PCC Newsletter

March 2002 *Next Meeting:* *March 20 , 2002* *AMA Chartered Club # 139*

Visit: **www.flypcc.org**

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President's Column

Harry Smith

Hey, what happened to the winter weather? We have had some great "spring-like" days at the PCC flying field in the past few weeks. Let's take advantage of this as often as possible. That section of telephone cable which was underground, has been replaced and is fully operable, so check the weather watcher and head for the field.

Recently, while going through old club files, I noticed some items that may be of interest to many of the newer members of this club. The following was extracted from a club document dated 3/3/76:

The Peninsula Channel Commanders (PCC) is a club of those persons interested in radio controlled aircraft. It was founded in 1953 with about ten members who flew single channel radio equipment using rubber driven escapements. The Club was incorporated in 1961 as a non-profit corporation.

Today the PCC is composed of about 75 members and additional prospective members and applicants. Although most of the members fly multi-channel proportional control, the interests of the members are quite varied, including scale, racing, pattern, general sport, helicopters, old timer free flight with RC assist, and gliders. In general the membership is not competition oriented preferring the relaxation (?) of merely flying for fun, although there are members who are advancing along the competition trail.

Also extracted from an undated document relating to the Flying Proficiency Program that appeared to be from the same era:

This program will help everyone who participates to realize that there is a great deal of personal pleasure and satisfaction to be gained in learning to fly well, no matter what kind of aircraft you own.

The purpose of the flying program is not to put you on the spot, or to make you a competition flier, but to maximize your enjoyment of the sport and to impart some purpose to the time you spend in the air……..the basic purpose of the program is as follows:

(1) To provide an interesting and challenging flying achievement program that will encourage individual club members to improve their overall flying ability.
(2) To develop a core of competent fliers to assist new club members regarding all aspects of the sport that pertain to powered flight.
(3) To minimize safety hazards and accidents by encouraging all club members to develop better and more proficient flying habits.
(4) To encourage competition flying, both within and outside the club.
(5) To make radio control flying a more meaningful and satisfying experience for all club members.

Well, that was a brief look into the past, but guess what, some things, especially the goals of the flying program, have not changed. The club still offers five flying proficiency levels: A through E, for which you receive a certificate and an emblem. Go for it!

Currently, we are still in need of a volunteer to organize the PCC Fun-Fly, scheduled for Sunday, April 14, and I have some literature that describes possible events, and forms for tracking fliers scores. Also keep in mind that we have a bar-b-que along with this event. I will be happy to assist in this effort. I'll be asking at the next meeting for a show of hands to indicate if there is sufficient interest to warrant having this event. It can be rescheduled.

On Sunday, April 28, the Dream Machine event at HMB airport also needs a volunteer coordinator. Remember, you get in free and have a chance to see a lot of great "stuff". I will also assist someone in this effort. We will need a few varied types of aircraft to display for this single day event. I realize this event is several weeks away, but we need to let their coordinators know what we will be able to provide. I'll also ask for members who can take one or more aircraft. It would be nice to have at least one "in the bones" unfinished aircraft for this event. Many spectators have no idea what is inside these r/c aircraft.

Bring something for show-and-tell. It doesn't have to be an aircraft, just related to flying.

Fly safely, and fly often, in that order. You'll be a better person if you do both, and bring or invite a prospective member to the field or the next meeting.

Harry

Minutes - February 20 , 2002

Kirk Phaling

The February meeting was called to order at 7:30 P.M. by Pres. **Harry Smith**. There was one guest present - **Allie Santana** - the daughter of former V.P. **Dave Santana**. The minutes of the January meeting were approved as published in the newsletter.

RaffleMaster **John Bassetto** was not present. O Brother, Where Were Thee? Substituting for him, **Eric Einarsson** displayed the prizes for the raffle. The main one being a Hangar 9 Pizzaz.

COMMITTEE REPORTS:

TREASURER: **Jake Chichilitti** substituted for the absent **Ellsworth Crowell**. **Jake** reported that all is in good order. This is the first meeting that **Ells** was not present that the Sec. can remember.

SAFETY: No report of anything this past month.

FIELD MAINTENANCE: **Dennis Lowery** says the field is in good shape. **Gary Ware** donated a battery for the mower. Thanks, **Gary**.

FIELD IMPROVEMENTS: A work party was scheduled for Feb. 22 to dig the phone line deeper to avoid damage when the land owner plows for planting crops. The cliff danger signs have been reset and are now upright and in good position.

MEMBERSHIP: **Kevin Phillips** , **John McCoy**, and **Warren Robinson** were voted in as Full Members. Congrats to all.

FLITE PROFIENCY: No awards at this meeting.

ANNOUNCEMENT: **Oliver Salles** and Dennis **Lowery** were sent a letter of appreciation from the ScoutMaster of a Boy Scout Troop for helping a number of Scouts obtain merit badges in aviation. This is the kind of public service which builds good P.R. for our club and Model Aviation. Thank you, **Oliver** and **Dennis**.

OLD BUSINESS: None.

NEW BUSINESS: Pres. **Harry** presented the proposed 2002 PCC budget. Copies were available for members. If any member wants a copy, give **Harry** a call. Harry reported that just over $600.00 per year is being saved in postage and printing costs by having the newsletter sent via E-mail. If you are not on the E-mail list yet and get the capability, call the editor. Saves a bunch.

A motion was made and seconded to accept the proposed budget. Voted on and passed.

D.O.M.: None

S.A.D.: The SAD tale of **Grant Sawai** and his JR 10X transmitter was told - To say nothing of the hot dogs, buns, relishes, etc.

The meeting adjourned at 8:25 P.M. and was followed by Show and Tell and the Raffle.

SHOW & TELL: **Neil Leopold** had a neat looking old timer - an "Air Foiler" designed in 1940 by **Hal DeBolt**. It is powered by a K & B Torpedo .29 which is a late 40's spark ignition motor. **Neil** flies it in SAM events.

Ken Martinez had a 40 size trainer which he will modify to be able to install floats when he desires. He will power it with a Super Tiger .51. Looking good.

Gary Ware showed a copy of the Half Moon Bay Review paper of Feb.6 which had a very nice story about PCC. Stop by their office to get a copy. 50 cents.

The Hangar 9 Pizzaz ARF was won by **Mickey Darata**. The Pizzaz is a great looking plane. **Warren Robinson** won a JR cap. Great looking, but not flyable.

Kirk

Treasurer's Column

Ellsworth Crowell

March is here members. This is your last reminder to pay your 2002 dues. Anyone who hasn't paid by March 20 meeting will be dropped from the P.C.C. roster.

So, to maintain your 2002 membership, send me a check made out to P.C.C. for $85 and a copy of your 2002 A.M.A. membership card. Mail them to:

Mr. Ellsworth F. Crowell
242 Oxford Way
Belmont, CA 94002-2752

According to my records, the following members haven't paid their 2002 dues: **Pedro Alverio, Robert Andonie, Keith Baldwin, Joseph Bendick, Roger Caplan, Dishon Dancy, Garett Davis, Vinay Paul Goswamy, Robert Guastucci, David Heckman, Stephan Kaczmarek, Jack Lainfiesta, Chris D. Mennenga, Max Schaefer, Pete Schuit, Russell Tetreault, Daniel Wan, Darrow Watt, and Thomas York.**

P.C.C. wants to hear from you all.

Please attach your 2002 year bar to your field badge and wear your badge to the field. It tells us who you are and shows you're a paid up member.

Remember the field gate lock combination is on the front of your membership card.

Lock the gate "Lock To Lock".

P.S.: We will try for a 2002 club roster in the April newsletter.

Ellsworth

Editor's Column

Paul Lum

Well, after 27 years of r/c flying, I got yelled at three times. Twice in the last two weeks. Last weekend, I started my engine in the pit area. No one was in the pit area and there were no other airplanes around. I released my airplane from the hold down, pushed the plane in the direction of the runway and let go of the tail but standing within easy reach of the tail. "NO TAXING IN THE PITS!!!" a loud voice shouted out.

I have bad knees and a bad back so it is painful for me to hold on to the tail, although if someone else could possibly get hurt or if another plane could be damaged, I would put up with the pain and hold on to the tail. Safety First!

So this Sunday I went out with a cord fashioned in such a way that I could hold the tail of the airplane in the pit area without having to bend over. But to be safe, I started my airplane nearest to the opening to the runway. I secured my airplane with the hold-downs and started my engine. Before I fly I always test the low and high range of the engine. I throttled up. All of a sudden, the same voice shouted "DON'T RUN YOUR ENGINE UP IN THE PIT AREA!!!" Are you kidding? I've been doing this for five years at this flying site and twenty years at our old flying site. Every club I've been to allows you to run your engine up in the hot pit area. I calmly pointed out to the individual that the club rules do not prohibit the running up of engines in the hot pit area. Everybody in our club does it. But if it bothers him, I won't.

Someone remarked to me, "Next weekend he'll yell at you because you're wearing green." Everybody was terrified!

What am I driving at here? Nobody likes to be yelled at. There is no need to yell at people. You should talk things out in a calm manner. If that individual had calmly asked me not to taxi in the pit area even when nobody's around, I wouldn't. If he asked me not to run my engine up in the pit area, I wouldn't. Not because it's against the rules, but because it bothers him. But please, no yelling.

Our rules states:

GENERAL:

1. Safety, good sportsmanship, common courtesy, and gentlemanly conduct are expected of every person using the field.

Yelling at people is not common courtesy or gentlemanly conduct. Let's go down to the flying field to enjoy ourselves. Not to get yelled at or to yell at other people. How long would a new member remain a member of our club with this kind of conduct? So if you see somebody doing some thing wrong, in a gentlemanly manner and with common courtesy talk with him. If that person doesn't want to change their ways, then call in the big man, Harry. Yelling should only be used to warn of impending injury or damage.

Did you hear what happened to **Grant**? He was on his way to the flying field driving his new pickup truck. Near the cemetery at the top of highway 92, the tail gate popped open and his $1,200 transmitter and his cooler with our lunch went flying all over the highway. When he got back to the scene, hot dogs and buns were all over the highway. But no sign of his transmitter. It was in its aluminum case so it probably survived the fall. He didn't have his phone number or name on his transmitter. Later that day he went back to the scene to make a thorough search but no luck. Poor **Grant**!

On 2/21, I met **Harry** and **Gary** at the flying field. The mission was to pull the phone line out. The night before, a vision appeared in **Gary**'s dream. This vision told him to tie the phone line to the lawn mower and use a rolling log in a way so that the angle of the pulling would be 90 degrees. We tried it and worked like a dream.

On 2/22 we met again at the field. **Harry** was going to rent a ditch digger. Boy it was going to be easy. Just watch the machine do all the work. No such luck. The ground was soft and the fool machine kept shoving the soft clay back into the trench. The first 15 feet was hard. **Harry**, the guy running the machine, had the look of "we can't do it". The ditch digger would wander. **Harry, Bob Mariani, Eric Einarsson** and I had to fight the machine to keep it on track. Harry was going nuts trying to figure out how to work the machine. Harry needed three hands because if he didn't hold the control stick, the machine would jump out of gear. After 2 ½ hours of really hard work, it was done. **Gary** wanted 24 inches, we went 12. Close enough! Even **Joe Ramirez** was helping. **Bob Johnson** and **Mickey Darata** also showed up but they couldn't help because the work was just too hard. **Donald Russo** help digging out the shallow spots in the trench. **Gary** didn't show up. He said he had Mexican dinner the night before. So….

On Sunday, **Roberto Ourique** spliced the phone line, put the line in conduits and buried the line. **Jake, Ken, Dennis, Eric** and a bunch of other guys helped Roberto. **Thanks Guys!** Hope the plowing won't damage the line again.

When we first got the field, five years ago, **Gary** got some

of us to dig the trench so we could lay the phone line. There was a lot of other stuff going on so we needed all the help we could get. We had an old member named **Chuck Samson** who just wouldn't help the club do anything. I think it was because he was a strong union man. Well, I kept nagging him to come down and give the guys a hand. He finally broke down and came down to the field to help. **Gary** put us in charge of digging the trench for the phone line. We did it by hand (shovel actually) and it was hard work. Wouldn't you just know it but **Chuck** ended up having a heart attack that night. Must've been the hard work. The moral here is to help but be aware of your health. We want you as a living member.

Finally, a big thanks to **Dennis Lowry** for putting on a fantastic barbecue on Sunday 3-3. The food was absolutely delicious. As I was eating, my brain kept saying "ono". That's Hawaiian for delicious. But it sure was ono! Thanks **Dennis, Pat, Jean & Bob.**

Keep your batteries charged. The weather's been really nice.

Paul

Newsletter Submission Deadline: ***Third Tuesday Before The Next Meeting!***

Upcoming Events

March

17 Gremlin/Combat flying @ field
20 Club Meeting, 7:30PM, Millbrae Library

April

7 Spring Field Clean-up, 9AM @ field!
14 PCC Fun-fly @ PCC Field
17 Club Meeting, 7:30PM, Millbrae Library
21 Gremlin/Combat flying @ field
28 Dream Machine @ HMB airport

Miscellaneous

Servos Wanted by Al Margolis

I am looking for parts for a robotics project and want to see if anyone has any dead servos, receivers, transmitters or electric motors they are willing to toss my way.

These things will be broken up for parts, so there won't be anything to return but my eternal gratitude. No kind of damage will make these items unusable for my purposes, so this an opportunity to clean out those unusable parts members haven't had the heart to put in the trash. The only compensation will be a hopefully entertaining show-and-tell session at some point in the future.

If anyone has anything to "donate" they can e-mail me at al@biznode.com or call my office at 650-952-7672. I will be glad to pick anything up or we can meet at the field.

Al Margolis

Pictures *in color at* *www.flypcc.org*

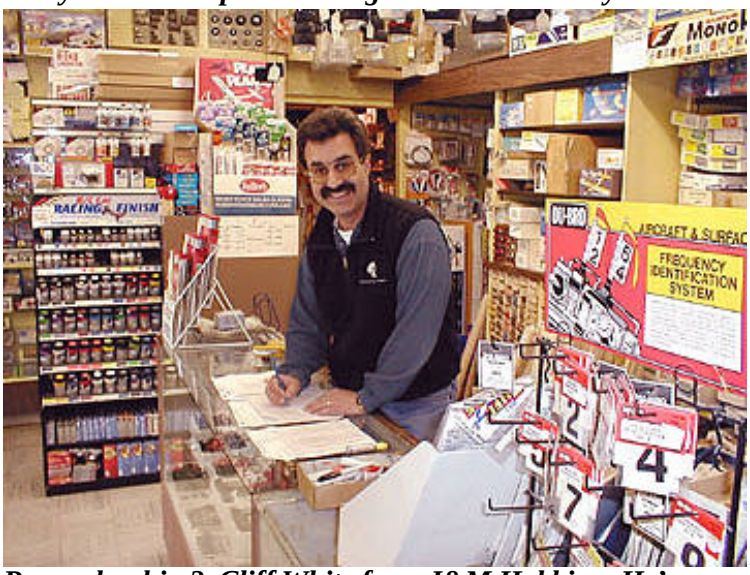
My, how the traffic builds up on a beautiful day!

Ditch digging. Bob, Harry and Eric thinking, "Easy"!

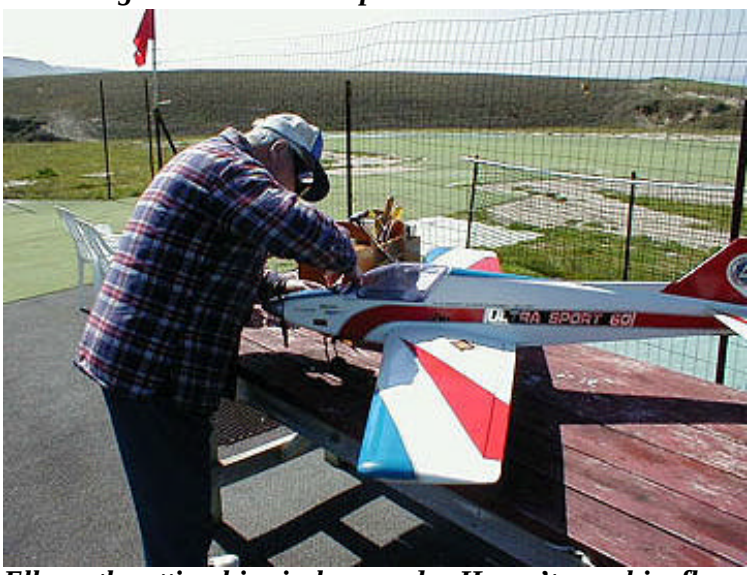
After the first cut, we thought it would be impossible to dig the ditch because the ground was too wet… like clay.

But we finished it. It was harder than it looks here. That heavy machine kept wandering… and it was heavy!

Dennis, Bob, Pat & Jean preparing a delicious lunch. I loved the green onions in the potato salad. Hmm! Thanks!



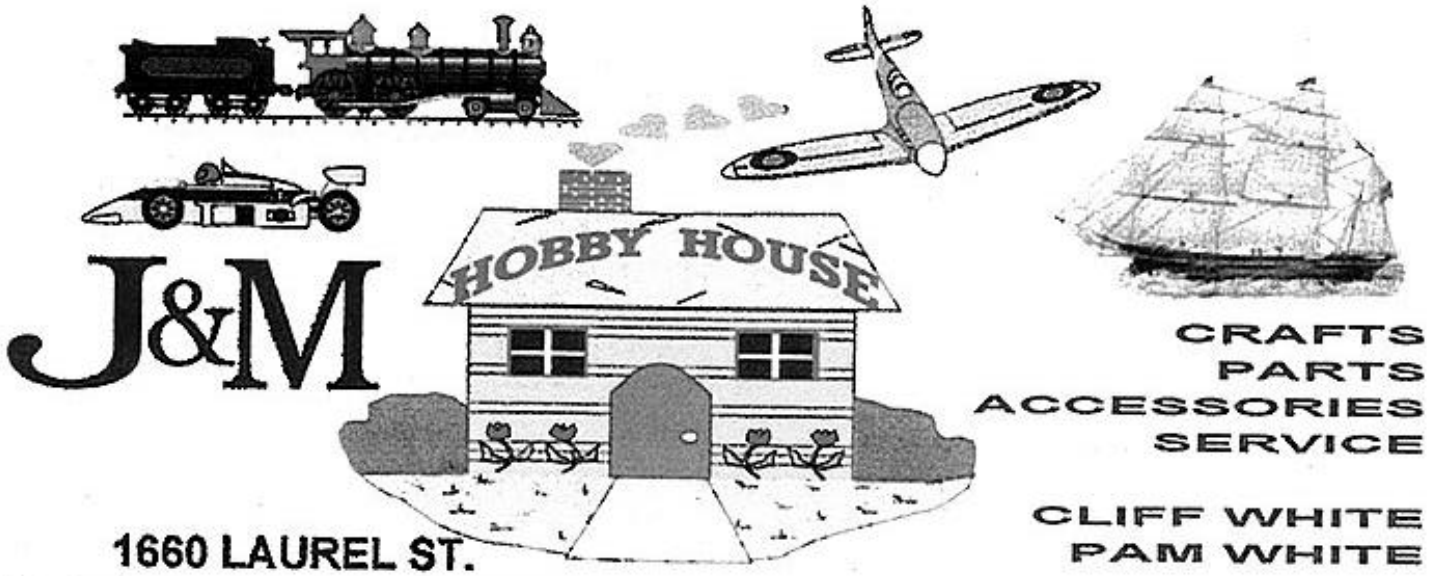
Remember him? Cliff White from J&M Hobbies. He's helped a lot of us.



Ellsworth getting his airplane ready. Haven't seen him fly so much in a long time. Must be the good weather.

Sunday, 3/3. The cheering section (waiting for lunch). Marco stopped by for only a few minutes.

Grant with his brand new Aeroworks 540 Edge. Looks and flies great. It'll easily do the "E" level. No excuses Grant.



J&M

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Next Meeting: Wednesday, March 20 , 2002