

Pikes Peak Radio Control Club Newsletter

Volume 43 / Issue 12 / December 2015

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



Club President – James Murphy / Club Vice President – Romi Lucas
Club Safety Officer – Ben Woofter / Club Treasurer – Adam Heffington
Club Secretary – Keith Davis / Club Newsletter & Website Manager – Keith Davis

Next PPRCC Meeting:
7:00pm / December 1st (Tue) 2015
@ Antelope Ridge Community Center

Local RC events happening this month:

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Last Month's Minutes . . .

(November meeting)

Meeting Started: 7:00 pm
Meeting Adjourned: 8:30 pm

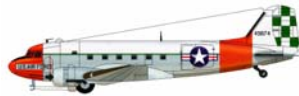
Members Attended: 28
New Members: 1 – Foster Romano, welcome!
Visitors: 0

New Business:

1) Club President James Murphy, brought up the issue of the current club meeting place possibly being too far for many club members. Recently a few club members brought it to his attention. The location was discussed and the majority of the club members thought the location was fine.

2) Club Vice President Romi Lucas, informed everyone when he becomes club president for 2016, he will research the issue of possibly installing electric solar power stations out at the airfield. The cost of installing solar power stations may be the biggest concern.

3) Club Treasurer Adam Heffington, spoke about the club's October finances. Adam is also accepting 2016 club membership and renewal applications.



Old Business:

1) Club Secretary Keith Davis, reminded everyone due to the new AMA year-round membership renewal policy, PPRCC will enforce its policy of displaying your club membership badge. If you are flying, the badge must be displayed somewhere on your person, in a presentable location. If you are not flying or a guest flyer, the badge is not required.

Airplane Anomalies . . .



"Having impact within seconds, you wonder how much the damage is going to cost and which household bill you will not pay this month."

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Show & Tell Item - I

Romi Lucas' 1995 Lanier Staudacher



“Romi acquired this 1995 Lanier Staudacher from a recent garage sale. He built it in about a week, installing a 50cc size electric motor and giving it Seattle Seahawks colors. The plane has a 97” ws and has not flown yet.”

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Can You Name that Plane?



Clue #1: During WWII, the Japanese Air Force wanted to use this gyrocopter for reconnaissance, the Japanese Army wanted to use it for artillery spotting and the Japanese Navy wanted to use it for anti-submarine patrols.



Clue #2: About 98 airframes were built but only about 30 reached combat units due to the lack of engines and rotor blades.

Clue #3: The Japanese Navy's plan was to deploy the gyrocopters on cargo ships. But the support areas on the ships were too small and they were re-assigned to escort carriers.

Last Month's Airplane: The British Supermarine Seagull ASR. There were no responses on that sea bird.

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Douglas DC-3's 80th Anniversary



On Thursday December 17th 2015, it will be a historic day for the Douglas DC-3. On that day, the DC-3 will have been in service for 80 years. No other plane has come close to such a flying record. The plane was first flown on December 17th 1935.



“The Douglas DC-3. More than 16,000 were built, flown for more than 90 different countries and over 400 aircraft are still in service as of 1999.”

In 1935, the Douglas Commercial (DC) 3 was designed as a civilian aircraft to carry 21-35 passengers for transcontinental air service. And it was Transcontinental and Western Airlines (TWA) to first use the DC-3 as a commercial passenger carrier.

Eastbound flights from coast to coast took the DC-3 approximately 15 hours, with 3 refueling stops, to complete. Westbound flights from coast to coast, took approximately 17 ½ hours, because of the prevailing headwinds.



“Many versions of the DC-3 were built, to include the amphibious DC-3 on EDO floats.”

The Douglas C-47 Dakota or Skytrain, was the most popular and numerous variant of the Douglas DC-3. When WWII began, there was an urgent need for transport planes and the DC-3 fit the bill. However, the plane had to be modified for military use; the cargo floor was re-enforced, a large cargo door was installed on the left side, paratroop cables were installed and the tail wheel was modified for glider towing capabilities. And as the WWII continued, stronger engines were also installed.



“Above – A pair of C-47’s somewhere over Burma.”

“Below – Internal view of the C-47. Very versatile for an assortment of missions.”

There is so much information and writings that can be found about the famous Douglas DC-3 and C-47, I couldn't fit it all on one page. This article was just to bring to your attention the 80th anniversary of the airplane. Several companies and private owners that are still currently flying the plane(s) are vowing to keep the plane(s) flying for another 20 years!

AMA Thanks The Veterans!



To all of our members, family, extended family, and friends who currently serve in the armed forces-also to those who served and those who gave the ultimate sacrifice-we at AMA would like to say thank you.



"In case you missed it, on November 11th, the Aeronautical Model Association (AMA), send out a mass email, thanking all AMA members that are veterans, active duty and retirees for their services. PPRCC wants to Thank-You for your services too!"

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

Lkdavis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor



Don't forget, lock the gate!

Club Constitution And By-Laws



I must confess, as the Club Secretary beginning my 3rd year in the position, I finally sat down and thoroughly read through the PPRCC Constitution, By-Laws and the Safety Rules.

Well it turns out, the documents are quite dated, in format as well as in information. For example, the documents still refers to the Black Forest airfield in several situations and refers to 72MHz transmitter operations only.

The Safety Code section will need updates too. A section about drone and FPV operations needs to be added and any references to the Black Forest airfield needs to be removed.

So the past few weeks, I have been re-writing the PPRCC Constitution, By-Laws and the Safety Codes. But only in format only, into a formal outline that is easy to follow. None of the meanings or content has been changed. Content changes and additions will have to be brought up to the general membership and/or the Executive Committee (EC).

There are several reasons why the documents need to be re-typed; 1) The club does not have an editable format on file so that changes or additions can be easily modified to the document(s). 2) The new format would be easier to read and identify specific issues. 3) The documents need to be updated in content.

In the next upcoming club meetings or Executive Committee meetings, the Constitution, By-Laws and Safety Rule changes, updates or new additions may be discussed at the meetings for approval or disapproval.

So if you plan on attending the next few club meetings, please review the current club documents on the club website and be ready for discussion!



**Giant RC from
Around the World**



**"Douglas DC-3"
Country - England**



**"Airbus 380"
Country - Belgium**



**"Lockheed C-130 Hercules"
Country - England**

**PPRCC - 2015
Year in Review**



Unfortunately, 2015 started off on a sad note for the club with two of its veteran club members passing away; Floyd Clark on January 7th and Cloyd Brunson on February 20th. Both were members of the club for over 30 years.

Eric Sauley started out as the club president and got the ball rolling on numerous field projects to include new field bathrooms and repairing the major cracks on the west runway. However before summer arrived, he moved to Arizona and never did see the final results.

With Eric moving, Vice President James Murphy took over as club president and continued with the field projects, which now included getting the east runway sealed. By summer's end, all the major field projects were complete.

Throughout the year, the club held numerous flying events; the Frozen Needle-Valve, Warbirds over Pikes Peak, the Electric Fly-In, the PPRCC Family Day, the Scale Fly-In and the 1st Annual Jet Rally.

But the year was not all play and no work. The club's new maintenance team consisting of club members Chuck Brath, Dan Brunson and Kevin Kinzel, kept the field in tip-top shape, always mowing, repairing tables and painting when necessary. Thanks guys!

Drones and FPV's were the major subject this year for the FAA, the AMA and RC flying clubs, including PPRCC. None of the major organizations still has a firm grip on the rules and operations of the aircraft.

The club did lose a few key members because of relocation. Eric Sauley moved to Arizona, Karl Prince moved to Washington and Tom McCallum moved to Tennessee(?). All of whom were deeply involved with club projects and activities. They will be a great asset to any gaining RC clubs.

Overall it was a very successful and productive year for the club. For 2016, the club will continue to work on field projects and may try a few new flying events. The club would also like to see more membership participation in many of the club flying events and the monthly club meetings.

Pikes Peak RC Hobbies



Upcoming RC Events:

- **December 1st (Tue) 2015 - PPRCC meeting**
- **January 1st (Fri) 2016 - PPRCC Frozen Needle-Valve Fly-In**
- **January 5th (Tue) 2016 - PPRCC meeting**
- **February 2nd (Tue) 2016 - PPRCC meeting**
- **February 6th - 7th (Sat-Sun) 2016 - JEFCC Auction**
- **March 1st (Tue) 2016 - PPRCC meeting**

