

Pikes Peak Radio Control Club

Newsletter



Volume 46 / Issue 12 / December 2018

AMA Club Number 179 / 2126 East Boulder Blvd / Colorado Springs, Colorado 80909
Phone: 719-329-1600 / Website: www.pprcflyers.net



Club President – Kevin Kinzel / Club Vice President – Greg Moore
Club Safety Officer – Greg Moore / Club Treasurer – Rod Hart
Club Airfield Maintenance Team – Chuck Brath, Kevin Kinzel, Dan Brunson
Club Flight Instructor – Ben Woofter / Club Secretary & Club Newsletter Editor – Keith Davis

Next PPRCC Meeting: 7:00pm / December 4th (Tue) 2018 @ VFW on 430 East Pikes Peak Ave	Local RC events happening this month: • •
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Last Month's Minutes . . . (November meeting)



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

Members Attended: 25
New Members: 0
Visitors: 1 – Robert Henson. Welcome!

Club Treasurer Rod Hart did not attend the November meeting.

New Business:

- 1) Club President Kevin Kinzel, reported the October club's finances in the absence of club treasurer Rod Hart. Kevin reported a slight income increase due to the start of 2019 membership payments.
- 2) Club Secretary Keith Davis, is looking for someone to run the September 2019 electric event for the club. Anyone interested, get with Keith.
- 3) PPRCC should have a new meeting location for the December club meeting. Club secretary Keith Davis will send out a mass email on 01 December, stating the place and time of the meeting.

Old Business:

- 1) PPRCC is now accepting renewal membership applications for 2019. The application can be downloaded from the PPRCC website. Be sure to have your 2019 AMA card!

Airplane Anomalies



"RC rule #101: When flying inverted, remember up is down and down is up!"

It's a Black Widow, And I don't mean Airplane!



One day last month, a friend of mine brought a milk crate of engines out to the airfield for me to take a look at. He wanted to know if they were worth anything or was it just a crate of junk.

There were about 10 engines in the crate and as I got to the bottom, I noticed something black suddenly moving. As I took out the last engine, there it was, a 1 1/2 inch Black Widow spider! I immediately noticed the red hour glass on the bottom and jumped back.

We took a few photos of the spider and then killed it. My friend was now concerned that there may be more of these unwanted guests in his garage where he had kept the milk carton.

When I got home, I GOOGLED the Black Widow to learn a bit more about them. Yes, they are poisonous. But in most cases, the bite will not kill you but can make you very sick and cause lots of aches and pains. The Black Widow is commonly found in the southern states and hide in dry, dark places. So what's she doing in Colorado?

So if you store your RC items in dark, dry places, be careful where you stick your hand!

There were No Show & Tell items during the November club meeting



Tower Hobbies Thanks Vets



Tower Hobbies email dated: 11Nov2018



**PPRCC also wants to thank all of its
club members that are on active duty
or a veteran.**

Drone Information

Email from Mark Sheehan
Dated 08 Nov 2018



My name is Mark Sheehan. I run My Drone Authority.

I know not all aeromodelers are interested in drones, but just in case some of your club members are, I put together something that might offer them a lot of guidance.

It's an in-depth 10,000-word guide for people looking to purchase a drone. I put in over 40 hours of work in an attempt to make it one of the best guides on the web.

It goes over the right features to pay attention to, safety precautions, licenses to fly a drone in certain countries, and a lot more.

So far, a lot of people have found it useful.

Here is the guide:
<http://mydroneauthority.com/reviews/best-drones-with-cameras-buying-guide/>

Just thought you might like to include it on your website for your members to check out.

Either way, keep up the good work and thank you for your time.

All the best,

Mark



Can You Name That Plane?



Clue #1: During WWII, Germany desperately wanted to bring the war on to U.S. soil. This plane was one of the two long-range bombers designed by Germany to bomb the U.S. east coast.

Clue #2: Only two of these planes were built. However it has been alleged that the plane did complete 3 long-range, non-stop test flights from Germany; one to Cape Town South Africa, one to Japan and one to the coast of Long Island NY.



Clue #3: In comparison, this plane had a 165 foot ws. The USA's largest plane of WWII, the Boeing B-29 had a 141 foot ws and the British Avro Lancaster had a 102 foot ws.

Last Month's Helicopter: The Chinese made CAIC WZ-10 "Fierce Thunderbolt". Greg Moore knew exactly what it was. Good job!

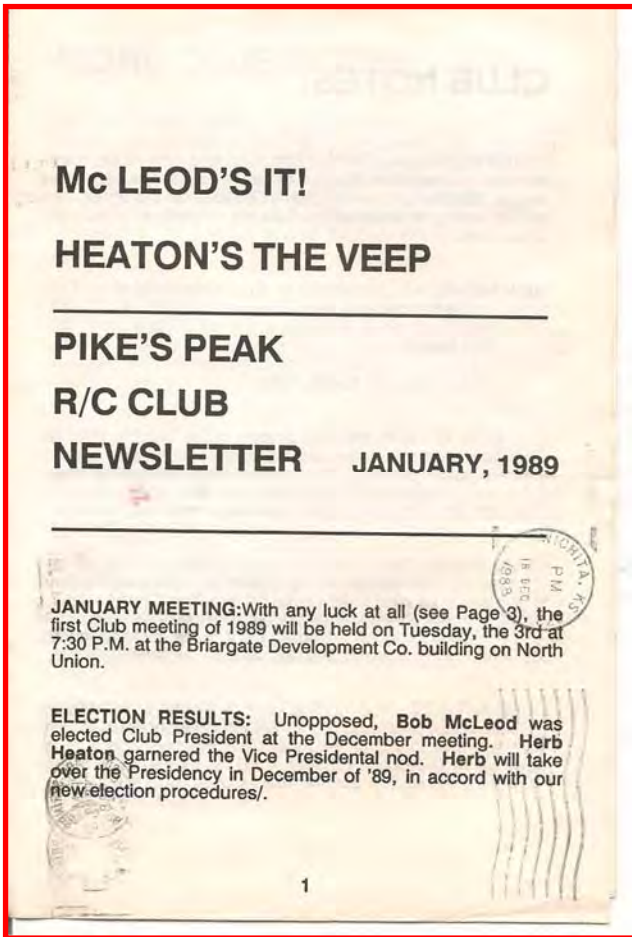
Old News can Be Good News!



Earlier this year at one of the club meetings, club member Dick Clausen handed me a box of vintage PPRCC newsletters. I wasn't really sure what to do with them but I did thank him for the newsletters.

I have been involved with producing the PPRCC newsletter for several years now, so I was not in a hurry to go through them, knowing that I probably produced most of them.

But just a few weeks ago, I decided to view the box of newsletters before tossing them out. It turns out that Dick had saved every PPRCC newsletter since 1989! There were lots of information about PPRCC that couldn't be found anywhere else.



“This is what the PPRCC newsletter front page looked like in 1989.”

I decided to browse through a few of the early year newsletters from the late 1980's/early 1990's because I was not a club member during that time. I was hoping to identify some of the earlier club presidents but the names were not posted anywhere unless the name was mentioned in one of the articles. However, this is what I found so far:

April 1989 – The USAFA has changed its traffic pattern for their T-41 trainers and now flies very close to the Judge Orr Field. Many club members have reported close calls with their RC planes and the USAFA T-41's during the weekends.

May 1989 – The midfield taxiway has been installed at the Judge Orr airfield.

December 1990 – There were 170 club members.

June 1991 – The lease for the Judge Orr field has been approved and signed. Ivan Munninghoff was the key proponent in the deal.

July 1992 – The permanent shade shelters and benches were installed at the Judge Orr airfield.

July 1993 – Both runways got their first sealing coat at the cost of \$3020 at the Judge Orr airfield.

Other interesting notes:

A best crash award was given out at each club meeting. Bob McLeod and Paul Munninghoff's name came up quite often.

Not displaying club badges at the airfield was a big concern.

Leaving the airfield gate open was another ongoing issue, practically at the Black Forest field where the cattle were free to roam. The newsletter editor wrote some humorous lines about the left-opened gates;

- Close the bloody gate when you leave the airfield!
- Don't be a loose propnut, close the gate!
- Close the gate, it is a simple task. If you can fly a plane, you can close a gate!

There's still plenty more reading left for me to do and it seems like some of the old problems still exists today. But in the meantime, PPRCC wants to thank Dick Clausen for saving some of PRCC's history!

**No Runway?
No Problem!**

Photo by Arms Chapman



The early cold and snow in November didn't keep club member Arms from flying his planes. The airfield runways were covered with snow for a few days, so he took the wheels off of his WWI German Hansa-Brandenburg W.12 and replaced them with skis'

Arms said the plane is electric powered and did not fly very fast, but it flew. Nice going Arms!

Airplane Fact or Fiction: Why did the Hansa-Brandenburg have the unusual tail? What I have read was WWI fighters enjoyed attacking the slower scout/bomber planes from the rear. The tail would block the gunner's line of sight and shooting. The Brandenburg aircraft company decided to place the tail below the fuselage, giving the rear gunner an unobstructed view and firing lane.

**Do you have a story,
article, photo or a
change of email address
that you want to send
me? Get it to me at:**

Lkdavis03@hotmail.com

Keith Davis – PPRCC Newsletter Editor



**Don't be a scrooge and
leave the gate open. Last
one leaving the airfield,
please close and lock the
gate!**

**PPRCC wishes everyone a Merry
Christmas and a Happy New Year!**

Kevin's Big Mustang Day!



Story and photos by Kevin Kinzel

I Attended the Great Bend Kansas (hometown) Airport Airfest at the end of September. It was the 75th anniversary of Great Bend Army Airfield, modified the B-29's after being built short distance away in Wichita. The B-29's FiFi and Doc flew together for the first time since Oshkosh.



“PPRCC president Kevin Kinzel got to meet and fly with P-51 pilot Larry Lumpkin.”

The Commemorative Air Force had several planes there for the show, including P-51D Gunfighter flown by Larry "Lumpy" Lumpkin.

Knowing that I would be in town for family business and home maintenance I Pre booked a ride in the P-51 Mustang! Weather was poor and did not look like I would be able to go up, my flight was scheduled for Friday at 2:00pm.

Saturday's weather was the same, though a few rides were completed. I had the choice to go Saturday or wait until Sunday when weather looked better. I optioned for Sunday knowing I may not be able to go at all.



“After the pre-flight and start-up was complete, Kevin was ready to go! Kevin is in the back seat.”

Sunday's weather started clearing mid-morning and the airshow was on. My ride would be after the acrobatic routine of Gunfighter.

Due to weather possibly moving back in my preflight was rushed along with brief communication, fire, escape, parachute, and power line hazards!

Start up and taxi then up we went. Amazing power put you back in the seat, was not ready for the G's on pull ups as my film footage shows. There was a T-6 in the air with a passenger and we messed with them a bit.

Normal flight time was to be around 30 minutes, although the airshow was still in progress with the Army Helos doing their thing next to the runway. "Lumpy" did not want to land in the dust and sand storm they caused so we stayed up an extra 15 minutes!

When we landed, the weather was moving back in and all further flights were cancelled and a couple people after me did not get to go and were refunded.



“The Gunfighter joined the 8th AF in 1945. After WWII, the plane served in four different Air National Guard Units; WY, NM, IL, KY. In 1956, it was considered surplus and sold on the open market.”

Rosie the riveter was there signing autographs, looked a little older than we all know by the posters. I missed her as she left when we were in the air, wanted one of her \$10 dollar autographed posters! Glad I waited until Sunday for sure, would highly recommend if given the chance!

Kevin



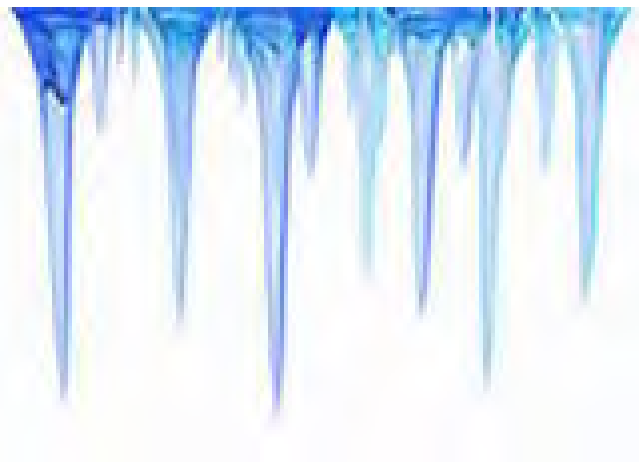
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2019 PPRCC Frozen Needle-Valve



Event takes place: 01 Jan (Tue) 2019



NOTE: The PPRCC January meeting will take place on the second Tuesday 08 January 2019

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Pikes Peak RC Hobbies

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Phone: 1-719-329-1600



Upcoming RC Events:

- December 4th (Tue) 2018 - PPRCC meeting
- January 1st (Tue) 2019 - PPRCC Frozen Needle-Valve Fly-In
- January 8th (Tue) 2019 - PPRCC meeting

