

PCC Newsletter



April 2004

Next Meeting:

April 21, 2004

AMA Chartered Club # 139

Visit: www.flypcc.org

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President's Column

Ray Squires

Spring Cleanup

Due to heavy rain and howling winds a month ago, the cleanup was not mentioned in the March newsletter. But, after a month of sun drying out the carpet we were going to cover, we decided at the March meeting that we would schedule it on the first Sunday in April, as it has been in the past.

When I got to the field at 8:30 a.m. the morning of the cleanup, with a gallon of coffee and two dozen donuts in hand, there were only 2 people there, **Scott** and **Grant**, and they were both flying. It didn't look like we were going to get much done. However, at about 9:00 a.m., the troops started to arrive. By 9:30 a.m. we were dragging the carpet from our storage shed with Harry Smith's truck and the work had begun. In the course of about 3 ½ hours, we had carpeted the hot pits and enlarged it by moving the fence that separated it from the cold pits. The new design was made to give everyone in the hot pits a little more room, especially the big plane guys (**Grant**, **Sawai**, and **Ken Adlawan**). We also had enough carpet left over to cover the pilot station and the spectator areas.

If you haven't seen it yet, you really should go and check it out to appreciate all the hard work that our members put in on that Sunday morning. After the work was completed the flying and eating began. **Grant**, once again, fixed one of his special lunches for the hungry crew. We were treated to hot links, hamburgers, potato salad, drinks, and even Rice Krispy Treats. What a spread! Then, **Grant** and **Ken** put on a lunchtime show with their giant scale machines. It was a great day!

A big thank you to **Dennis Lowry** and his Company for donating the carpet.

I would also like to thank all of the members who gave up their Sunday morning to come to the field to lend a hand to the renovation of the hot pits. A special thank you to **Grant** who manned the barbeque.

Final note on the Spring Cleanup...**Ed Bussing** couldn't make the cleanup on Sunday, due to family commitments, so on Monday morning he stopped by my house to see if there was anything that he could finish up before he started his day of flying. One thing that we didn't have was a posthole digger to put in the "stay away from cliff" sign. He came back later that day and announced that mission was accomplished.

Dream Machine Show

The Dream Machine Show will be held on April 25, 2004 at Half Moon Bay Airport. I have contacted the show organizer and we will have the same spot that we have had in years past. This is a good opportunity for PCC to get some good PR. I will have more info at the April meeting. Last year, we gave away our used magazines, and the public seemed to enjoy them. I would like to do the same again this year so if you are not going to be able to attend the Dream Machine Show, please bring them to the April meeting and give them to one of the club officers to take to the show. Also, for those who plan on attending, please bring a plane or two to show, even projects under construction so that they can see how they are built. Parking and entrance passes will be in limited supply, so let me know if you plan to attend.

Note

Please note, my e-mail address has changed. I can now be contacted at rlsquires@comcast.net.

This is appropriate to our field:

*"In response to how he checked the weather, I just whip up my blue card with a hole in it and read what it says. When the color of card matches the color of sky, fly."
Gordon Baxter*

Keep 'em charged and keep 'em flying!

Ray

Minutes - March 17, 2004

Kirk Phaling

The PCC meeting which happened to take place on St. Patrick's Day was called to order by that All American Irishman **Ray O'Squires** at 7:40 P.M. No guests were present. The minutes of the February 2004 were approved as published in the Newsletter.

COMMITTEE REPORTS:

TREASURER: This report was given by **Ellsworth Crowell**.

SAFETY: **Wally Cain** reported that he hadn't been to the field much but had not heard of any problems. **Ken Adlawan** noted that all members are, in essence, Safety Officers. In line with that, he reported that recently he observed a member incorrectly making a range check on his plane after a crash. He suggested that the member test his plane in the proper manner.

Have the model restrained or held in place by a person (or persons in the case of a large model). It should also be pointed in a direction away from yourself or other people in the event that it should get away from the restraint. The receiver is to be on and the engine running. Take the transmitter to a point at least 180 ft. away and make sure there is no intervening metal fence or other large metallic object to interfere with the signal from the Tx. Turn the Tx on and collapse the antenna except for one six inch section. With the engine running at the max, all Rx functions should operate with no glitches and no hesitations. Also check at idle and intermediate throttle. Vibration can vary wildly at different RPM and it is vibration that can cause Rx malfunction in addition to misplacement of wiring and other things.

If any glitch occurs the plane must not be flown until the trouble is corrected as shown by another range check.

FIELD: Marco Pinto reported that the field is in decent shape. He also noted that **Jim Perry** donated a push power mower as a back-up for main mower. Thanks from PCC, **Jim**.

FLITE PROFICIENCY: None.

Time out was taken at this time to allow for Raffle ticket buying.

OLD BUSINESS: Normally the presentation of the MEMBER-OF-THE-YEAR award is presented at the Annual Banquet by the outgoing President. However, because the deserving member was off on a cruise, that honor was delayed until the March meeting.

Harry Smith presented the award to **Charlie Wajdak** along with a LIFETIME SERVICE award for his dedicated service over the years to PCC. Congratulations, **Charlie**, you deserve them.

NEW BUSINESS: Pres. **Ray Squires** announced a work party for Sunday April 4 and asked for volunteers to be on hand. The main purpose to be placing new carpet in the hot pit and surrounding area.

This is being written after that date. An excellent turn-out of workers had a lot of work completed in short order. This was followed by a barbecue for all. The recarpeted areas look great and the realignment of the fence between the hot pit and the assembly area allows for the more needed space in the hot pit. As usual, **Grant Sawai** was the chef.

SHOW & TELL: **Oliver Salles** had a T-34 ARF which he had gotten from **Jake Chichilitti**.

Lloyd Murphy had an RC balloon using small electric motors for control. He borrowed it from a friend to demonstrate. Flew great indoors. Lloyd is building his own.

Grant Sawai has a new 28% Edge 540T from Wild Hare with a 3W 50 gas engine for power. Looked great. He had it at the work party and flew it later. **Grant** flies it as good as it looks.

Ken Martinez had a couple of his homemade foam floats on a twin Wingo. Says it flies great from the water. He also added floats to a little Stik he got from Jake.

Last month **Jake** wrote a story in the Newsletter about his Biplane adventure in a full scale Waco YMF identical to a model he built several years ago. The full size plane is owned by **Loree & Harry Hirschman** who operate Golden Gate Biplane Adventures at the San Carlos Airport. You can visit them at www.flysf.com. **Jake** had **Harry** come to the meeting. He gave us a very interesting talk on his background and on GGBA.

The meeting adjourned at 9:15 P.M. and was followed by the Raffle. Winners were: **Ed Bussing**, **Ellsworth Crowell** (twice), **Mike Nadler**, **Eric Einarsson** (thrice but the 3rd was turned down), **Ken Martinez**, **Jake Chichilitti**, **Jim Perry**, **Harry Smith**, **John Bassetto**, **Lloyd Murphy**, and **Andrew**.

MORE NOTES ON LI-POLY BATTERIES:

The May issue of Model Aviation has an excellent article on everything you should know to properly and safely use lithium polymer batteries. Cut it out and save it.

The April issue of Flying Models magazine has an interesting note in the Electric Flight section by **Don Belfort**. The on-off switch on an electric speed control only controls the power to the receiver. The battery must be disconnected to totally turn off the power. If not, a nicad or nimh battery will be totally discharged and probably made useless, but a li-poly will not only be totally run down but could burst. So, be aware.

Kirk

Upcoming Events

April

21 Club Meeting, 7:30PM, Millbrae Library

PUSH
REEL MOWER
aka: Twisted
Blades

WANTED

DEAD OR ALIVE
Broken, Rusty, Working or Not

Make room in your garage. PCC
needs it to mow around runway, pit
area and as manual back up
Call MARCO at (650) 952-6379.

Pictures

You can view these in color at www.flypcc.org



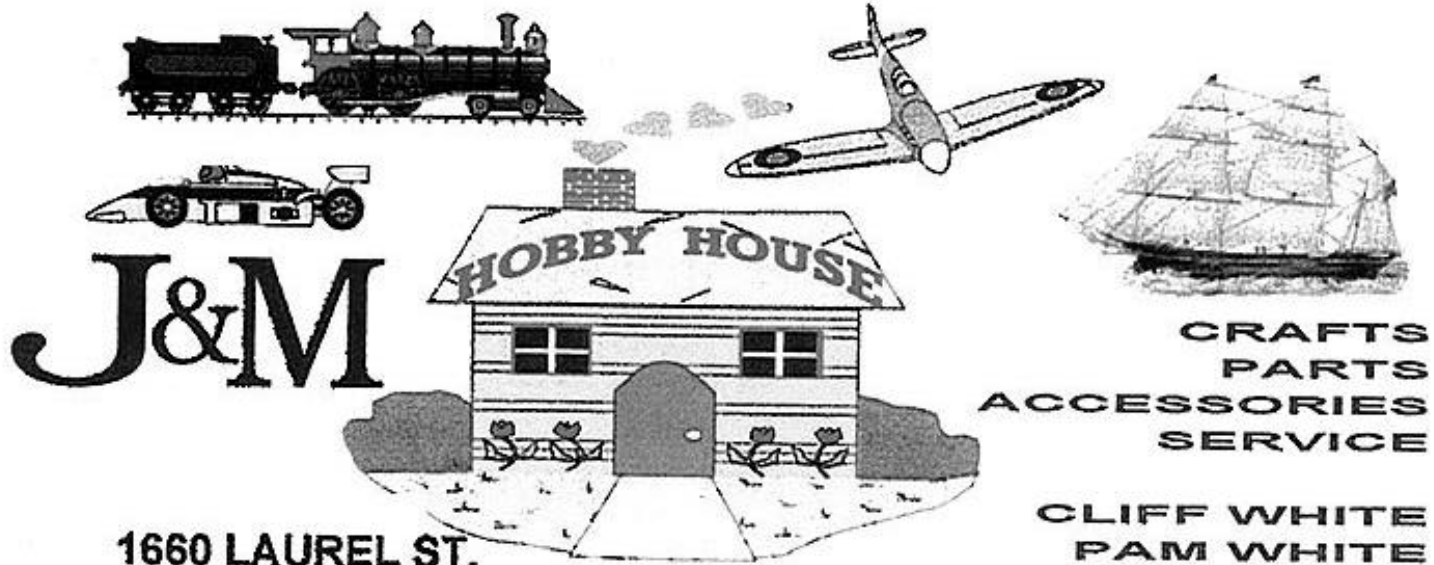
Ed Bussing holding his new airplane. Flies great.



Poor rich. This plane flies nicely when the power is on but the engine quit and it fell out of the sky like a rock.



Grant's Wildhare Edge smoking up the sky.



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**PCC
2717 Comstock Circle
Belmont, CA 94002**

Next Meeting: Wednesday, April 21, 2004