

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



October 2016

Next Meeting:

October 19th, 2016

AMA Chartered Club # 139

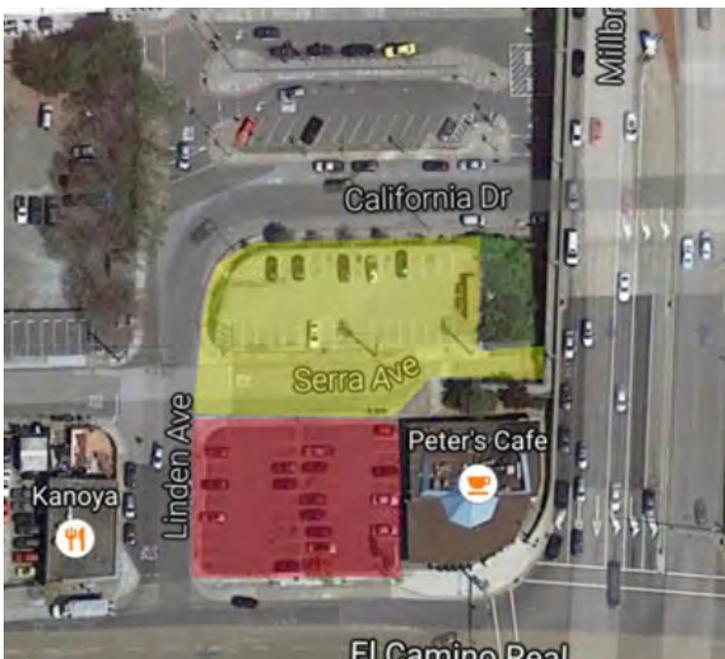
Web Site: <http://flypcc.org/>

P.O. Box 812, Half Moon Bay, CA 94014

President	Mike Solaegui	415-314-6261	mikes@perfectedgecutlery.com
Vice President/Field Marshall	Mike Solaegui	415-314-6261	mikes@perfectedgecutlery.com
Secretary	Lew Chee	Looking for it....	flypccsecretary@gmail.com
Treasurer	David Santana	650-533-0976	Santanahouse@email.msn.com
Webmaster	Matt Abrams	415-370-3323	matt@matt-abrams.com
New Member Chairman	Ray Squires	Looking for it....	rlsquires@comcast.net
	John Bessetto		geppetto1@mac.com
Flight Proficiency Chairman	Open	Looking for it....	TBD
Editor	Brian Chan	650-867-8813	pcceditor@gmail.com

WHAT'S HAPPENING @PCC

As many of you already knew, Jeff Mate had resigned from the position of President, Mike Solaegui is now the President.



We received a request from Peter Liu; He asked the PCC members coming to the meeting please use the back parking lot on the East side of Serra Ave (between the Cafe and the BART Station) and on the street. See photo. Do not park in the RED area and use the YELLOW area. Please save the front parking lot for his regular customers.

NEXT MEETING, OCTOBER 19th.

General Meeting is held at Peter's Cafe,
10 El Camino Real, Millbrae.

MEETING MINUTE

Lew Chee

Date: 9/21/16

Call to Order: by Jeff M., President

Time: 7:43pm

Guest(s) Introduction(s): Marco Chavez, former member from late '90s. Interested in rejoining. He flies everything from trainers to a 1/3 scale CAP gasser.

New Applicants: Junior Member, Ryan Marquess.

Raffle Prize for tonight: UMX Spacewalker

Approval of last month's Minutes;

Motion by: Eric E.

Second By: Ken M.

Approved: Yes

Treasurer's Report: Dave Santana is the new PCC Treasurer. Jeff M. and Dave are now signatories on bank account. CD info. has been located. Non-profit status has been filed and accepted by IRS. State app has been filed and should be ready in 6 wks. Dennis L. has handed over club documents. "Thank You" to Dennis for his hard work over the years.

Membership Committee Report: Membership is at roughly 142-147. 4-5 applications received on-line. Ray S. and John B. will workout membership process with Brian and Dave S. Next year's renewal process will include a form, sign-off on rules and possibly a survey to gauge flight activity.

Safety Committee Report:

1) Keep on east side of the runway when flying. Runway is for take-offs and landings.

2) Helicopter rules need to be revised. 3D helicopter should not be flown directly in front of pits and spectator area.

3) Gary, after being injured, suggested "Keeping your fingers out of the prop." Ray R. also suggests keeping front of plane clear when starting 4-stroke engines because sometimes the prop can come flying off when there's a kickback.

Field Maintenance Report:

1) A lawn mower clinic was suggested to get more people checked out on mower.

2) The gate will need to be widened for fire truck access.

3) The impound and other wood box behind the electric start table needs to be moved for better access to taxiway.

Flight Instructors/Flight Proficiency Report:

1) Joe Stevens and Ryan Marquess have soloed.

2) Make sure you communicate intentions when on the flight line. Especially when hand-launching or maidenizing new aircraft.

Old Business: Ray S. said the Holiday Party will be the Sat. after the January meeting at Harry's Hofbrau in Redwood City. Tickets are ~\$30. Prizes will be worth ~\$1500 total. Ticket sales might start at next month's meeting. Jeff O. offered to assist with raffle.

New Business:

1) Brian C. has come up with a new badge design. It has 911 emergency info. on the back.

2) Camping overnight at the field is not allowed by the owner or POST. It's everyone's responsibility to protect the field.

3) A board meeting is scheduled for 9/25 at 11:00 at Round Table Pizza in HMB.

Contest Reports/Upcoming Events:

1) Ken M. mentioned an upcoming SAM 21 event this weekend in Livermore.

2) Lew went to the Tomcats swap-meet and got an FMS Fox motor glider.

3) Jeff D. mentioned evening float flying at Lake Merced.

Hits and Misses or SAD stories: 1) Ken M. suggested reversing cloth pins to make the grips wider. 2) Jeff D. said to avoid cheap plastic landing gear such as those found on Banana Hobbies planes. 3) Eric E. suggested cutting short pieces of plastic pipes into C-shape to use a clamps.

Show and Tell:

1) Eric E. showed off his homemade fiberglass Tx tray.

2) Dave S. donated a glow engine start stand.

3) Ken M. showed off his framed up fuse for his San Jose. This is a SAM 21 group build design. 72" w.s., brushless 480 outrunner, 3S, 12x6 prop and 35A ESC. He will cover it with PolySpan and butyrate dope.

Meeting Adjournment: 9:23 p.m.

Raffle Drawing – Winner(s): Mike Solagui. Again! Three times in a row! He's banned...LOL

Number of members in attendance: 24

Guests: 1

Minutes by: Lew Chee, PCC Secretary

UPCOMING EVENTS

October

10 *Columbus Day*

19 ***PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae.. 7:30 pm***

29 *Bayside Auction, 6:30 am check-in, 9:30 am starts. Holy Spirit Church, 37588 Fremont Blvd, Fremont, CA 94536*

31 *Halloween, watch out for the gremlins on the road!*

November

6 Daylight saving time ends.

11 Veteran's Day

16 **PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae. 7:30 pm**

24 Thanksgiving Day.

December

21 **PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae. 7:30 pm**

25 Christmas Day.

31 Goodbye 2016!

FIELD SAFETY:

Field safety is everybody's responsibility! When you see anything that is unsafe, speak up. Remember, it is every member's responsibility to keep the flying field safe. Please do not let carelessness lose the field.

HOW TO SELECT YOUR FIRST RADIO

Part 2 of 2

by Ed Anderson

How Many Channels?

While there are some interesting four- and five-channel computer radios, I recommend that you get a computer radio with six or more channels. I don't see any real benefit for having less than six channels. The cost difference is small and the benefits of six or more channels is high. Even if you are flying a rudder-elevator glider or three-channel electric airplane today, next year you may be adding ailerons, flaps, and landing gear. So get a radio that can at least handle that. (A six-channel radio would work fine.)

Why would you ever need more? Here is a typical channel breakdown, regardless of whether you are flying electric, glow, or gas powered, or gliders, Giant Scale, or highly detailed Scale models. Jets, advanced helicopters, and FPV aircraft may have other needs, but it still comes down to channels.

- Rudder: 1 or 2
- Elevator: 1 or 2

- Ailerons: 1 to 4
- Spoilers: 1 or 2
- Flaps: 1 to 2
- Tow hook: 1
- Landing gear: 1
- Motor: 1 to 2
- Smoke, lights, other: 1 to ?

That makes 4, 5, 6, up to 18 channels depending on what kind of aircraft you have and how you set it up. So, how many do you need?

Most sport fliers will be well served for a long time with a six-channel entry to mid-level sport computer radio but more channels could come in handy in the future. If you plan to become a more serious competition pilot, plan to fly Giant Scale, full-house sailplanes, jets or are interested in having cameras, lights, smoke, or other things on your airplane, that you can control from the radio, plan for more than six channels.

Basic Features

Most new computer radios offer the following features. Regardless of what you are flying, I highly recommend your radio have these features.

- Model memories (at least 10)
- Low-battery warning
- Trims on the channels controlled by the stick(s)
- Timer—highly recommended but not required
- End-point adjustment/adjustable travel volume
- Subtrim (find centering on the servos during setup)
- Dual rates and/or exponential on ailerons and elevator
- If you are flying 3-D you want it on the rudder, too
- Elevon/delta wing and V-tail mixes

If it doesn't at least have these, don't buy it!

Model Memories

How many aircraft do you plan to own and fly? Twenty years ago, when everyone was building kits, when electronics were costly, you might have two airplanes flying and maybe three in the hangar without servos, a receiver, or a motor. There were always the pilots with 30 airplanes, but if you had three flyable models then three model memories were plenty.

Today, I would consider 10 the minimum. Airplanes and electronics are cheap, and Bind-N-Fly (BNF) types are so easy to pick up and fly.

Some radios now let you save models to a memory card or to download them to your computer. If you can save aircraft profiles outside the radio, 10 model memories

are probably plenty to hold what you are actively flying, but more is always better.

Type of Flying and Surface Mixes

SURFACE MIXES ALSO ARE ONE OF THE GREAT FEATURES THAT

t computer radios bring to the game. Input to one control can move two or more servos in a coordinated fashion to create the type of surface control you need. I use some mixes that move five servos at once. This can reduce the pilot's workload while providing consistent behavior. In some cases, these mixes can be overridden during the flight or can be turned on and off.

In the following list where two surfaces are listed, the first is the master and the second (sometimes called the slave channel) follows. The following list is what I would consider the minimum set I would want in even an entry level radio. They may be named mixes or they may be able to be created by "user mixes."

- Flaperon—requires two aileron servos on separate channels
- Aileron-to-rudder mix (coordinated turns)
- Flap-to-elevator mixing for landing and glide-path control
- At least one user-defined mix after the above

You should find these on even the simplest computer radio. If it doesn't have these, don't buy it.

This is all many pilots will ever need. But if you plan to get into full-house sailplanes, competition Pattern flying, or other advanced forms of flying, you may need other mixes. Talk with friends and people on the forums and ask them what mixes they use.

Some are only available in more expensive radios so don't put them on your required list unless you have the budget and really need it. Remember, people flew RC aircraft for decades with four-channel radios without any surface mixing, and so can you.

Receiver Selection

Without the receiver, the radio is useless, so receiver selection is important. If you are flying larger airplanes you may have plenty of room for the receiver. But if you are flying small aircraft, the size and weight of the receiver can be critical.

Putting a 1-ounce receiver in a 6-ounce model doesn't make sense and it likely won't fit. If you are into indoor flying or micro aircraft, you want them small and lightweight. Some brands offer "bricks" that are

ultralight packages that combine the receiver with the ESC and sometimes servos. If this is your interest, make sure these are available in your radio brand.

If you have a six-channel radio, you can use a receiver that has more than six channels. Sometimes we use those extra slots for things that the radio does not control, such as airplane locaters. Having receivers available with more slots than your radio can control might be useful.

Most 2.4 GHz radios have specific protocols that are used for the radio to communicate with the receiver. In many cases, you must buy the same brand of receiver as radio. There are also sometimes different protocols within the brand. For example, Futaba has FASST and FHSS radios in its line. The receivers are specific to the protocol. So a Futaba FHSS radio can't fly a Futaba FASST receiver although they are both Futaba 2.4 GHz systems.

In the 72 MHz days, it was common to find compatible receivers. You could buy a Hitec or Berg receiver to use with your Futaba, JR, or Airtronics radio. That went away with the dawn of 2.4 GHz, but compatible receivers are now available.

Today, there are compatible receivers for Spektrum/JR DSM2, Futaba FASST, and Hitec AFHSS 2.4 GHz radios. If the cost of receivers is important to you, and you would consider compatibles, then this may help influence your choice of radios.

BNF, TX-R, Others

In the old days, (10 years ago), you purchased an airplane and put in a receiver that worked with your radio. Today, you can buy aircraft that are ready to fly, including the servos and receiver. That is great, but you must have a matching radio to fly them. Horizon Hobby has a huge line of BNFs. If you have a Spektrum, JR DSM2, or DSMX radio you can buy these airplanes, bind them to your radio, and fly.

Hobbico also has a line of transmitter-ready (Tx-R) aircraft. The company's Tactic radios work with these Tx- R airplanes. However, they also have an external module—the AnyLink—which will work with many radios. When you have an AnyLink module, you can fly any of the company's Tx-R aircraft with a variety of radio brands.

If BNF or Tx-R matters to you, then you want a radio that will work with these aircraft. Not everyone cares, but if you do, take this into consideration.

Other Features

There are several types of special features on radios. Telemetry, touch screens, the ability to update the software through the Internet, and so on. How important are these? You decide. Talk with those who love them and those who laugh at them, then make your decision.

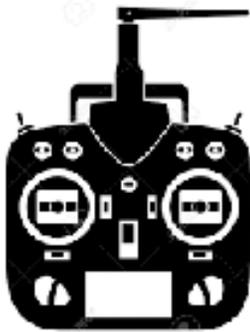
The Best and the Last

People ask which radio is the best. *There is no best.* The best is the one that you can't afford or that will be released six months after you buy one. Don't worry about the best. Decide with what will work for you, your budget, and your flying style.

Some people want to buy the radio that will last them a lifetime. Even an entry-level computer radio can fulfill that, if your requirements never exceed the capability of the radio. But the fact is that we all get the bug to upgrade. Look at something you feel will last you three to five years. Who knows what you will want in a radio five years from now.

Ten years ago we did not have 2.4 GHz radios or those that could be upgraded through the Internet. Forget the forever radio. In the world of computers and electronics, five years is forever.

I have covered the basics and it is time for you to ask questions. Read the advertisements, look at the boxes, talk with friends, and ask your questions. We are all here to help.



This is Part 2 of a 2 parts article; Part 1 was published in the September PCC Newsletter.



NEW RULES PROPOSAL

On this newsletter is the new/updated Peninsula Channel Commanders rules proposal. Read though it and there will be discussion at the October General Meeting.

IT'S TIME!

Or it darn near to renew your AMA membership. You will need it to renew your PCC membership for 2017. You can pay your AMA dues the old fashion way; fill out the renewal form from <http://www.modelaircraft.org/files/902.pdf> and mail it with a check to :

Academy of Model Aeronautics
5161 E. Memorial Dr. Muncie IN 47302

Or go to

<https://www.modelaircraft.org/joinrenew.aspx>

Or contact AMA at **1-800-I-Fly-AMA (435-9262)**.

There will be a NEW renewal process for renewing PCC membership. A New/Renewal membership application form will be available in the next newsletter. Please fill it out, bring it to the General Meeting with a check of the appropriate amount and proof of 2017 AMA membership.

Or mail the form, a check and copy of your 2017 AMA membership card to the PCC mail box:

Peninsula Channel Commanders
P.O. Box 812
Half Moon Bay, Ca 94014

J&M HOBBY HOUSE

CRAFTS
PARTS
ACCESSORIES
SERVICE

CLIFF WHITE
PAM WHITE

1660 LAUREL ST.
SAN CARLOS, CALIF. 94070
(650) 593-5019
FAX (650)593-5164

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

*Support your local hobby **shop!***

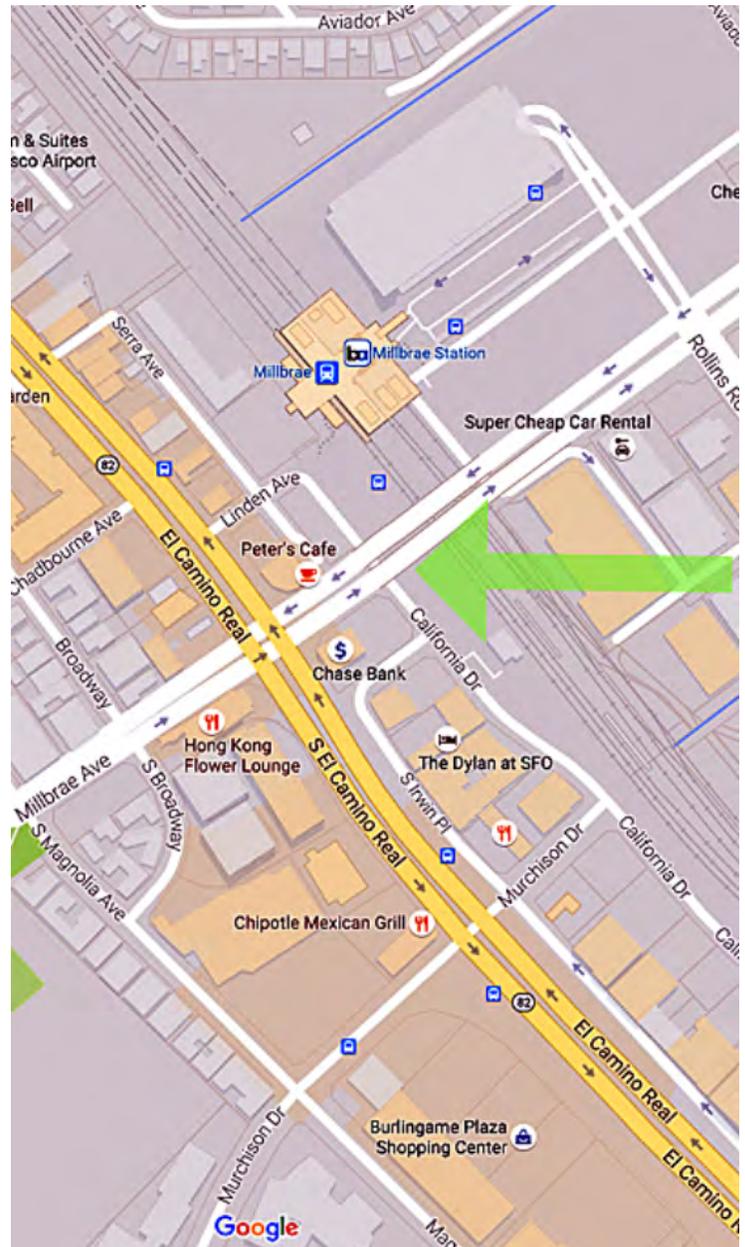


<http://www.flypcc.org>

Next Meeting:

October 19th, 2016

7:30 pm



Peter's Cafe

10 El Camino Real, Millbrae

Peninsula Channel Commanders – AMA Charter Club #139

Introduction

If you are interested in flying radio-controlled airplanes, helicopters or gliders, then the Peninsula Channel Commanders (PCC) would like to invite you to get acquainted with our club. Our club is the oldest active radio control club in San Francisco and San Mateo Counties. For driving instructions and a detailed map, visit our web site at <http://flypcc.org/pages/where.shtml>

We are a relaxed club and we are concerned mainly with having FUN.

Learning to fly a remote control model can prove to be very frustrating and expensive if done by yourself. It is most advisable for the beginner to obtain assistance. Most of our members have been flying remote controlled (R/C) models for many years and, as a result, our members possess a wealth of knowledge and experience in R/C modeling. By associating with our club, you will be able to find assistance in:

- Selection of radio, model, engine and support equipment.
- Construction of your first R/C aircraft.
- Inspection of the airworthiness of your R/C aircraft.
- Test flying of your R/C aircraft.
- Assistance in learning how to fly your R/C aircraft.

WE ENCOURAGE YOU TO VISIT OUR FLYING SITE!

Our flying activities occur between sunset and sunrise, weather and sunlight permitting. Our field is located on private land, so for courtesy and safety's sake, we ask that you comply with the following rules:

- When you visit, make sure your transmitter is turned off and remains in the "OFF" position until you are cleared to fly.
- Do not fly your aircraft unless a PCC member is present.
- You must be in possession of an Academy of Model Aeronautics (AMA) membership card in order to fly your aircraft. (AMA provides liability insurance protection for all concerned. Ask your hobby shop operator for an application form or go to:
<https://www.modelaircraft.org/joinrenew.aspx>

Club Meetings

Our club holds its regular club meetings on the third Wednesday at 7:30 p.m. of every month at Peter's Café, 10 El Camino Real, Millbrae, CA. The nearest cross street is Millbrae Avenue.

GUESTS ARE ALWAYS WELCOME!

In addition to conducting the regular business of the Club, our meetings include activities such as the display of newly or nearly completed aircraft, entertainment such as movies, videos, slide shows and presentations relating to the building, maintenance and flying of radio controlled aircraft. Free coffee and doughnuts may also be available. Along with many of our regular members you will also find individuals who are trying to get started in this hobby, just like yourself! So. . . **We invite you to join us!**

911 EMERGENCIES AT THE PCC FLYING FACILITY

For serious injuries, call 911 for EMT service. Tell the 911 dispatcher, you are at “PCC”, “Radio Control Flying Field” or “2475 Cabrillo Highway.” You will be required to meet the Ambulance or Fire Truck at the gate and direct them into the field.

For minor injuries, such as lacerations, you can drive to Seton Medical Center Coastside Emergency Room, 600 Marine Blvd., Moss Beach, CA. They do not dispatch ambulances. Their phone number is (650) 563-7100. This facility can be expensive. If able, drive to your regular hospital or doctor’s office.

MEMBERSHIP

GENERAL

In addition to Members in Good Standing, who enjoy the privileges of PCC membership including full use of the field facilities, participation in club activities, and voting; there are three other categories of membership affiliated with PCC: Applicants, Prospective Members, and Junior Members.

Full “Adult” AMA Membership is required. AMA Park Pilot members must upgrade their membership before flying at PCC even as a guest pilot.

Persons with felony convictions are not allowed to serve on the board.

APPLICANT

Definition: A person who has an interest in radio controlled aircraft of any variety and who has satisfied the below listed requirements.

Requirements:

1. Submission to the Treasurer of a completed application form;
2. Presentation to the Treasurer of applicant’s current Academy of Model Aeronautics membership card;
3. Payment to the Treasurer of a non-refundable \$25.00 Application Fee, a \$125.00 One Time Field Assessment Fee, and the \$100.00 First Year’s Dues. First year’s dues are prorated monthly; and
4. Acceptance of the Applicant at a regular meeting by the Membership's approval of the Treasurer's Membership Report.

Privileges:

An applicant is permitted to utilize PCC flying facilities, whenever a Member in Good Standing is present, but is subject to the restrictions of the member's flying abilities.

Note: No priority for acceptance as a Member in Good standing will be established until the Applicant completes the above requirements and is designated as a Prospective Member.

PROSPECTIVE MEMBER

Definition: A person who has completed the application process, and has been recommended by a vote of the membership at a regular meeting. A Prospective Member will be prioritized by chronological acceptance as the next eligible Member in Good Standing.

Requirements:

1. Recommendation of the Membership at a regular meeting;
2. Completion of a radio controlled aircraft that is in all respects ready for flight, and presentation of the aircraft at a regular meeting, including an oral resume about the aircraft, its engine/motor (if any), and its radio equipment;
3. Periodic attendance at regular PCC meetings for a period of at least two months after designation as an "Applicant"; and
4. Recommendation of the Membership at a regular meeting.

Privileges: A Prospective Member is permitted to use PCC flying facilities whenever a Member in Good Standing is present, but is subject to the restrictions of the member's flying abilities. A Prospective Member is also entitled to engage in any other PCC activity on an equal basis as a Member in Good Standing, except for those of voting and holding office, or other activities restricted by the Constitution of PCC.

Revocation: A Prospective Member who fails to keep his membership dues current will automatically be dropped from the rolls.

MEMBER IN GOOD STANDING (Also known as MEMBER)

Definition: A person who has been accepted into the PCC and who maintains an active status in accordance with these rules and the Constitution.

Requirements: When an opening becomes available, a Prospective Member holding the earliest designation as such may be nominated for membership provided the following requirements have been satisfied:

1. Attainment of the age of nineteen years;
2. Participation in Club activities;
3. Evidence of current interest in becoming a member, such as an active program of aircraft construction and/or flying activity at the Club facility;
4. Recommendation by the Membership and approval by a majority vote of the members present at a regular meeting; and
5. Yearly Payment of Dues and Annual Assessment Fee, if any, after the first year of affiliation

Privileges: A member is entitled to the full privileges specified in these rules and the Constitution.

Note: Only fliers who have earned a Solo Certificate are allowed to fly without supervision.

Revocation: A Member who fails to keep his Membership Dues and Annual Field Assessment Fee, if any, current will automatically be dropped from the roster after March 1st of the New Year. Upon reapplication for membership the lapsed Member will not be required to pay again the initial Field Assessment Fee. He may, however, not be allowed Membership due to the Maximum Number of Members Allowable.

JUNIOR MEMBER

Definition: A person not yet 19 years of age on July 1st who has been accepted into the PCC and who maintains an active status in accordance with these rules and the Constitution.

Requirements: Any young person may be nominated for Junior Membership provided the following requirements have been satisfied:

1. Application to the club through the same process as an adult:
 - a. Submission to the Treasurer of a completed application form;
 - b. Presentation to the Treasurer of a current Academy of Model Aeronautics membership card. Payment to the Treasurer of Annual Dues of \$30, non-prorated. Junior Members do not pay the non-refundable Application Fee or One Time/Annual Field Assessment Fees;
 - c. Acceptance of the Junior Applicant at a regular meeting by the Membership's approval of the Treasurer's Membership Report;
 - d. Completion of a radio controlled aircraft that is in all respects ready for flight, and presentation of the aircraft at a regular meeting, including an oral resume about the aircraft, its engine/motor (if any), and its radio equipment;
 - e. Periodic attendance at regular PCC meetings for a period of at least two months after designation as a "Junior Applicant"; and
 - f. Recommendation by vote of the Membership at a regular meeting.
2. Or, by having a Member in Good Standing as sponsor and mentor, who will nominate and take responsibility for the actions and education of the Junior Member. It is recommended, but not required, that this sponsor be the parent of the Junior Member; and
3. The Junior Member is not allowed to use the club facility unless accompanied by an adult, and/or whenever a Member in Good Standing is present, and then the Junior Member is subject to the restrictions of the member's flying abilities.

Privileges: A Junior Member is entitled to the privileges specified in these rules and the Constitution.

Note: It is strongly recommended, but not required, that the Junior Member participate in the PCC flight instruction program.

SPECIAL CIRCUMSTANCES

The requirements for an Applicant or Prospective member may be modified or waived on an individual basis at the discretion of the Membership by approval of a majority present at a regular meeting. However, this does not pertain to the maximum number of club members rule below.

LIFE MEMBERS

Life Member status can be bestowed upon anyone voted by the membership as having contributed significantly to the club's interests. Annual fees are perpetually waived. All other rights and privileges remain.

MAXIMUM NUMBER OF CLUB MEMBERS:

Due to the limitations of the PCC flying field, the maximum number of club members per rank is: 150 Members in Good Standing, 20 Prospective Members, and 10 Applicants. There is no limitation on the number of Junior Members allowed.

Note: A lesser ranked member cannot be moved into a higher rank if that rank's quota is full, even with the unanimous vote of the membership at a regular meeting; unless the membership first inaugurates the process of changing these rules in accordance with the Constitution.

Additional Note: If the roster is full, when a Junior Member, by passing his or her eighteenth birthday, becomes a Member in Good Standing; the allowable membership may exceed 150, but the roster of membership will be closed until attrition again reduces the number of members below 150. This is the only method by which the membership shall be allowed to grow to be more than 150.

GENERAL RULES

FIELD MARSHALS

Field Marshals, Club Officers and all Members shall be responsible for abiding and enforcing the rules herein and ensure that safety is practiced by everyone. (Also See Safety Committee below.)

GUEST FLIERS

Only those affiliated with the PCC and guests shall use the field.

1. A guest flier must be accompanied by a sponsoring Member and shall introduce himself to a Field Marshal or Club Officer.
2. The sponsoring Member or the Field Marshall shall acquaint the guest with the rules herein.
3. Guest flyers must be in possession of an AMA Full "Adult" membership card. AMA Park Pilot members are not allowed due to their reduced insurance coverage.
4. A guest may fly no more often than two times, and their activity is subject to restrictions, as conditions indicate.

SPECTATORS

1. Spectators are not allowed beyond the safety fence and onto the runway.
2. Spectators are not allowed within the hot and cold pit areas.
3. Special attention should be paid to children and pets.

FIELD RULES

1. All model flights must be conducted in accordance with the AMA National Model Safety Code and any additional rules specific to the flying site. (www.modelaircraft.org/files/105.pdf)
2. In addition to current AMA membership, pilots are required to sign the acknowledgment of PCC Flying Rules on the Application/Renewal Form.
3. Flying hours are sunset to sunrise. Night flying may occur only during special events and with prior permission from the landowner. No overnighting or camping is allowed at the PCC facility.
4. Safety, good sportsmanship, common courtesy, and respectable conduct are expected of every person or visitor using the field.
5. NO FLYING OVER HIGHWAY 1, PITS OR PARKING LOT. This is cause for immediate disciplinary action.
6. The rights of the property owner shall be respected at all times. No misuse or destruction of property is permitted.
7. Do not let your children or pets run unattended in the pit area, infield, runway or taxiway.
8. Only fliers who have earned a Solo Certificate are allowed to fly without supervision. Solo Certificates may be issued by Flight Instructors or Field Marshals.
9. It is recommended, but not required, that ALL Members have another member present when at the club facility. In the case of an accident or medical emergency, more than a single individual may be required to summon EMT help.
10. Your PCC name badge with the current year's bar must be worn when you are at the field.
11. The PCC field is a NON-SMOKING FACILITY.
12. The consumption of ALCOHOLIC BEVERAGES AND INTOXICATING DRUGS ARE PROHIBITED while at the PCC facility. This is cause for immediate disciplinary action.
13. FIREARMS, WEAPONS AND FIREWORKS ARE NOT ALLOWED at the PCC facility. This is cause for immediate disciplinary action.
14. Gliders on winches or hi-starts, or being towed, may be used provided that you negotiate the space usage with the power pilots using the field, and you do not block the runway. A Field Marshal should facilitate the negotiations and ensure the safety of the procedures.
15. Mufflers shall be attached to any engine over .09 cubic inches.
16. Model rocket launching is prohibited.
17. Pulse jets are not to be run at the PCC facility.
18. Turbines are only allowed during "wet season" and subject to annual review by the Turbine Field Marshal. Each turbine pilot must have an AMA Turbine Waiver and his own fire extinguisher. Each turbine pilot must be approved by the Turbine Field Marshal before flying on his own.
19. The flying perimeter for the PCC field only includes the area east of the runway, bounded to the north by the fence at the gully, and bounded to the south by the fence south of the driveway. Do not fly outside these boundaries. Avoid flying over the agricultural field south of the runway especially when the field workers are present. Do not fly any aircraft west of the pits and parking area.
20. Park your vehicle in the PCC parking lot and never drive onto the runway. Keep your vehicle on the gravel or dirt roads. You can only walk into the field to retrieve a crashed aircraft. Use care to minimize damage to plants, crops and vegetation.

21. Driving up the hill to the glider area is at your own risk. Do not drive up there when it's wet and muddy.

BEFORE ARRIVAL

1. Make sure your transmitter is turned "Off" before you drive to the field. Serious damage or injury may occur should your radio transmitter interfere with a flying or energized model, unbeknownst to you as you drive into the field with yours in the "On" position.
2. Affix your name, AMA and telephone number to your transmitter, your aircraft, and any equipment you may forget after flying.

UPON ARRIVAL

1. If the gate is locked and you are not a Member in Good Standing, you must wait until a Member unlocks the gate before entering.
2. Unlock the gate if you are a member. Make sure to scramble the combination on the padlock.
3. Proceed at 5 M.P.H. when in the flying site.
4. If the ground is soft from rain, keep your car on the graveled area.
5. If the ground is firm, drive as close as possible to the pit area and park your car in such a manner that others may park.
6. If you are the first Member to arrive:
 - a. Unlock and open the frequency control box. Scramble the padlock combination.
 - b. Unlock the lavatory and secure the padlock. Scramble the padlock combination.

SETTING UP YOUR EQUIPMENT

Set up your aircraft in the COLD pit area. DO NOT START OR RUN YOUR ENGINE IN THE COLD PIT AREA! The HOT pit area is for starting and running your engine prior to a flight. The table at the center taxiway is for arming of electric aircraft. Do not arm electrics in the pits.

WHILE STARTING UP

1. Safety of persons shall be of the utmost concern during any flying activity.
2. All non-2.4Ghz transmitters must have appropriate channel numbers attached as required by AMA.
3. A non-2.4Ghz transmitter is not to be turned on, with or without an antenna, for any reason unless the appropriate frequency pin from the frequency board is attached to the transmitter.
1. A slave transmitter hooked to a master transmitter does not require a frequency pin provided that the slave transmitter is not turned on.
4. Engines are to be started in the HOT pit area only. Care should be taken to insure that prop wash does not interfere with flyers or other aircraft.
5. Electric motors are to be armed only at the table at the center taxiway.
6. Taxiing within the pit area is strictly prohibited.

WHILE FLYING

1. An aircraft with the engine running must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder. Radio interference or accidental bump of the throttle

stick can cause an aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if the aircraft is unsecured.

2. "Dead stick" aircraft have the right-of-way. Yield to them.
3. High speed passes over the runway are NOT allowed.
4. Landing aircraft have priority.
5. Student pilots receiving instruction should be given priority as a courtesy to new pilots. Keep noise and distractions to a minimum to allow the instructor to communicate with the student.
6. Before taxiing onto the runway from the pit or taxiway, call "Coming Out" to alert the other pilots flying their aircraft that you are about to taxi onto the runway. Only after having received an acknowledgment ("O.K.") from the other pilots and making sure that no one is landing, are you to enter the runway. In acknowledging the "Coming Out" call, the pilots flying their aircraft shall shout "O.K." loud enough to be heard and/or nod their head or give a physical sign that they have heard the announcement. Communicate with each other when on the flight line.
7. Takeoffs and landings are to be made on the runway and into the wind when possible.
8. After takeoff, pilots shall position themselves within the pilot's station, situating themselves behind the barrier at an empty flight station. All chairs must be behind the barrier.
9. When landing, call out "Landing" to alert other flyers of your intentions. When your aircraft has cleared the runway, call out "Runway Clear," letting other pilots know it is safe for them to land their aircraft.
10. Let other pilots know your intentions. If you must retrieve your aircraft on the runway, call out, "On the runway." After you have retrieved your aircraft and are off the runway, call out, "Runway Clear." Clear the runway as soon as possible!
11. Aircraft must not be flown over restricted areas. (See Map of Flying Site)
12. Immediately after completing a flight, ensure that your transmitter and receiver are turned off, and, if needed, return the transmitter and frequency clip to the impound area.
13. All flyers shall comply with the directions of any Field Marshal or Club Officer. If in doubt, comply first, and then discuss the matter calmly afterwards.
14. No more than four aircraft shall be flown at the same time. Individual flights shall not exceed 15 minutes unless conditions so permit, and only after prior arrangement is made with the other pilots present.

HELICOPTERS AND DRONES

1. Helicopters and Drones are restricted to the same flying area as fixed winged aircraft, with the exception of taking off and landing on the "Heli Pad(s)".
2. Helicopter and Drones shall remain east of the runway except for the landing and takeoff phases of flight.
3. Helicopter and Drones shall not be flown directly in front of the pilot stations and pit areas. Helicopter and Drone pilots should position themselves at the far ends of the pilot stations and near the Heli Pads.
4. Extended hovering maneuvers over the runway are prohibited. Aircraft landing on the runway have the right-of-way.
5. No more than four aircraft shall be flown at the same time," a helicopter or drone is to be counted as an aircraft and are restricted to the same time limit. Individual flights shall not

exceed 15 minutes unless conditions so permit, and only after prior arrangement is made with the other pilots present.

3D AEROBATICS

1. 3D Aerobatics type flying shall yield to and shall not interfere with runway operations or “Regular” type of flying.
2. 3D Aerobatics shall remain east of the runway.
3. Extended hovering maneuvers over the runway are prohibited. Aircraft landing on the runway have the right-of-way.
4. 3D Aerobatics shall not be flown headed directly into the pits and visitor area.

FIRST PERSON VIEW (FPV)

1. All First Person View (FPV) flying shall be conducted in accordance with AMA rules (www.modelaircraft.org/files/550.pdf).
2. FPV pilots must demonstrate they can fly their aircraft first without utilizing FPV.
3. During an FPV flight, an FPV spotter is required and he/she must be prepared to acquire the transmitter from the FPV pilot and assume control of the aircraft at any time safe operation of the flight is in question.
4. If an FPV pilot experiences a safety issue that does not appear to be a brief glitch, he or she must abandon FPV mode and fly by line-of-sight.
5. The orientation of an FPV aircraft must be visible by the “naked eye” (no binoculars or telescopes) to the FPV spotter at all times. Long range FPV is not allowed at PCC.
6. FPV pilots must make their takeoff and landing requests to the FPV spotter. The FPV spotter is responsible for communicating with the other pilots on the flight line and directs the FPV pilot when they can use the runway.
7. Guests are not permitted to fly FPV at the PCC field.

ELECTRIC AIRCRAFT

1. Electric aircraft are to be armed only at the table at the center taxiway designated for that purpose.
2. An armed electric aircraft must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder. Radio interference or accidental bump of the throttle stick can cause an armed aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if it is unsecured.
3. Electric aircraft must enter the flying area from the taxiway at the center of pit area the same as wet-fueled aircraft. This allows flying pilots to focus on a single location for safe entry or exit of other aircraft.
4. Hand launching must be accomplished at the taxiway at the center of the pit area.
5. Prior to a hand launch clear the procedure with pilots already flying, or about to enter the flying zone. Make sure they have enough flying time left for your launch, and the clearing of any possible wreckage.

LITHIUM-POLYMER (LiPo) BATTERIES

1. LiPo batteries are volatile and burn with a great deal of energy. They can become very unsafe when damaged in a crash. If your LiPo is damaged, DO NOT put it into your automobile. Move it to a fire-safe zone or put it in the sand buckets provided, and observe it for at least 15 minutes; thereafter, keeping a fire extinguisher at the ready. Be extremely cautious with this battery. Cars and houses have been lost to fire through carelessness with LiPos.
2. LiPo batteries shall always be transported to and from the PCC facility in fire-safe containers.
3. LiPo batteries shall never be charged in, or on an automobile.
4. You must attend to a LiPo battery being charged at all times, and never leave it unattended. If it begins to swell up, disconnect it from the charger immediately, move it to a fire-safe zone, and continue to observe it for 15 minutes; thereafter, keeping a fire extinguisher at the ready.
5. The correct disposal method for DAMAGED LiPo batteries as per a commercial distributor, Great Planes; www.electrifly.com, is:
 - a. If any LiPo cell has been physically damaged, resulting in a swollen cell or a split or tear in a cell's foil covering, do NOT discharge the battery.
 - b. Submerge the battery into a bucket of salt water. This container should have a lid, but it does not need to be airtight. Prepare a bucket or tub containing 3 to 5 gallons of cold water, and mix in 1/2 cup of salt per gallon of water. Allow the battery to remain in the tub of salt water for at least two weeks.
6. Additionally, the correct disposal method for UNDAMAGED LiPo batteries, as per the instructions of another commercial lithium battery distributor, Common Sense RC, www.commonserc.com, is:
 - a. Discharge the battery to 0 volts.
 - b. Puncture each cell and immerse in saltwater for 24 hours.
 - c. Wrap the battery in a bag and place in an appropriate disposal canister.
 - d. The pack can then be disposed of in a regular garbage can - there are no special disposal requirements for LiPo batteries.

UPON DEPARTURE

1. Upon leaving, make sure you take home any and all trash that you brought. This includes damaged or broken aircraft parts and pieces. If you brought it with you, take it with you when you leave. There is no trash service.
2. If you are the last to leave, do the following:
 - a. Lock the impound box and scramble the padlock's combination.
 - b. If any equipment is left by another flyer, take the equipment with you when you leave and contact the owner or an officer about its return. Low value items may be placed in the impound box or shed.
 - c. All refuse, cigarette butts, debris, trash and remains of any damaged aircraft are to be taken from the field when you leave. There is no trash service.
 - d. Lock the lavatory and scramble the padlock's combination.
 - e. Lock the sheds and scramble the padlock's combination.
 - f. Lock the gate and scramble the padlock's combination.

Note: Any Member noting any deficiencies in the field or its equipment shall bring it to the attention of a Club Officer at the earliest opportunity.

IF THERE IS ANY DOUBT ABOUT A COURSE OF ACTION AT THE FIELD NOT COVERED BY THESE RULES, TAKE THE COURSE OF ACTION THAT WILL ENSURE THE SAFETY OF YOURSELF AND OTHERS FIRST, THE SAFETY OF PROPERTY SECOND, AND THE SAFETY OF YOUR AIRCRAFT LAST!

SAFETY COMMITTEE

To assure continued emphasis on the safety of everyone, the PCC hereby establishes a standing Safety Committee. The Committee shall be composed of a Chairman, a Vice Chairman, and Field Marshals appointed by the President. Club officers are, by default, also members of the Safety Committee.

SAFETY COMMITTEE CHAIRMAN

The Safety Committee Chairman shall be responsible to the President for formulating, presenting and implementing proposals for safe flying and operating procedures. He shall confer with the Membership and make recommendations to the President as to each Prospective Member being considered for admission as a Member in Good Standing. He shall make recommendations in matters such as medical emergency and flight safety, test flight procedures, inspection check lists, hazard warning, flying site facilities, restricted flying areas, and all matters concerning safety. He shall convene Safety Committee meetings at his discretion.

SAFETY COMMITTEE VICE CHAIRMAN

The Safety committee Vice Chairman shall assist the Chairman in the conduct of Committee business, and in his absence, shall assume those duties and responsibilities.

FIELD MARSHALS

Definition: Club Officers and those appointed by the President are Field Marshals. All club members have the responsibility to act as a Field Marshal when they observe unsafe conditions or operations.

1. Field Marshals shall enforce the rules herein and shall bring repeated infractions to the attention of the Safety Committee Chairman.
2. Field Marshals shall make every effort to identify non-members and guest fliers. Field Marshals shall introduce themselves to the guest fliers, check their AMA card, check the airworthiness of their aircraft, acquaint the guests with these rules, Club operations, and activities, and invite them to attend the club meetings. A guest may fly no more often than two times, and their activity is subject to restrictions, as conditions indicate.
3. Field Marshals shall expedite the flight line and ensure that everyone is afforded an equal opportunity to fly.
4. Field Marshals shall ensure that safety is practiced by everyone and address any situation that is unsafe.
5. Ensure that each newly built/repaired/or altered aircraft is reasonably safe for flight;
6. Take reasonable steps to ensure that the pilot of any particular aircraft has the experience and capability to operate it;

7. After consultation with the senior Field Marshal present, "ground" an aircraft for not being reasonably safe for flight and/or "ground" any pilot who repeatedly violates Field Rules or safe operating procedures, or who does not appear to have the experience or capability to operate a particular aircraft reasonably safely;
8. Note all unsafe practices and bring them to the attention of the Safety Committee Chairman.

SAFETY REVIEW AND DISCIPLINARY ACTIONS:

Any Field Marshal, who considers that a flyer, after consultation with the flyer, continues in operating their aircraft in an unsafe manner or in a repeated violation of the Field Rules, shall initiate the following Procedure:

A. As to Guests and Non-members

1. The Field Marshal shall order the person to terminate his flying.
2. As soon as possible, the Chairman is to be advised with the Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of witnessing Field Marshals.

B. As to Applicants, Prospective Members, and Members in Good Standing

1. The Field Marshal shall request the Flyer cease his flying activities pending completion of the review procedure.
2. If more than one Field Marshal is present, the senior shall be advised, and upon an affirmative vote of two Field Marshals, the Flyer shall be requested to cease his flying activities pending completion of the Review procedure.
3. As soon as possible, the senior Field Marshal shall prepare a brief written report to submit to the Chairman with the following information: Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of Witnessing Field Marshals.

REVIEW PROCESS

1. As soon as possible, after receipt of the Field Marshal's report, the Chairman shall advise the President, shall contact the flyer and the witnesses to ascertain their versions, and shall forward a brief summary of this information to the President.
2. Upon receipt of the Chairman's information, and based upon his recommendation, the President shall either proceed informally, or call a Safety Committee meeting.
3. If the President proceeds informally, he may order any one or more of the following:
 - a. Return to flying status;
 - b. Return to flying status with probation;
 - c. Issuance of a warning;
 - d. A period of additional instruction or training;
 - e. Loss of flying privileges not exceeding four weeks;
 - f. That a Safety Committee meeting be convened.
4. If a Safety Committee meeting is convened, it shall have the power to receive oral and written evidence. The Flyer shall be afforded a reasonable opportunity to be present to hear any oral evidence, to review the written evidence, to present evidence, and to make an oral or written

presentation. After introduction of evidence and considering any statement of the Flyer or his representative, the Safety Committee shall proceed in closed session and issue its order.

5. If a Safety Committee meeting has been convened, it may order any of one or more of the following, upon a two-thirds vote:
 - a. Return to flying status
 - b. Return to flying status with probation;
 - c. Issuance of a warning;
 - d. A period of additional instruction or training;
 - e. Loss of flying privileges not exceeding four weeks;
 - f. Termination of the Flyer's affiliation with the Club.
6. If the Safety Committee orders termination, upon the request of the Member in review, such order shall be reviewed by the Membership at the next regular meeting. The Membership, upon review of the evidence, and after affording the Flyer and/or his representative and opportunity to present evidence and to be heard, upon a two thirds vote, may issue any one or more orders as could be issued by the Safety Committee including endorsement of the termination.
7. None of a Member's dues, or any fees paid by him to the club, shall be refunded because of any disciplinary action, up to and including termination

