

PCC Newsletter



October 2011

Next Meeting:

October 19th, 2011

AMA Chartered Club # 139

Web Site: <http://flypcc.org/>

Field Phone: 650-712-4423

| | | | |
|----------------------------------|-------------------|--------------|--|
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WHAT'S HAPPENING @ PCC



RUNWAY IS ALMOST DONE, STILL!

CLEAR DA PROP!

Dennis Lowry

OK, if you want a change, now's the time. WHAT? You say. It's time for a new slate of officers, and you should come out and nominate the best we have to offer.

There's much that needs to be done to maintain the health of the club, and there are several good candidates to do the work. You know who they are, and you know what you want done.

Come out to the meeting and elect the ones who will do what you want.

We've done some good things, but it's time for some new direction, and you can make it happen. OK, if you want a change, now's the time. WHAT? You say. It's time for a new slate of officers, and you should come out and nominate the best we have to offer.

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We've done some good things, but it's time for some new direction, and you can make it happen.

That's all. Keep it going. If you are the one to take the lead, step up.

You can count on the veterans to help, I guarantee it.

Dennis

SEPTEMBER MEETING MINUTES

Mike Solaegui

September 21, 2011

NOTAM: No fly Sunday 4:00 PM till Monday @ 4:00 PM.

37 attendees.

Bill Dean donated an Ultimate Fun Fly, 40 size to be sold on EBay,

Treasury is just fine.

Membership: no report. Bill Dean voted in as a returning new member.

Raffle prize, Pole Cat Bind and Fly.

Safety: Matt Abrams reminds us to carefully check our plane and radio setups before flying since we have been on a field break.

Field: coming along very well, oil next week? Work party next weekend?

Bay Side Auction October 29

Oceana, October 6 @ 6:00.

Lodi Huck fest October 13-16, contact Matt Abrams.

United event Sunday 11-5, contact Ray Squires.

Pumpkin festival, October 15.

Open house, October 23, TELL EVERY ONE!

Swap meet, after November meeting in the meeting room.

Ken Martinez lost a plane a SACRTS due to corrosion in electrical plugs, was a float plane, use CorrosionX.

Matt Abrams didn't torque prop nuts properly on a DA 100, didn't lose the plane.

Ray Granz showed a spiffed up and Cub, rebuilt motor.

UPCOMING EVENTS

October

6 **PCC Indoor@Oceana HS, Pacifica.**

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

9 **United SFO Fleet Week event**

15 **Pumpkin Fest, Half Moon Bay, Ca**

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.**

29 **Bayside Auction, Fremont, Ca**

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>

THE PHOENIX

Brian Chan

Before:



Do you remember this photo in the newsletter last month, Ken's "Ugly Stick" met it maker at SACRC, or so I thought! It is back again, the same engine, same tail feathers, everything else in between is being recreated from clean good balsa without the mud. So if you have a crashed plane which has less damages, it can be put together again!! Good Job, Ken! You can fix my plane anytime!

After:



HENNESSEY FLOAT FLY REPORT

Ken Martinez (embellished by the Editor)

Ken confirmed the rumor of a plane hit the tree at Lake Hennessey August float fly. "It reached out and grabbed my twin Mako, Mike S. climbed the tree but couldn't get it down. Martin V and I went to HD (*you know that big orange store! bc*) after we ate at Big D's (*the burger joint they always stop at! bc*) and got some twine (free) and went back, after 10 to 12 attempts, we got it down, wing tip was bent with both aileron's broken and float tips snapped off; all repairable. (*I was told some of the damages was the result of the rescue effort! bc*)



I think this is Mike's Beaver. Photo by Frank Goto.



I think Jake is enjoying this way too much. Photo by F. Goto.

There was also another story; it involved a spinning propeller, a finger (Ray's) and a trip to the Emergency Room. It's all end well. Ray returned with a patched up finger and kept on flying. Thanks Mike for taking Ray to the hospital. See picture.



Ray is back to flying after a trip to the E.R. Photo by F. Goto.



A beautiful Cub on float. Photo by Frank Goto.



There is a Seamaster in this photo, trust me! Photo by Frank Goto.

RANGE CHECK SAFETY

Suggested by James Reimholz

When performing range checks that involved a spinning propeller or an armed electric system, one should have an assistant hold onto the test plane to prevent the plane from unexpected movement.

BIGGER IS BETTER!

Matt Abrams



Recently I purchased a new Extreme Flight 125" Extra 300 from an IMAC friend of mine. Although this plane makes for a good 3D plane, it really excels at precision flying. With 122" length, the long frame really draws great lines, snaps easily and rolls precisely. Thanks to Joe DeRenzi introducing me to IMAC last year, I've become totally addicted to flying the perfect pattern. I've burned dozens of gallons of fuel practicing and have won 4 sportsman competitions so far this year. Although you can be competitive flying any moderate to large aerobatic plane, the big 35 and 40%'ers really do present the best in the air. They also don't get knocked around by the wind as much. So when my buddy offered me a chance to buy his 10 month old Extreme Flight 125" Extra I jumped at the offer.

The first thing you need to do when buying a plane this big is make sure it fits in your vehicle. The EF Extra is really long and just barely fits in my Honda Odyssey (2" to spare). But I have seen 35% sized planes (100-109") fit into Honda Fit's and Mazda 3's so there are ways to make them fit your determined. After making sure that I could transport it, I had to start buying parts. For the motor, I went with the DA 170cc engine and KS 1090 tuned pipes. The tuned pipes add about 300 RPM at the expense of a more pitchy low/mid range. I'm running a Mejzlik 30x13 Evo L prop for break in and I might consider leaving it on. It's a bit faster than I like, but it's also quite for those good IMAC sound scores. The plane has 3

Hitec 7955 TG's per aileron and 2 Hitec 7950's each for the rudder and elevators. Receiver and power distribution is via the Spektrum AR 9200 Powersafe Evolution receiver/duel regulator/signal booster and 2x 2s 4000mah lipos. There is also smartfly optical kill switch, smartfly ignition regulator and a 2s 2200mah lipo pack for powering the ignition. And the most high tech part of the plane is the very expensive (\$1.99) Fiji water bottle 1.5L gas tank. With this setup, I get about 12 minutes of flight time per tank and the batteries will last for 6 flights before needing to be recharged.

In mid November I'll have my last IMAC competition for this season and I'll be competing with this plane for the first time, so it should be exciting. I need a few more practice sessions to really get it trimmed just right and get my throws and flight modes perfect. Then it will be on to next year where I need to decide do I fly in sportsman again or move up to Intermediate. Considering this is just my first year flying IMAC, I think I might get a pass to fly sportsman again.



WHO AM I?

The "Who AM I?" column is taking a hiatus until someone submits another titbit about themselves.



A Night Vapor at the October Oceana indoor event.



Roger untangles his heli from the helium balloon pylon.



R: What do you think that is? P: Wow, I have no idea!



Improved runway.



A foam flying "whatdat" at Oceana indoor event.



Greg posed for photo before taking off from the new runway.



Peninsula Channel Commanders

113 Starlite Drive,
San Mateo, Ca 94402
<http://flypcc.org>

**Next Meeting: Wednesday, October 19th, 2011, 7:30 p.m.
October 15 & 16, Pumpkin Fest @ HMB!**

J&M

**CRAFTS
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**CLIFF WHITE
PAM WHITE**

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