



Plane Talk

April 2017

Weeks 2 & 4 are our flying weeks,
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

Club Officers

President: Bobby Day
Vice President: Lynn Roberts
Secretary:
Treasurer: Jerry Bowen
Member at Large: D. J. Powell
Safety Coordinator: Charles Williams
Newsletter Editor: Wayne Squires
Webmaster: Kirk Sansom

Club Meetings

Providing the weather is good, we meet at 10AM at the field on the fourth Saturday. If the weather is bad we meet on the following Monday night, 7PM in the food court of the Mississippi Outlet Mall

Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.

Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. Follow the park road around to the north east section of the park. A current AMA license and FAA registration are required to fly at Hinkle Field.

Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle Field. No known problems have been reported with spread spectrum (2.4GHz).

February Meeting Minutes

Attendees:

- Dave Huff
- Lynn Roberson
- Jerry Bowen
- Ed Matledge
- Vernon Montgomery
- Ricky Hinton
- Jim Barfield

New Business:

- Jerry Bowen has donated several hours working with the AMA to correct members that have been skipped.
- The swap meet was a success; we actually made a little money.
- We need a club secretary to replace Andrew.
- Due to wet conditions at the field, the Porta Potty service truck has a difficult task servicing the potty. Moving the potty closer to the parking lot may be required. There was also talk about installing a combination lock on the john to keep non-club members from stealing the toilet paper.

- A question was raised about not renewing the club's website. That would save the club \$200 per year. An alternative would be to use a Facebook page instead.
- Dave gave a report on Max Huff's condition saying that he is doing fairly well.

Old Business:

- Dr. Charles Williams has volunteered to be the club's Safety Officer for 2017
- DJ. Powel agreed to be the Member at Large for 2017
- The city is still not emptying the trash can at the field.

Discussions:

- The Mississippi River Basin Model Restoration workers are making some progress in cleaning and reclaiming the model.
- The present 2 tier dues, i.e. senior and junior discounts may need to be removed next year. To break even as a club we need 30 members paying \$40 per year. Nothing will go into effect until next year.

Reminder, The Magnolia FLY IN event has been moved to May 13th

Vandalism at Hinkle Field

Recently someone drove a pickup truck down the main runway onto the grass at the east end. They then proceeded to dig donuts in the soft grass until they planted their truck.

The truck was abandoned near the east end of the main runway leading me to believe the truck was probably stolen.



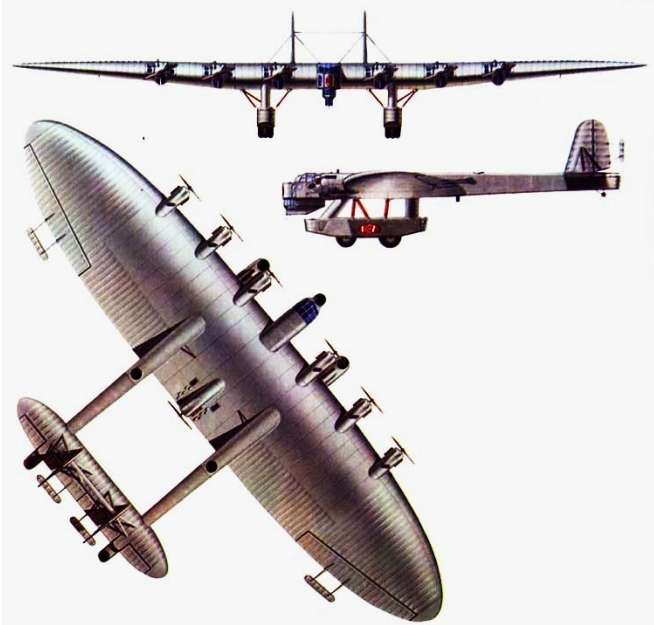
As you can see the truck still has it vanity tag so owner identification should be easy.



The Parks Service said this would not be tolerated so we are hoping for a quick arrest.

Here is a Great Project for You Scale Builders

The Kalinin K-7 Russian Giant Transport/Bomber



The Kalinin K-7 (Russian: Калинин К-7; Ukrainian: Калінін К-7) was a heavy experimental aircraft designed and tested in the Soviet Union in the early 1930s. It 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. 7 in. 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 the wing, one right and one left of the central

passenger pod. Nemecek states in his book that at first only one further pusher engine was added.

Designed by World War I and civil war pilot Konstantin Kalinin at the aviation design bureau he headed in Kharkiv, with a wingspan close to that of a B-52 and a much greater wing area, the K-7 was one of the biggest aircraft built before the jet age. It had an unusual arrangement of six tractor engines on the wing leading edge and a single engine in pusher configuration at the rear.

In civil transport configuration, it would have had a capacity for 120 passengers and 15,000 pounds of mail. As a troop transport it would have had capacity for 112 fully equipped paratroopers. In bomber configuration it would have been armed with 8 x 20mm autocannons, 8 x 7.62mm machine guns and up to 21,200 pounds of bombs.

The K-7 was built in two years at Kharkiv starting in 1931.

The K-7 first flew on 11 August 1933. The very brief first flight showed instability and serious vibration caused by the airframe resonating with the engine frequency. The solution to this was thought to be to shorten and strengthen the tail booms, little being known then about the natural frequencies of structures and their response to vibration. The aircraft completed seven test flights before a crash due to structural failure of one of the tail booms on 21 November 1933. The existence of the aircraft had only recently been announced—by Pravda, which declared it was "victory of the utmost political importance," since it had been built with USSR steel rather than imported steel. The accident killed 14 people aboard and one on the ground. Flight speculated that sabotage was suspected as the investigating committee had representation by the state security organization, the Joint State Political Directorate (OGPU).

However, there appeared recently some speculation in the Russian aviation press about the role of politics and the competing design office of Andrei Tupolev, suggesting possible sabotage.

Although two more prototypes were ordered in 1933, the project was cancelled in 1935 before they could be completed.



Specifications (K-7)

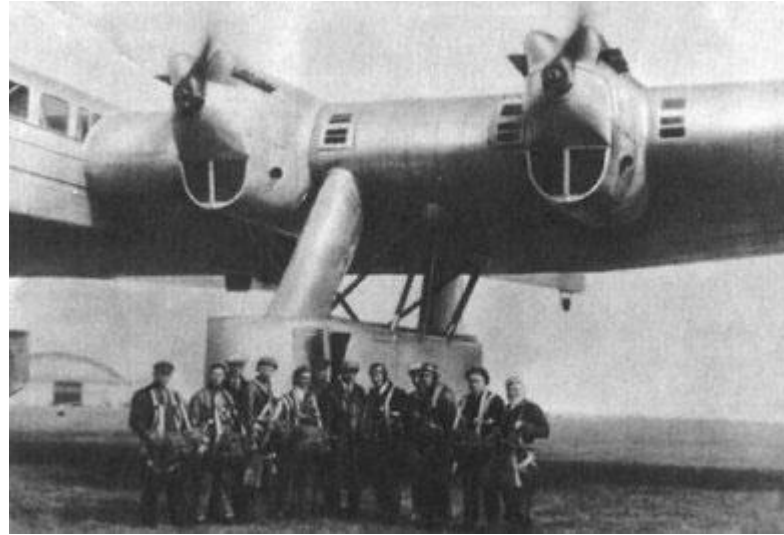
Data from Shavrov (1985)

General characteristics

- Crew: minimum 11
- Capacity: 120 passengers in civilian configuration
- Length: 91 ft. 10 in.
- Wingspan: 173 ft. 11 in.
- Height: 40.68 ft.(estimated to top of engine shell)
- Wing area: 4,886.8 ft²
- Empty weight: 53,793 lb.
- Loaded weight: 83,776 lb.
- Power plant: 7 × Mikulin AM-34F V-12 piston engines, 750 hp. each

Performance

- Maximum speed: 140 mph
- Service ceiling: 13,123 ft.
- Wing loading: 17 lb./ft²



A photograph of the real K7. This plane is obviously much smaller than the ones depicted on the internet



This is one of the fake pictures of the K-7 that make it appear much larger than the real airplane.

Parting Shot

Do you know the significance of this sequence of numbers?

1, 3, 5, 7, 9, 2, 4, 6, 8

Firing order of a nine cylinder radial