

# PCC Newsletter



September 2011

Next Meeting:

September 21st, 2011

AMA Chartered Club # 139

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## WHAT'S HAPPENING @ PCC



### ***RUNWAY IS ALMOST DONE!***

Oct 6, Indoor @ Oceana HS, Pacifica. CD Matt.

### **CLEAR DA PROP!**

***Dennis Lowry***

Wednesday, September 7, 2011

WOW! The work on the runway is so close to being finished at the time of this writing that by the time Brian goes to print, it may actually be complete. I am updating this article because of the late breaking news from Mike Klass. Many have gotten it through e-mail already.

Mike, Eddie and Ken have really worked above and beyond the call of duty to make this happen and a debt of gratitude is in order. Thank you all.

Tuesday, September 6, 2011

This is where we were yesterday:

The wet weather has been the primary sticking point preventing a speedy completion. There are several places that are holding the water and have not been easy to compact. So, between Eddie's availability and the fog rolling in, Ken and Mike have been down there running the compactor up and down the runway watching the soil and trying to get it to compact, but those two spots have not yet laid down. I go down on Sundays for a look-see, but Ken and Mike are the champions of the day. Their efforts are to be applauded.

Be aware that compaction is an essential step toward the completion of the project. Without a compact base we would be back at square one.

After last month's meeting and continued discussions, the board has decided to pursue a gravel surface made from crushed concrete. This is much the same as our drive is made with, and it is in keeping with the proposal submitted to our landlord. In addition to that, we are hoping to spray a biodegradable agent to finalize compaction and prevent organic growth. This last step could take a while to get into place, but should not hold up normal use of the runway for flying.

Those of you who write me, first asking if the project is complete, and second if not, proposing that you will be available for a work party to complete it; keep an eye on your email. We will alert everyone when it's done. And there will be restorative work to be had. Yes, I say, the day is soon upon us. It may not be this week, but soon. The bottom line is that now that we are into this we ARE going to make sure it is right before we stop. The last thing we will settle for is two big divots to avoid when landing a beautiful thirty-five dollar model aircraft.

So for other news:

PCC will participate in the United Airlines Family Day. The event date is Sunday October 9<sup>th</sup>. The gates open at 11:00AM and close at 5:00PM but we go in early, like 9:00 or so. Last year we took down five tables with several simulators and an incredible presentation of Mike Klass's favorite U-Tube indoor flying shows. Brian Chan had a Vapor that drew lots of folks. The event is fun to participate in, as you meet some of the most intelligent people in the industry. Also, the turbine shop is a kick in the pants, and if you try hard, you can talk with Blue Angel pilots. I highly recommend participation, but seating is limited in that they only allow eight passes to us. Let me know if you'd like to be included. Bring a vapor and fly indoors for free.

Brian Chan, our editor in chief, is looking to you for good news. Heck, he'll even print your biography if you sent it to him. Be careful though, this stuff goes on the internet which has no death – yet. If you have a good article, he's hungry to print it. Brian's a very good man. If you can help; send him something around the first of the month.

And once again, THANKS BRIAN.

MANY THANKS KEN,

MANY THANKS MIKE KLASS,

MANY THANKS MIKE SOLAGUI,

MANY THANKS EDDIE ANDREINI,

MANY THANKS TO OUR ANNONYMOUS DONORS.

Dennis

*Dennis*

## **AUGUST MEETING MINUTES**

*Mike Solaegui*

Minutes August 17, 2011

Guests, Bill Dean

Minutes from July approved.

Raffle prize, Big stick 60 donated by Ellsworth.

A suggestion to maintain a balanced budget will be discussed on Wednesday August 24.

A board of directors meeting will study the options for finishing the field.

Current membership is 110.

John Bassetto is selling Kurt Phaling's RC estate on EBay and donating the proceeds to the club.

September 1st is an indoor night in Pacifica.

Matt has won his second IMAC contest out of two attempts.

United Airlines SFO event is on October 9, a Sunday from 11-5, contact Kenny an/or Dennis to participate.

### **SAD stories,**

Kenny Martinez lost his Stick in the goop at SACRAT'S, electrical failure.

Mike S. lost a Funtana 125 due to receiver failure.

### **Show and tell,**

Mike Peck brought and almost ready to fly Lots A Watts.

Matt, an expansion tube to increase power for 2 cycle motors.

Kenny M. a home built foam wing for the SeaMaster.

## **UPCOMING EVENTS**

### **September**

1 PCC indoor at Oceana HS, Pacifica

10 Electric Fly-in and BBQ, SCCMAS, Morgan Hill

16-18 IMAC-Fresno Radio Modelers, Frresno.

21 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae.

24-25 Waldo-Pepper's Flying Circus, SACRC, Union City.

### **October**

6 PCC Indoor@Oceana HS, Pacifica.

7-9 Jet Fly-in @ Woodland-Davis RC, Woodland.

9 United SFO Fleet Week event

15 Volts Electric Fly-in, Salinas Area Modelers, Chualar.

19 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae

22 Warbirds over Livermore @ Livermore Flying Electrons, Livermore.

### **November**

5 SCCMAS R/C Swap Meet, Morgan Hill, Ca

16 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae

*More events schedule information can be obtain from Northern California R/C Society NCRCS at <http://www.NCRCS.com>*

## WHO AM I?

*Greg Romine*



I'm going to give you a short bio, or risk the calumny you will probably heap upon me later!

I started flying RC in the late eighties when I was living in Switzerland. I'm a physicist, and that career path gets you around. I was working on a NATO tactical guided missile project with Oerlikon Buhrle (Swiss arms merchant) when I first moved there. I later ended up designing and building research equipment at the ETH (Eidgenossische Technische Hochschule) for a pulsed radiolysis group and Richard Ernst. I was with Ernst's group when he got the Nobel Prize for Chemistry in 1991. I had responsibility for a linear accelerator used for pulsed radiolysis that was originally designed to investigate the electromagnetic pulse following a thermonuclear detonation built by the US in the late 50s, and later bought by the Swiss for research purposes. I had to redesign major portions of the accelerator using solid state, converting it from tube technology. With all that technology going on in my life at that time and being a supreme nerd, it was only natural to get interested in radio control. Most of the membership of the Zumikon Fluggruppe spoke Schweizerdeutsch, and I therefore had to learn all the new jargon that goes with a technical hobby in another language.

RC:(Ferngesteuert Flugzeuge). I was interested in electric scale and built a number of aircraft with the heavy nickle cadmium batteries and brushed motors. Electric was very popular early in Europe because of the lack of noise. At my field near Zumikon, internal combustion could only be flown two days during the week, and only one IC plane was allowed in the air at a time because of the noise. Electric, however, could be flown at any time and up to five planes in the air at a time. I also really liked the small 4-strokes. Now I fly only electric, and am moving in the direction of indoor scale pioneer and WWI aircraft as I have a real fondness for round engines, wood, fabric and wires. The smaller the better. I'm currently with the Stanford physics department doing my part for geekdom. As a kid I grew up in the Southwest and my father was a crop duster flying war surplus Stearman biplanes. The front cockpit was removed and a tank put in. Insecticide was DDT (now banned), and fertilizer was

ammonium nitrate. I can still remember vividly the smell of the ammonia and the sound of the radials as the bipes made pass after pass over the cotton fields.

Before RC, I was heavy into go karts and later started running outlaw sprints. While racing karts, I was running a class called C Open, that ran road courses 2 to 3 miles in length such as Mid Ohio and Daytona. (There's a road course as well that uses part of the oval.) This was in the mid 70s when Can Am was all the rage and the McLarens were winning everything. The Can Am racers were on road courses and had two heats. Karts were invited to run during the intermission for the entertainment of the crowds, and C karts were turning in faster times than the Can Am cars! The Can Am cars had faster top ends, but the wheel bases of the karts were quite a bit shorter and we could squirt through the turns faster, therefore getting around the track faster. The promoters put a stop to things quickly as they didn't like having the Can Am cars shown up by the toy go karts. I was running a Rupp Mean Machine at the time, and you laid prone in the kart to minimize wind resistance. There was a five-gallon alcohol tank down each side, and an 8.2 cubic inch rotary valved B Bomb on each side of your head. They were two strokes with around 3 hp per cubic inch, and each had a tuned pipe. They were also equipped with oil filled centrifugal clutches that acted as torque converters, and with four wheel hydraulic disc brakes. They could top out at over 150 mph on a fast track, and had enough braking horsepower to bring the speed down fast in a tight turn. It was a hell of a ride, and they scared the



Amy & Greg

shit out of me! real adrenalin pumpers!

Now I'm with the Stanford Physics Department, and have been for the last 9 years. I've

written and had published a physics text, and was a co-recipient of the Ampere Award while in Europe for technical excellence for some equipment I designed for Ernst's group. I'm a Nam vet, and was in Peace Corps West Africa (Ghana) for awhile. Our ambassador to Ghana at the time I was there was Shirley Temple Black. (Yes, that Shirley Temple.) There's lots more, but this is going to be hard enough to believe!

*Greg*

(Greg is currently the Treasurer, keeper of the key to the money box, of PCC).

## **NATIONAL MUSEUM OF USAF**

*Lifted from the Airborne Reader,  
Editor, Michael Brown*

<http://nmusafvirtualtour.com/full/tour-pkg.html>

This is a new virtual tour of The National Museum of The United States Air Force in Dayton Ohio. I went through a lot of it the last time I traveled to Toledo and Muncie (I spent the whole day from the time they opened the doors until they closed, and still could not see it all!).

1. Click on any dot on the Map to see what's around you at that point.
2. You can "x off" the map for an unobstructed view of the planes.

A small "Map" icon is available in the corner of the screen so you can easily go back to the overall view whenever you want.

3. Take a walking tour of the Museum by clicking on the Blue Arrows on the floor to move through each building. Pretty amazing stuff.

*The Airborne Reader, edited by Mike Brown, formerly known as the AMA Dist X newsletter, is available at*  
<http://theclearimage.com/newsletter.html>

## **AMA INSIDER NEWSLETTER**

*Brian Chan*

Do you know AMA also publish 4 newsletters other than the Model Aviation magazine? They are available here,

<http://www.modelaircraft.org/publications/newsletters.aspx>

The Insider Newsletter,

<http://www.modelaircraft.org/insider/index.html> is where I lifted some of the articles to be reprinted in this newsletter, when I am running out of thing to print.

## **SPOTTED ON THE "COAST"**

*Brian Chan*

Since our flight operation is suspended during the re-construction of the runway, some of our "dual citizenships" members have been seen at SACRC field in Union City. The SACRC field is somewhat like our old "Deenie" field, if you landed on the other side of the levee, you are going to get wet and risk the chance of not getting your plane back (in one piece). The only difference is that you HAVE TO RETRIVE your down aircraft or risk being on the receiving end of a fine from the authority.



Paul buddy-box with Franklin @ SACRC.



Jim waiting for the Sun gets brighter before he flies.



Ed teaches son Leonard to fly, he uses SebArt S30 Katana as a trainer!

# SILENT AUCTION: KIRK'S MODELING ESTATE



These planes from Kirk's collection will be available in a Silent Auction at PCC September General meeting.



Ken returned from a retrieval sortie.



This was an airplane before its last landing!



The improved pit and runway.



Jay provided the catering service at the work party on 9/10.



Greg's New Cessna 310, one of first few planes that took off from the improved runway.



*Peninsula Channel Commanders*

113 Starlite Drive,  
San Mateo, Ca 94402

<http://flypcc.org>

**Next Meeting: Wednesday, September 21st, 2011, 7:30 p.m.  
October 6<sup>th</sup>, Indoor @Oceana HS. Matt Won again!**

**J&M**

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**HOURS  
WEEKDAYS 11AM-6PM  
SAT. 9:30 AM-5:30 PM**