

# PCC Newsletter



March 2004

Next Meeting:

March 17, 2004

AMA Chartered Club # 139

Visit: [www.flypcc.org](http://www.flypcc.org)

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## President's Column

*Ray Squires*

Just when you think the weather is starting to change for the better, we get hit with 60mph winds and enough water to fly floats off of our runway (hey, that sounds like fun). You have to hand it to the original crew who laid out the runway carpet and pits because it came through it well.

Last Saturday, **Harry Smith** and myself drove to **Dennis Lowry's** place of business, Delphi Productions, on the old Alameda Navel Air Station. There we picked up 6 rolls of carpet, 10 ft. by 50 ft. We then took it to our field and it is now safe and dry in our steel shed. A thanks is in order to the hearty souls (and strong backs). Once we got to the field, these members were willing to put their backs into it, helping Harry and I unload the trucks and wrestle it into the shed. They are: **Don Russo, Bob Mariani, Oliver Salles, and Scott**. Now that we have the carpet, which should be more than we need for the pits and the hot pits, we will have to decide at the next meeting, which Sunday in April we will have the Spring Maintenance Party. So please take a look at your calendar and be ready to make a decision at our next PCC Meeting.

In another cost-cutting move, we would like to update our files with members who can receive the newsletter via the Internet instead of hard copy. This will allow you to receive the newsletter the same day that it is published, and in living color! Please notify us of any of any e-mail address changes at the next PCC meeting or you can e-mail me your address at [smsquires@comcast.net](mailto:smsquires@comcast.net).

That's it for this month. See you at the meeting.

*Keep 'em charged and keep 'em flying!*

*Ray*

"To most people the sky's the limit,  
To those who fly it's merely the beginning."

K. Eklund 1959  
"Foot Prints In The Clouds"

## Minutes - February 18, 2004

*Kirk Phaling*

2004 PCC President **Ray Squires** called the meeting to order at 7:45 P.M. One guest, **Craig Lynch**, was present. He has flown but not for about 15 years and wants to get back into the sport. He has a trainer and his AMA card. Welcome to PCC, **Craig**.

The minutes of the January meeting were approved as published in the Newsletter.

**John Bassetto** introduced the prizes for the night.

### COMMITTEE REPORTS:

**TREASURER:** Ellsworth Crowell gave this vital statistic.

**SAFETY:** **Wally Cain** noted that to comply with AMA rules all flyers must attach the frequency flag and channel number that comes with your RC set to your Tx. It is also required that your name, etc. be attached to your plane. This is easily done by using the AMA stickers which can be purchased from **Ellsworth** for 10 cents each.

**Ray Squires** noted that PCC has been having a lot of visitors walking and driving in. They must be made aware of where they can and cannot go. Be polite and explain that it is for their SAFETY. Even though some members have the Field Marshall badge, all members are in fact Safety Officers and must see that safety is observed.

Also close the gate after entering or leaving. The last member to leave must insure that the impound box, the facility, and the gate are locked.

**FIELD:** The first Sunday in April (weather permitting) will be the Annual Spring Clean-Up. It is planned to post signs designating the Visitor and Members Only areas.

**Marco** noted that there is some erosion at the South end of the runway and he has seeded that area. Please try to stay away from it until the grass gets a good start.

It looks like PCC will be able to get some free carpet to replace the bad stuff in the pit area.

**MEMBERSHIP:** **Phil Hill** (no, not the sports car driver) was voted in as a FULL Member. Congrats, **Phil**, and WELCOME.

**OLD BUSINESS:** None.

**NEW BUSINESS:** President Ray Squires discussed the Board meeting which was held Feb. 17. The main topic of the meeting was the 2004 Budget. Things are tight. We need to increase membership in order to increase income. PCC will place flyers in the local hobby stores aimed at the large number of people buying the so-called Park Flyer electric planes. They actually are not allowed to fly them in a lot of parks and would be better served by joining PCC where they can get help learning to fly.

**D.O.M.:** **Ed Bussing** got this award for dorking his T-34. He looked down at his Tx for a moment and then couldn't locate the plane until too late. It went straight in but because the ground was so soft he had it fixed and flying again in a few days.

This same thing has happened to a lot of flyers but many planes are not so easily repaired.

**SHOW & TELL:** **Dennis Lowery** had a Sig SOMETHIN' EXTRA which was built except for RC gear and covering. He will use an Irvine .53 for power. Looking good. It will replace a previous one which had been rekitted.

**Ken Martinez** showed some floats he is making from plans drawn by **Jake Chichilitti**. He enlarged them to fit his needs and cut them from foam. He showed them in various stages. He does not have a foam cutter and used a coping saw and sandpaper to shape them. Hard points will be installed and the foam will be glassed. Looked great.

**Phil Hill** had a scale gas powered helicopter which he says flies great. He noted that he hasn't touched the needle valve in two years.

**Scott Eustace** had an inexpensive Sukoi ARF he got from Tower. He put in an OS .50 2st for power. He got **Charlie Wajdak** to take it up the first time to trim out. Had so much control throw it was a handful to fly. **Charlie** finally got it down and after changing the throws twice the plane flew OK. Looked good.

**Grant Sawai** has a BIG 'UN - a 28 % EDGE from Wild Hare. It's an ARF and looks great. Approx. 1400 sq.in. wing area. I think he said it will have a 3W 50 for power. Not complete as of meeting night.

**Eric Einarsson** showed a servo driver last month but there was a small glitch in it. He now has it working properly and showed it.

The meeting adjourned at 9:00 P.M. and the Raffle followed. Winners were: **Ken Adlawan, George Wolf, Dave Santana** (twice), **Jeff Obertelli** (three times but he turned down the third one), **Marco Pinto, Walter Oyung** (twice), **Jim Perry, Ken Martinez, Harry Smith, and Dennis Lowery**.

*Kirk*

## **Vice - President's Column**

*Marco Pinto*

Having seen the way **Charlie Wajdak** was during his time serving the club as V.P. I find myself with great challenges. However, if I follow on his footsteps I should be all right.

Recently at the field, **Paul Lum** and I found ourselves doing some quick carpet repairs at the north end of the runway. We nailed down the areas with the most risk. It is unnecessary risk to have an airplane catch the carpet during take off or landing for lack of maintenance on our runway; it is not good for the pilot or the airplane. That reminded me of the upcoming work party. The runway will need to be fastened down in many areas. Signs need hanging to make it clear for visitors, in which areas they are allowed to stay. The impound box needs repairs. There is new carpet that will need to be installed in the hot and cold pit areas. There are a lot of little things that need to be done. The more people that show up for the work party the easier will be for those helping. I really hope you are planning to volunteer because the work, the food, the flying - if time permits - the sense of accomplishment and the camaraderie above all are very enjoyable and fun for all those who attend. Work parties are a necessary task if we want to have nice, safe field. Well, that's all for this month. I'll see you at the field.

*"...Coming Out."*

*Marco*

## Treasurer's Column

*Ellsworth Crowell*

March is here members. This is your last reminder to pay your 2004 dues. Anyone who hasn't paid by March 17 meeting will be dropped from the P.C.C. roster.

So, to maintain your 2004 membership, send me a check made out to P.C.C. for \$85.00 and a copy of your 2004 A.M.A. membership card. Mail to:

**ELLSWORTH CROWELL  
424 OXFORD WAY  
BELMONT, CA 94002-2752-21**

According to my records, the following members haven't paid their 2004 dues:

**Richard Agtual, John Coker, Garrett Davis, David Heckman, Steve Kaczmarek, John McCoy, Kevin Phillips, Warren Robinson, and Wayne Weathers.**

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

Please attach your 2004 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 2004 club roster in the April Newsletter.

*Ellsworth*

## Editor's Column

*Paul Lum*

After months of waiting, **Harry** finally flew his 'Nothin Extra'. First flight was very exciting. As the plane approached the north slope, the engine throttled up and down and the plane pitched up. **Harry** turned the plane back toward us and as he past the high lift area of the slope, it did the same thing. **Harry** immediately landed the plane. He had placed the receiver batter right next to the ignition battery. We suspected that this might cause some interference. Most gasoline engine manufacturers recommend that anything from the engine's ignition system be separated by 12 " from anything from the receiver's system, including servos, switches and batteries. Some manufacturers show the receiver system right next to the ignition system. Who do you believe? The next time **Harry** flew the airplane he separated the batteries. The problem went away. Harry flew the airplane like an easy sport flyer, doing rolls. Looks like a good set up. Now to get the cost of gasoline down. (Pictures below).

Yes, it's almost spring and that the windy season. But still we had some pretty nice days. Guess we have to be thankful for what we get.

*Paul*

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

## Upcoming Events

*March*

- 17 Club Meeting, 7:30PM, Millbrae Library
- 27 Float Plane Fly @ Lake Hennessey\*

## Sale! Sale! Sale! Sale!

*Kirk Phaling*

### **INVENTORY REDUCTION**

TIME MARCHES ON !!! Consequently, I have come to realize that I will never have time to build all the kits that I've accumulated over the years. So, the kits listed below are for sale. Any reasonable offer will do. Call at **345-0685**.

- Ace 4-40 bi-plane (N.I.B.)**
- Sig Kougat (two-one part built - one N.I.B.)**
- Coverite Gee Bee Sportster (part built)**
- Balsa USA Phaeton Bipe (part built)**
- Sig Super Chipmunk (N.I.B.)**
- Sig Skybolt (N.I.B.)**
- Midwest Pitts (N.I.B.)**
- CraftAir Checkmate (part built)**
- Great Planes Ultra Sport (N.I.B.)**
- World Robinhood 80 (N.I.B.)**
- Dynaflite PT-19 (N.I.B.)**
- Airtronics Oly II (N.I.B.)**
- M Models Wanderer 99 (N.I.B.)**

## Jake's Biplane Adventure

*Jake Chichilitti*

We all love to fly our model planes, right? Well thanks to my lovely wife **Maryanne** we had a adventure I thought I would share with you.

It was Christmas Day and I didn't have a clue as to what **Maryanne** was going to give me for Christmas. As it turned out, much to my surprise, it turned out to be a ride in a full scale Waco YMF biplane. I've seen this aircraft flying round and round the Peninsula for several months now and

commented to my wife how much it looked like the Waco I had built several years ago, even down to the paint scheme.

I would much rather fly an R/C model then get into a commercial jet, much less a single engine private aircraft. But this was too good an opportunity to miss. I just love the looks and sound of that big Waco.

I logged onto [www.flysf.com](http://www.flysf.com) to get some details of the flight. I found out the owners are **Loree & Harry Hirschman**. They both are former Navy pilots and have plenty of flying experience. There is a gallery of photos posted on their web site that are really beautiful. If I had any doubts they were gone and I was ready to go. **Maryanne** went along for the ride since the plane hold two passengers and the price is the same for one or two.

We set up the ride for Saturday afternoon Feb. 7 with a take off time of 4:00 PM. We met **Harry** at the north end of the runway at San Carlos airport. The sun was getting low and the airplane looked even better up close than in the photos. After a quick orientation and signing of the waivers, we were off. The plane came to life as that big radial engine started to turn and then start to fire on all the cylinders. The big wooden prop caught the sun and seemed to shimmer and dance as the engine rpm's picked up. Does it sound like we've having fun yet? You bet, and we haven't even taxied for take off yet.

Harry had to taxi just like a WWII fighter like the P-51. He had to weave from side to side to see over that big cowling. We got lined up on the runway and started the take off roll. Almost instantly the tail came up and we could see to the front, we rolled along for a few more seconds and off we went.

We flew at about 90 knots and at about 1500 feet. Our route took us straight up the peninsula past SFO and over the Bay Bridge, San Francisco and the Golden Gate Bridge.

I can't fully describe the feeling and the sights that day, but it was spectacular. The Waco flies like a Cadillac, very smooth, very solid feeling. We left San Francisco and headed up the coast, by this time the sun was pretty low and the look of the city and coast was very warm.

All too soon we were in Half Moon Bay and heading over the hill back to San Carlos airport. I was especially looking forward to finding out how the plane handled on landing. Harry made the landing look easy, I wish we could have done some touch and goes.

We got out of the plane and gabbed for awhile when it occurred to me we might have a guest speaker for one of our club meetings. **Harry** said it sounded like a good idea and would like to make an appearance. So, without making any promises, I'll invite **Harry** and **Loree** to speak to us at the next meeting on Wednesday March 17.

## Pictures

You can view these in color at [www.flypcc.org](http://www.flypcc.org)



*Dennis going over a list minute checklist. Everything looks ok.*



*This is it, Harry. I could hear his heart pounding.*



*Up into the air... but interference.*



*Harry got it down without a scratch after only one circuit around the field.*



*Harry was just so glad to fly the airplane and to bring it down in one piece.*



*Joe R., Eddie, Mickie, Bob Johnson and Bob Mariani enjoying the sunshine. Look how beautiful the weather was.*



*Rich with his eBay bargain. The person who built this airplane only tack glued the aileron servo tray. So, as Rich was flying the airplane on its maiden flight, he started to lose aileron control. It ended up crashing on the opposite side of the ravine. There is always danger of poor workmanship when buying an airplane you didn't build.*



*And here's Bob with his finished winter project. Bob tried some ARF's but was very disappointed in the quality of the workmanship so he reverted back to building his own airplanes. When he flew this airplane, it sounded like he had sirens on it. Bob has been using his 140 or 160 OS two strokes...which are expensive. He suddenly had problems with trying to get the engine to run right. He switched away from Red Max fuel and the problems went away. Years ago, several of us were having the same problem with Red Max fuel. Guess they never solved the problem. Ellsworth, where are you?*



*Paul Rushing enjoying the sun. Joe, Hans and Harry having a chat.*



*Landing was a piece of cake. Look how beautiful the weather looked.*



*Bob and Kirk relaxing with Ray in the background trying to get another new member.*



*There's Jake, sitting in the Waco. Read his article above.*



*The second flight (on different day) went off without a glitch.*



*In the cockpit with Jake and his wife, Maryanne.*



*Jake holding a model standing next to the Waco.*



*Ed Bussing is doing really well. He got his solo certificate. We'll get him up to B level as soon as we find the schedule.*



*Monday was a beautiful day. Sunshine, light winds. It got kind of crowded.*



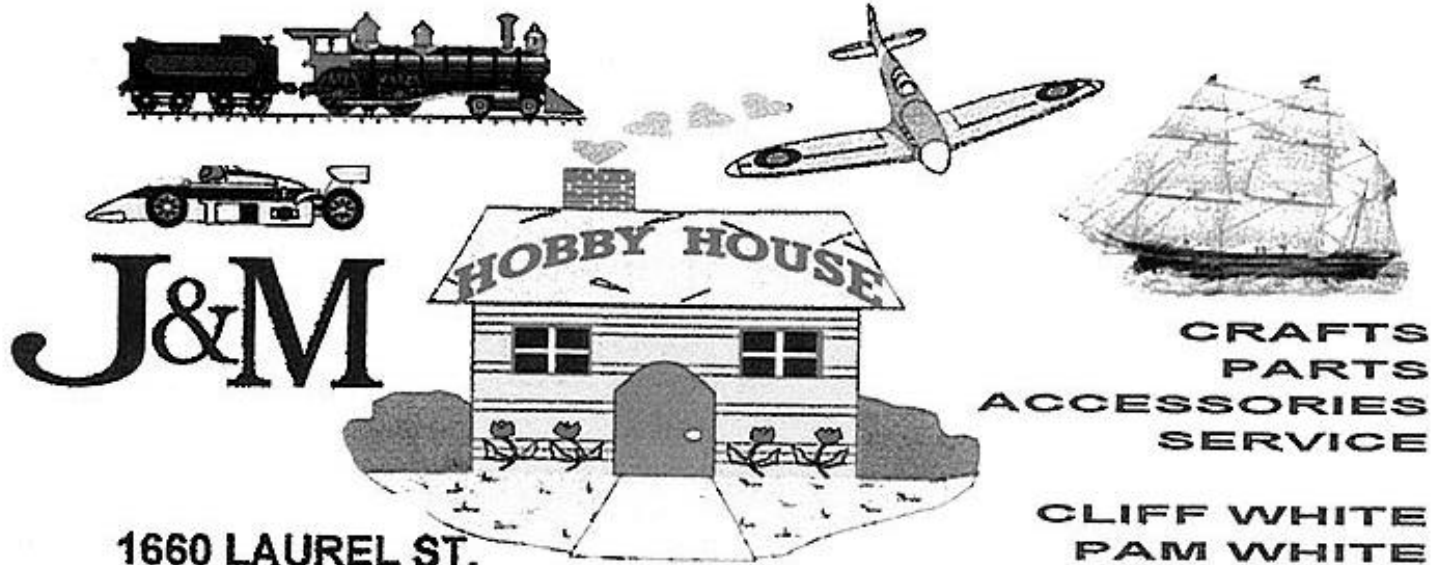
*Here are the week-day warriors. Seems like a larger crowd during the week days.*



*And here is one of the most regulars, Mickie, getting ready for a flight.*



*Harry offering his comments to Dennis F. while Dennis gets his stuff together.*



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**Next Meeting: Wednesday, March 17, 2004**