

Pikes Peak Radio Control Club Newsletter



Volume 42 / Issue 01 / January 2014

AMA Club Number 179 / 2616 Glen Arbor Dr. / Colorado Springs, Colorado 80920
Phone: 719-329-1600 / Website: www.pprcflyer.net



Club President – Rod Hart / Club Vice President – Eric Sauley
Club Safety Officer – Rick Paquin / Club Treasurer – Adam Heffington
Club Secretary – Keith Davis / Club Newsletter & Website Manager – Keith Davis

Next PPRCC Meeting: 7:00pm / Jan 7 th (Tue) 2014 @ Community Center on Grey Fox Hts	Local RC events happening in January: PPRCC Frozen Needle-Valve Fly-In
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Last Month's Minutes . . . (December)



Meeting Started: 7:05 pm
Meeting Adjourned: 8:30 pm

Members Attended: 20
New Members: 0
Visitors: 0

New Business:

- 1) Club President Doug Ransom, congratulated the new 2014 club VP Eric Sauley to the position. Club members that attended the December meeting, voted and Eric was elected. Congratulations Eric! Rod Hart will become the 2014 club president.
- 2) Club Treasurer Adam Heffington, spoke about the club's November finances. Also, Adam is now accepting 2014 new club membership and renewal applications.
- 3) A special thanks goes out to the outgoing president Doug Ransom. During 2013, Doug has relentlessly stayed on top of club issues and concerns. And you could always find Doug out at the airfield, talking and working with new club members. Thanks Doug!

- 4) The gate combination will be changed on January 1st 2014. You must pick up your 2014 club badge in order to get the new gate combination.

Old Business:

- 1) Don't forget to attend the 2014 PPRCC Frozen Needle Valve Fly-in! (Wed - January 1st 2014)

You're having A Bad RC Day. . .



"When your brand new Bronco II decides to attempt the infamous Cartwheel maneuver. Survival probability: zero percent."

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No (Unleashed) Pets Allowed!

By Keith Davis



The JEFECO Mod'lers RC club out of Chatfield, recently announced pets are no longer allowed to roam unleashed anywhere within the RC pit area, the taxi areas or pilot's areas. Here is their statement from the JEFECO website;

"No pets are permitted in the pit area, taxiways or pilot boxes. All pets must be on a leash and kept behind the fence separating the pit areas and the spectator area."

I was told there were no reported incidents of pets vs airplanes, there are just too many unleashed dogs roaming throughout the airplane area, especially around parked planes and running engines.

At PPRCC, we currently have no pet restriction rules, however it does make sense to keep pets on a leash to prevent a pet vs airplane or a pet vs person incident. If a person is injured by a pet or if a pet is injured by an airplane, more than likely the pet owner will be held responsible. And with all of the cactus plants surrounding our pit areas, taxiways and runways, keeping your pet on a leash may be a good idea.



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

Lkdavis03@hothail.com

Keith Davis – PPRCC Newsletter Editor

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Show & Tell Item - I

Keith Davis' General Hobby Su-26



"Keith brought in his recently completed Sukhoi Su-26. It has a .60 size electric motor that can run off of a 6-8 cell battery. The plane has a 70" ws and weighs about 9 pounds. The plane has not flown yet."

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2014 Membership, Badges and AMA Cards

By Keith Davis



While you are building new planes for 2014 or just repairing your old ones, don't forget that everyone still has administrative requirements that must be taken care of:

- All club members **MUST** have their 2014 membership application turned in, in order to continue flying at the club field.
- All club members **MUST** have their 2014 club badge and displayed somewhere on their person while flying at the club field.
- All club members **MUST** have their 2014 AMA card (or copy) posted in the freq box while flying at the club field. It does not matter if it is a 2.4ghz radio or a 7mhz radio.

For insurance and safety reasons, these are club rules that must be followed and enforced. Unfortunately If you cannot or will not follow the above conditions, you may be asked to leave the airfield. The only exception(s) to the above By-Laws are; If you are a guest flyer, if your application has been turned in and waiting for your new badge to be made, or if you are still waiting to receive your 2014 AMA card in the mail.

Last year, over 50 club badges were thrown out because club members never picked them up, even though several of those members were still flying at the airfield. Once your application has been turned in, your badge should be ready for pick up in a just a few weeks, either at the Pikes Peak RC Hobby store or during any of the monthly club meetings.



Brian Hoff - Taylorcraft Expert

By Keith Davis



One cold, quiet weekend back in December, club member Brian Hoff came out to the airfield and wanted to make sure that his 1996 Clipwing Taylorcraft was still in good flying condition. It was!



Brian's Taylorcraft (kit) has an 80"ws and powered by an O.S. 1.08 2-stroke engine. Brian said that since 1996 it has been repaired several times, but it still flies great! Brian, nice airplane and nice flying!

Name that Plane's Nickname!

By Tom McCallum and Keith Davis

Throughout aviation history, airplanes have been given nicknames from their own pilots, their friends and their foes. Some nicknames were flattering, others not so flattering. Can you name that plane's nickname?



F-15 Eagle:

- A) Twin-Tail Terror
- B) Flying Tennis Court
- C) Enormous Eagle



F-16 Fighting Falcon

- A) Lawn Dart
- B) Too Light To Fight
- C) Baby Bird

Show & Tell Item - II

Duane Zinke's Multi-plane plane



"Duane built this plane from parts from three different planes; a Big Stik, an Edge and a Kaos. I'll let you figure out which parts are which! The plane has an O.S. .55AX engine and weighs about 6 pounds."

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Stormy Days

By Keith Davis
Photos by Bob Avery



These two awesome photos were sent to me last summer from Bob Avery, one of the Soaring club members. The photos were taken somewhere near the club's flying field. You really are a hard-core flyer if you are out flying in skies like that!



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Show & Tell Item - III

Tom Foster's Proto X QuadCopter



"Tom displayed his Proto X, With dimensions of only 1.8" x 1.8", it is one of the smallest quadcopters currently being sold. The Proto X is operated by a Playstation type controller and the complete system cost about \$40.00"

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All About Civilian Airplanes

Article from Wikipedia



Republic RC-3 Seabee

In the late 1940s and throughout the 1950s, the Seabee became one of the most popular bush planes and air ambulances in countries like Canada, Norway, Sweden as well as the USA. Many life-saving missions were flown by Seabee pilots rescuing seriously ill people from remote locations, as well as Seabee pilots making "impossible" takeoffs and landings from small lakes to deliver supplies to hunters and trappers.



“Between 1946-1947, just over 1000 Seabee’s were built. In it’s initial selling year, the starting price per plane was \$6,000.”

Seabees became popular in the USA and Canada and were also well-suited for operation in countries with long coastlines, many islands, many lakes and large areas of wilderness. By the time production ended, 108 Seabees had been exported to several countries and dealerships were established in Brazil, Cuba, Panama, Colombia, Mexico, Uruguay, Peru, Venezuela, Chile, Argentina, Fiji, New Caledona, South Africa, England, Norway and Sweden.



“This Seabee flew in and was on static display during the 2013 Reno Air Race event. With one pilot and three passengers, it was a tight fit.”

In 2006, over 250 Seabees are still registered and flying, a number that is increasing yearly as new aircraft are assembled from parts and wrecks. A few Seabees are still operating commercially as bush planes and air taxis. In the history of aviation few aircraft have had longer, or more successful, careers than the Seabee.



“The Seabee had a maximum speed of 148 mph, range of 500 nautical miles and a service ceiling of 12,000 ft.”

In the late 1940s, aircraft manufacturers hoped that military pilots returning from the war would want to continue flying civilian aircraft for pleasure and sport. This never occurred to the extent the companies imagined, as most wartime pilots returned home never to fly again. As a result many small and optimistic aircraft companies appeared, then quickly disappeared in the immediate postwar years.



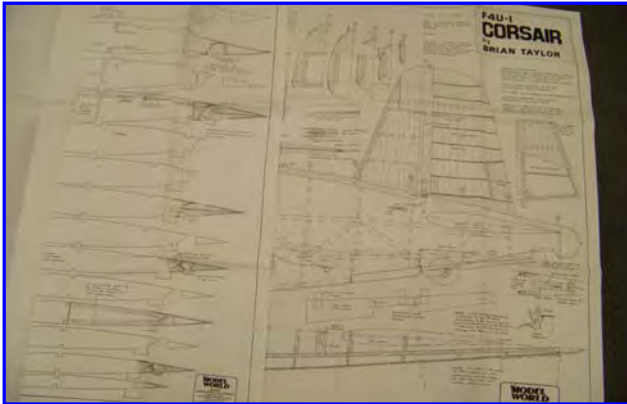
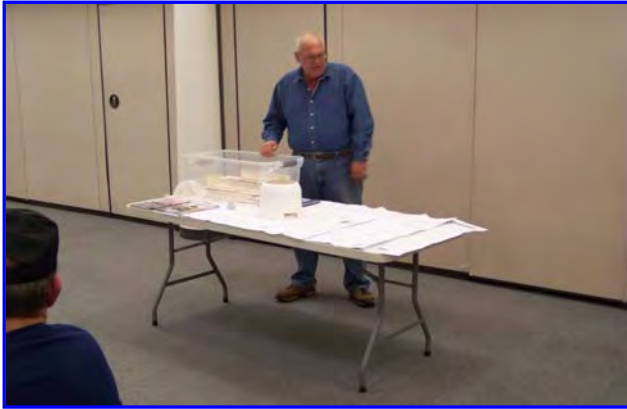
“23 Seabees were converted to a two-engine variant known as the United Consultants Twin Bee with the fitting of two wing-mounted engines driving tractor propellers. The added thrust greatly enhanced the plane's speed, acceleration and capacity.”

Did You Know? In 2006, over 250 Seabees are still registered and flying, a number that is increasing yearly as new aircraft are assembled from parts and wrecks. A few Seabees are still operating commercially as bush planes and air taxis. In the history of aviation few aircraft have had longer, or more successful, careers than the Seabee.

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Show & Tell Item - IV

Ben Woofter's F4U Corsair Kit



"Ben brought in his next project he wants to begin, a Brian Taylor's kit F4U Corsair. It will have a 82" ws and powered by a 55cc gas engine. Ben has not decided yet exactly which Corsair version he wants to build."

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Show & Tell Item - V

Tom McCallum's Big Bingo Kit



"Tom carried in his newly completed Big Bingo kit to show the crowd. The plane has a 92" one-piece wing and is powered by a Magnum 1.80 4-stroke engine. Tom has a few more details to complete before the plane flies."

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Pikes Peak RC Hobbies



Upcoming RC Events:

- Jan 1st (Wed) 2014 - PPRCC Frozen Needle-Valve Fun Fly
- Jan 7th (Tue) 2014 - PPRCC Meeting (New location, see website!)
- Feb 4th (Tue) 2014 - PPRCC Meeting (New location, see website!)
- Feb 15th (Sat) 2014 - Wings over the Rockies RC event
- Mar 4th (Tue) 2014 - PPRCC Meeting (New location, see website!)

