, flying a German plane, in Germany. Why must I speak in English? An unknown pilot with a heavy English accent, spoke up over the radio, “Because you lost the bloody war!”
So, What is this Airplane?
By Keith Davis

Clue #1: This plane was built in Belgium back in the 1930’s, specifically as a high-speed transport for a flower company, to deliver their fresh flowers. But the flower company went out of business and the aircraft company was stuck with the plane.

Clue #2: This was one of the few airplanes built during its time, not requiring wing braces or supports.

Clue #3: Despite its overall failure as a commercial airplane, it turned out to be quite popular as Free-Flight model airplane in Europe.

Last month’s airplane was a Focke Wulf Ta-154 Moskito. Greg Moore, Joe Jacobson and Tom McCallum all had the correct answer!

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

Lkdamis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor
Indoor Flying
By Keith Davis

With winter now upon us, and still having the RC bug in me, I decided to check out the indoor flying held at the auditorium, downtown Colorado Springs.

It’s a once a month event, rotating between Free-Flight one month and Control-Flight the next month. I made it to the Control-Flight last month and Ed Sweeny, Milt Woodham and his grandson Jacob were already there, prepping their electrics.

“A view of the indoor flying area. With a high ceiling and large floor space, it’s ideal for small electric planes and helos.”

I didn’t have any planes small enough to fly indoors, but I just went there to check out who’s flying and what’s flying. Milt was kind enough to show me around and explained how things were run, Thanks Milt!

“This helo had plenty of space to fly around in.”

“Milton (Foreground) and Ed (Background) preps their electrics for some indoor flying.”

“Instead of a Park Flyer, Jacob flies around a Shark Flyer!”

Flying was open for only a few hours at the auditorium, but you can fly as much as you want and as long as you want, depending how long your batteries last!

If you are interested in trying some indoor flying this winter, you’ll have to track down Ed, Milt or Dan Brunson for the latest schedule.
Outdoor Flying, in January?
By Keith Davis

Who would have guessed that after the Frozen Needle Vale Fun-Fly that we would still be flying in the middle of January? Well, we had a few really warm days that month. There was no wind, no snow and no overcast! So many of the PPRCC fliers took advantage of the great weather. Here are a few pictures of those fliers. . .

“Milt brought out a few of his electric airplanes that needed test flights.”

“Marco does a few low passes with his T-28 Trojan from the east runway.”

“Murphy flew his reliable Cessna 182 all day long.”

“Yes, that’s Larry wearing a short-sleeve shirt!”

“Duane aligns his Texan on the runway as Larry gets ready to take-off.”

“And away it goes!”

“And I brought out my Aviat A-1 Husky.”
Upcoming RC Events:

- Feb 7\textsuperscript{th} (Tue) 2011 – PPRCC Meeting
- Feb 4\textsuperscript{th} - 5\textsuperscript{th} (Sat-Sun) 2012 – JEFCO Auction
- Feb 25\textsuperscript{th} (Sat) 2012 – Wings over the Rockies RC Expo
- Mar 5\textsuperscript{th} (Mon) 2012 – PPRCC Meeting
- Apr 2\textsuperscript{nd} (Mon) 2012 – PPRCC Meeting
- May 1\textsuperscript{st} (Mon) 2012 – PPRCC Meeting