

PCC Newsletter



January 2007

Next Meeting: January 17, 2007

AMA Chartered Club # 139

Visit: www.flypcc.org

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PCC Annual Banquet

*At Harry's Hofbrau – Redwood City
Saturday, January 20, 2007 7:00 p.m.*

(There's always a bunch of guy who show up stag so don't be afraid to come by yourself!! It's a lot of fun!!!)

President's Column

Marco Pinto

Happy New Year to all. I hope you had a great time during the holidays and that Santa filled with the goodies you wanted your workbench.

The current board members were voted for another year by the members in attendance last month. I thank you all for the trust you have placed on us to serve and represent PCC for another year. With your support I look forward to a fantastic year.

I am happy to have noticed that attendance to our monthly meetings has steadily been increasing. As usual, various small groups of members form throughout the meeting room. They either are showing their new and latest projects, their latest purchase or the gadget they have brought for our show-and-tell. They also share their latest stories about their RC flying and what is going on in our field, local clubs and hobby in general. No matter what shape, size or color the tales are, if they have wings then they capture the full attention of those listening. Mark your calendars and make an effort to attend our meetings, you will have a fantastic time and enjoy the

fellowship of all those that come; our next meeting is on Wednesday 17th.

I want to remind everyone that the PCC Annual Banquet will take place at HARRY HAUFBRAU (650) 366-3733 in Redwood City on Saturday January 20th at 6:00 for no-host bar and at approximately 6:30 for dinner. Tickets are \$25.00 per person. You can buy your tickets at our monthly meeting or call our treasurer Ellsworth to buy the tickets directly from him; if Murphy's Law gets in your way and you run out of time to buy your tickets, you will also be able to get them at the night of the event, so there are no excuses to miss it. Remember that with the purchase of each ticket you will get a free chance to participate in our raffle. There are many electric and glow ARF kits in various sizes, electric motors, tools, and many more to list here. There are over 50 prizes. The diversity of the bounty will also make the ladies as happy as the boys. After dinner, we will bestow awards to recognize those members that have willingly volunteered above and beyond to serve your club. To conclude we will have the raffle. All attendees will have double the chances of winning the grand prize.

Don't let somebody tell you how much fun you could have had, come and join us all and take some goodies home. Great food, camaraderie, loads of prizes and a plethora of fun are part of the event. It will be fun, don't miss it.

Winter, besides water, also brings good flying days in between rains. Our field gets rewarded with calm days with little to no-wind and clear blue skies. Start your flying early this year, keep your batteries charged and come over to your field, bring an airplane and fly. Check the PCC web page, call the field phone or just go over to the flying field. Lots of members are currently doing it and enjoying it. Take advantage of the mild winters we get over in the Bay Area.

I look forward to see you at the meeting, at Harry Haufbrau and at the field.

“Coming out...”

Marco

Minutes - December 20, 2007

Kirk Phaling

Pres. **Marco Pinto** called the Dec. and final PCC meeting of 2006 to order at 7:45 P.M. There were two guests present. Both are primarily interested in electric powered planes. The minutes of the November meeting were approved as published in the newsletter. **Dennis Lowry** displayed the Raffle prizes. One was an E-Flite Mini-Funtana electric ARF. Another was a Dumas rubber powered Bulldog.

Jake Chichilitti has volunteered to be the RaffleMaster for the year 2007 and **Dennis Lowry** volunteered to take over as CoffeeMaster to replace **Jake**.

Jake and **Dennis** each did a fine job in 2006. Thanks to both of you.

COMMITTEE REPORTS:

TREASURER: **Ellsworth Crowell** provided this vital information.

SAFETY: **Wally Cain** had nothing to report nor did anyone else have anything to bring up.

FIELD: **Marco** had nothing new to report. The runway improvement will have to wait until our landlord will be able to do the grading for the to be added astroturf.

MEMBERSHIP: **Robin Newman** was voted in as a Full member. Congrats to you. **Ellsworth** also reported that two more applicants are in the pipeline.

FLITE PROFICIENCY: **Ed Bussing** was warded his A and B level badges. Congratulations, **Ed**.

OLD BUSINESS: The November meeting was the start for nominations for 2007 PCC officers. The 2006 slate of officers was nominated for 2007. No other nominations were made. The December meeting was open for any additional nominations but none were made. In the following vote the 2006 officers were voted in again for 2007.

NEW BUSINESS: Pres. **Marco** discussed a recent unusual event at the field. A member went to the field to fly but forgot his 2006 membership card and his 2006 year bar. No other member was at the field so the gate was locked and the member did not remember the lock combination. He then climbed the fence and took his plane and equipment to the field to fly.

A new member showed up and found the gate locked but somebody flying. Being a new member, he did not recognize the person flying and so he requested that person to produce

his PCC card and year bar. The person was unable to do so. The challenge was the proper thing to do---it is one of our standard procedures to insure that unauthorized people are not using our field and thereby undermining our lease and AMA membership.

NO BADGE, NO FLY. That is a PCC rule and ALL members must respect that. The Sec. does not know whether or not the person left or not but, again, No Badge, No Fly.

D.O.M., S.A.D., HITS & MISSES: None, none, and none.

SHOW & TELL: **Ed Bussing** had really great looking Great Planes Triplane ARF. He is powering it with a Zenoah G-25 gas engine, has Hitec radio gear and weighs about 8 1/2 pounds. Not flown as of meeting night.

Kirk Phaling showed a new Cox Christen Eagle electric ARF. The plane comes with a 110 watt brushless motor, 18 amp ESC with BEC, an 1800 ma/hr 3 cell li-po battery, and 2 props.

The plane is made of molded foam and the Eagle decals are already in place. The rx is a single conversion, 6 channel unit and 4 Blue Bird 9 gram servos with 21 in-oz of torque each. The plane has 4 ailerons normally operated by 1 servo but **Kirk** modified the lower wing to mount 2 servos for ailerons. The plane had not been flown as of meeting night.

Next was a first in the long time since the sec. has been a member of PCC. It was a radio controlled boat. I'm sorry but I did not get the owners name. I apologize--it was a great looking boat.

One of the applicants had an electric helicopter. This night was not a good one for the sec. He did not get the showers name and could not hear some of the heli specs.

And another applicant showed a TopFlite DC3. Has a .46 engine and not flown. A great looking plane. Again, the sec. failed. And again, apologies.

Frank Phelps had a scratch built plane which he had bought unfinished. He had to redo a lot of things and was not yet finished.

Dave Santana had some good looking foam cores for use in RC combat planes. Looked good.

Jake Chichilitti brought his almost finished WWII Waco troop glider. Has a 90 in. wing and weighs about 4 lbs. When time to be flown it will be towed up by a tug plane. Lookin' good.

Ken Martinez had a small plane to be flown with an Irvine .25 motor. It was built out of parts from about 6 different planes. Will be tissue and doped. Looked good.

Eric Einarrson showed his own designed, scratch built dual beam balance. He uses it to weigh plane parts. It uses measured volumes of water as known weights. His objective was to have a resolution of at least 1/2 oz. per 20 lbs. It is better than that.

The meeting adjourned at 8:46 P.M. and was followed by the Raffle. The winner of the Mini-Funtana was **Marco Pinto** and **Ken Adlawan** won the Dumas Bulldog. (it is rumored that he

intends to modify it for RC and power it with a Zenoah 62).

Kirk

Treasurer's Column

Ellsworth Crowell

It is now past the December 31st deadline for renewing your P.C.C. dues for 2007. The renewal fee is now \$75.00 if you renew in January, and \$85.00 if you wait until February. If renewal is not made by the March 21st meeting, you will be dropped from the P.C.C. roster. Don't forget to include a copy of your 2007 A.M.A. membership card and mail it to:

Ellsworth Crowell
424 Oxford Way
Belmont, CA 94002-2752

Please attach your 2007 year bar to your field badge. The field badge with your year bar attached is to be worn at the field at ALL TIMES!! Not only does it verify that you are a paid up member for 2007, it also helps other members to get to know your name.

Reminder: Please mark your transmitter with your name, telephone number and frequency number flag. Be sure your airplane has your name and address on it somewhere.

This is an A.M.A. requirement!

If you need some name stickers for your plane, see the Treasurer.

Let's all come to the P.C.C. banquet on Saturday, January 20, 07, at Harry's Hofbrau in Redwood City. The Hofbrau is on 1909 El Camino Real near the intersection with Woodside Road. Price is \$25 per person. Send the money to **Ellsworth**. As I said last month, "Be there, Don't be square."

Also, don't forget to lock the field lock. "Lock To Lock" at the gate.

Ellsworth

The combination to the padlocks will be changed so carry your PCC membership card.

PCC's Website needs help!!

Greg Heuman, our webmaster, would like to know if there are any members with the requisite skills who would LIKE to take over the web site responsibility - it could certainly do with some modernization and youthful enthusiasm. They can contact **Greg** via email.

He doesn't mind someone taking COMPLETE responsibility for the site IF, and ONLY IF, they know what they're doing. All it really takes to qualify someone is to ask to see 3 different web sites that they've built. If they don't have 3, they haven't

learned enough. If they do, and they look OK, then it's probably safe. Requirements are:

- 1) Must know how to author HTML
- 2) Must know how to use FTP
- 3) Must know domain registration
- 4) Must have a credit card and be willing to have domain renewal and account fees billed to it. (The club will reimburse.)
- 5) Must be willing to keep the site updated in a timely manner.

Editor's note: Over the years Greg has been doing a fantastic job and for this, PCC is grateful. Thanks Greg!

Some Electric Flight Parameters

Kirk Phaling

In the 40s following WWII the writer had much experience with tethered race cars powered by ignition/alcohol-castor engines. After that was control-line flying using glow engines in the 60s and 70s. Then came RC planes again using glow engines. After all of this the writer felt that he had a reasonable amount of experience with wet power.

Then in 2006 he decided to try electric powered planes but had no experience with them. To try to establish some parameters for some success in using electric power it was decided to research this new power source to try to establish some parameters for success.

After quite a bit of looking into the matter on the internet several articles stood out. One was co-authored by Ferapont Plem and Nimly Frip. Another was by Seymore Throup. Also discovered was an obscure tome of information by Reginald Froom.

Many of the articles were loaded with almost indecipherable formulas and graphs. However, after much thought several truths became clear. They are as follows:

The battery placement is critical with respect to the Center of Gravity for two reasons:

A. The battery should be placed on the C.G. as near as is possible. If it is ahead of the C.G. as the supply of electrons is used the battery will slowly lose weight causing the battery to weigh less and the plane will become tail heavy making it harder and harder to control. A similar thing applies if the battery is behind the C.G.

Most batteries are longer than they are wide. Therefore, try to put it with the long dimension across the fuselage. This will minimize any shift in C.G.

B. The center of the battery should be on line with the motor shaft. If the battery is above then when power is required, additional electron flow will result because the added head will increase the flow and the motor will speed up this will require continual adjustment of throttle stick position to maintain uniform speed. When the battery is below the motor shaft, more than necessary throttle stick movement is required

because the electron flow is going uphill and is heavier. This will deplete the battery sooner. These conditions apply when the plane is flying upright. When inverted things are opposite. For instance, when doing a loop, as the plane transitions from an upright position to an inverted one when passing over the top, you can readily see the need for continual stick movement to maintain a smooth flight path. It gets more complex as the flight path becomes complex

Power Wires:

The two heavy wires connecting the battery to the ESC and the three heavy wires from the ESC to the motor must not be kinked. Kinking these wires will obstruct the free flow of electrons causing loss of power and overheating. This problem gets greater as the current rating of the battery goes up. This is easily proven by the fact that a battery with no current capacity will have no loss.

It is hoped that following these simple rules will provide the neophyte electric flyer with many successful flights.

Kirk

Editor's Column

Paul Lum

We had some really nasty winds, huh? Thought I was imagining it until I got to the field and found that the wind had actually bent the metal stakes to the little fence separating the hot and cold pits. See, I told you the wind would bend the fence. Well, maybe the posts rusted some too.

Had a really nice time in Hawaii. It was sunny with highs of 80 degrees. Light Christmas crowds and hardly anybody sick. Got to see some of my old flying buddies there. Seems like in r/c, you can make friends almost anywhere. Got some DVD's about flying, surfing and musical groups from Jim Miura. He's a very good videographer... 'pro' in fact. If you want to borrow them, come see me. Very nice videography.

We're closing in on the tail end of the good flying season so get your wind and fog airplanes ready. Flying in the fog can be exciting fun, but we'll probably have a few more beautiful days before then. Practice your fog flying now.

Remember, if you don't have your name and address on your airplane, there is no liability protection. So do the smart thing and put your name and address on your plane. It's such an easy step that can save you much grief if you should get into an accident. **IT'S THE RULE!**

Also, somebody forgot their transmitter at the flying field. Hope it's still around. No name or phone number on it. A few months ago I forgot my transmitter at the field. Harry and Charlie picked it up, read my name and phone number and they contacted me when I got home. So remember to put your name and phone number on your transmitter.

Today, 1/6, saw Ray Q. with his giant Yak with a DA-100. Beautiful ARF. You've just got to see it. I'm anxious to see it fly. Amazingly quiet muffler system. Flawless workmanship.

Also, Bill Kuhse brought out his brand new Canon XTI and I took some pictures with it. Beautiful camera. Powerful lens and quick focusing. Hope to be posting lots of pictures from Bill.

Got a Realflight G3.5 for Xmas. Fantastic program but the planes installed don't fly well. I have downloaded and modified several model..mostly Extra's, that fly well. Email me and I'll send you the files of the airplanes with instructions on how to install them. Easy to do. Makes a big difference.

Paul

Newsletter Submission Deadline: Third Tuesday Before The Next Meeting!

Upcoming Events

January

- 17 Club Meeting, 7:30PM, Millbrae Library**
- 20 Annual Banquet at Harry's Hofbrau**
- 27 Float Plane Fly @ Lake Hennessey***

February

- 21 Club Meeting, 7:30PM, Millbrae Library**
- 24 Float Plane Fly @ Lake Hennessey***

March

- 21 Club Meeting, 7:30PM, Millbrae Library**
- 31 Float Plane Fly @ Lake Hennessey***

*** = Contact Jake Chichilitti for details.**

Pictures

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



A storm went by and the wind bent the wind break fence between the hot and cold pit areas.



Bill with an ARF (can you believe it?) sail boat. Sorry Bill, can't fly boats at PCC.



Here's Dennis' bipe. Lots of power and a nice flyer.



Ray's wife, Lianne, was allowed to fly 'her' cub on a trainer setup. Isn't that a sweet scene?



Dave getting his airplane setup. He hasn't been doing as much flying as he would like to have been.



Jake giving Dennis a hand in getting his Bipe started.



Jake's Plane on its take off roll.



Bill Kuhse's electric Telemaster with a streamer on its vertical stab.



Milton carrying out his old biplane that is more than 15 years old. It's got a Zenoah G23. Great flyer.



Grant with one of those low cost electric helicopter that Dan Young flew at the last meeting... in the meeting room.



Another shot of Milton's biplane. The G23 is very economical to run.



Here it's hovering in Grant's living room. Amazing how well they fly and how inexpensive they are.



Ell's plane after a dead stick landing in a bad location.



Doesn't this look like Phill is looking at a real helicopter flying close by? This might also have a Zenoah G23 in it.



Guys exchanging thoughts.



Paul Rushing with his new micro Zagi. He flew it and he is really happy it.



Guys nosing around Ray's new 33% Yak. Everyone was impressed with the quality of workmanship.



Ray standing next to his giant Yak. Hasn't flown at press time but it looks like it'll be a really good flyer. Looks light.



Jake, Martin Vargas and John, with Eric in the back ground practicing combat flying. Practice, practice, practice.

Don't forget our annual

P.C.C. Club Banquet

at Harry's Hofbrau, Redwood City

On January 20, 2007

7:00 p.m.

Fun, Food, Friends and lots of door prizes.



PCC
2717 Comstock Circle
Belmont, CA 94002

Next Meeting: Wednesday, January 17, 2007