

# PCC Newsletter



March 2008

Next Meeting: March 19, 2008

AMA Chartered Club # 139

Visit: <http://flypcc.org/>

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**Fresh Photos!** In addition to photos in this newsletter, you'll find lots more photos and videos on the [PCC website](#).

## **FROM THE FLIGHT DECK**

**Jake Chichilitti**

Welcome to March everyone. We are having a typical winter this year, pretty crummy weather with some great flying days in between.

I arrived at the field fairly early on Sunday February the 17th and found three other members already there and flying. We had very nice flying conditions that morning and before I knew it, there was a parking lot full of cars and pilots and models everywhere. By some counts there were twenty cars in the lot.

Everyone was having a great time and there was only one frequency conflict that I know of. There were quite a few 2.4 GHz radios in the impound box and we ran out of 2.4 frequency pins. What a great time!

We haven't been up to the lake to float fly for three months. Between the holidays and the weather things just haven't worked out. Maybe March will bring better weather and we'll be able to make it up to Lake Hennessey again. Ken has his twin engine Mako combat wing on floats and I can't wait to see it take off and land on the lake. Ken and I will be flying in a combat contest in Livermore on the last Saturday of March so I'm not sure when the next float fly will occur. Please contact Ken Martinez, Ray Squires or myself if you have any questions.

My next building project is a glider called the Bird of Time. It has a ten-foot wing span, which will make it the biggest model

I've ever attempted to build, plus it features an all flying tail, another first for me. As always I am making a couple of changes to the stock design. I will add spoilers to the wing to help the landings and instead of attaching the wing on with rubber bands I will use nylon wing bolts. I'll be using Polyspan for covering the wing and tail surfaces and paint it with Brodak's dope of course.

I will bring it to the meeting in the bones for show and tell.

One last thing I would like to mention is the Pacific Coast Dream Machines Air Show at Half Moon Bay Airport on Sunday, April 27. I understand from Ray Squires that our club has been invited to put up a display at this year's show. It is a great way to introduce our club to the general public and it gives us a chance to display some of our favorite models. From what Ray has said we will not have to pay admission or parking if we are part of the show. I will be there to man the booth and pass out magazines.

Please bring any modeling magazines you would like to donate to the next meeting. Some of the featured aircraft this year are as follows: B-17 Flying Fortress, Mitsubishi Zero, North American B-25 medium bomber, North American P-51 Mustang, Grumman F4F Wildcat, Curtis P-40 Warhawk, Hawker Seafury and a Boeing B-17 Flying Fortress. In addition, rides will be available in a helicopter, a biplane and the B-17. It should be quite a show.

That's all for this month. See you at the field,

—**Jake**

## ***MINUTES: JANUARY 16, 2007***

***Kirk Phaling***

The February PCC meeting was called to order at 7:30 P.M. by Pres. Ken Martinez. Had a nice attendance for the meeting and two guests were present. Both brought items for Show & Tell. The minutes of the Jan. 2008 were approved as published in the newsletter.

RaffleMaster John Bassetto displayed the main Raffle prize—an E-Flite Pulse XT electric ARF.

Jake Chichilitti announced Sunday, Mar. 9th will be a Glider Day. A “High Start” will be available. If it rains, the event will be held the following Sunday.

A work party will be held April 6 to repair the fence and tidy up for the coming flying season.

Longtime member Charlie Wajdak moved to San Diego the end of February. Charlie was largely responsible for PCC obtaining our present great flying site. PCC owes him a lot. Cap’n Charlie and his lovely wife, Kay, will be missed.

If any member wants to sell some RC items get in touch with Editor Pete Johnson and an ad can be put in the next newsletter.

### **COMMITTEE REPORTS**

Jake Chichilitti noted that a recent issue of Model Aviation listed Brian Chan as a Life member. Congrats, Brian.

**TREASURER:** Ellsworth Crowell dispensed this vital information. All is well.

**SAFETY:** Ray Squires has volunteered to be the 2008 Safety Officer. Thanks, Ray.

One of our main concerns is Safety in the Hot Pit. No visitors nor guests of members are allowed in the Hot Pit area when engines are being started. This is for their safety and should be courteously explained to them. Nor should visitors or guests be allowed in the other pit area unless with a PCC member. There is a specified area for visitors.

Visitors and guests are not allowed west of the runway nor north of the pit area.

It should also be noted that casual visitors are not allowed access to the beach because of the high cliff next to the ocean.

Also all 3D flying is not to be done over the runway. This would interfere with other pilots taking off or landing.

**FIELD:** The gate is being worked on. Marco Pinto will make a sign for the entrances saying “NO BEACH ACCESS.” The runway widening is awaiting good weather.

As noted above, April 6 is scheduled to be the Work Party day for fixing up the field. Ken will have a signup sheet at the March meeting.

**MEMBERSHIP & FLITE PROFICIENCY:** Nothing to report.

**NEW BUSINESS:** Ken wants to form a committee to search for possible future flying sites in the event that we lose our present site. Call Ken if you have any ideas and/or want to volunteer.

PCC has been invited again to take part in the Half Moon Bay Dream Machine Show on Sunday, April 27th. Ken will have a signup sheet for volunteers at the March meeting. It’s a lot of fun. You get in free and can see all the exhibits.

**D.O.M.:** None.

**S.A.D.:** John Bassetto was flying a favorite 30-year-old glider and he let it get below the edge of the cliff. He tried to work it down to Martin’s Beach but wound up burying it at sea. He already has a S.A.D. patch.

**SHOW & TELL:** Mike Klass had several items. First was a new Chinese gas engine similar to the DA50. Looked good. Also had a Hobby Lobby crash sale electric jet. A ThunderBird with fan and motor. Not flown as yet.

Next was a very oldie: a Hobbie Hawk RC glider—very expensive when new. A neighbor had it a long time and gave it to Mike. Has an old Kraft radio.

Also Mike had an ARF I think he said was a 150 Aerobat with an Evolution 26 gas engine. It flies like a trainer. His brother gave it to Mike for his birthday.

Ken Martinez modified his redesigned twin engine combat wing to add floats. Looked great.

Jake Chichilitti built a pylon Playboy with 44-inch wing from a Klarich short kit. Has an .049 engine. Jake is going to fly it in SAM events.

John Bassetto wants to get a group of guys to fly 60-inch slopers in contests. All to use the same model of a plane. He showed his creation and is building one for Pete Johnson using cores cut by Eric Einarsson.

Jeff Obertelli had a nice looking T-34 which he got on the internet with an OS .46 FX engine. A T-34 is a great flier.

One guest had an RTF Heli. He had tried to fly it and broke it. After fixing his brother tried and also broke it. He needs help.

The other guest had a Corsair built about 20 years ago from a Top Flite kit. He also has a trainer to learn to fly before he tries the Corsair. A good idea.

Ray Granz gave a presentation of the early years of RC using a collection of pictures of his planes over the years and a history of them. Was very interesting.

Mike Nadler had a Thunder Tiger E Hawk 1500 glider with brushless outrunner motor. Mike said it was not easy to build but is fun to fly. It wants to float forever.

The meeting adjourned at 9:25 P.M. and was followed by the Raffle. Marco Pinto won the Pulse XT and Dennis Lowery got the other stuff.

#### **A NEW AWARD IS NEEDED**

The Wednesday, Feb. 27, 2008, issue of the *San Francisco Chronicle* reported an unusual story. An unidentified, 44-year-old Daly City man was rescued by helicopter from a wooded hillside on San Bruno Mountain the 25th after he became trapped while trying to retrieve his model airplane. He called 911 on his cell phone at about 6:45 P.M. saying it was dark and he couldn't make it down the hill. The Daly City fire dept. wasn't able to get to him because of the harsh terrain so they called in the Coast Guard. The C.G. sent a heli which hovered while lowering a harness. The man was lifted to safety.

The model plane was not recovered. Maybe the new award could be called the D.O.D. for Dummy Of the Decade.

—*Kirk*

### **TREASURER'S COLUMN**

*Ellsworth Crowell*

March is here, members. This is your last reminder to pay your 2008 dues. Anyone who hasn't paid by the March 19 meeting will be dropped from the PCC roster.

So, to maintain your 2008 membership, send me a check made out to PCC for \$85.00, along with a copy of your 2008 AMA membership card.

Mail to:

**Ellsworth Crowell  
424 Oxford Way  
Belmont, CA 94002-2752**

Members I haven't heard from are Hans Beck, Andrew Coxon, Robert Janowitz, Brian Keil, David Leppard, Dave Morss, Robert Neumann, Roberto Ourique, Jim Park, Brian Troy,

Ibrahim Wahbeh and Steve Williams. PCC wants to hear from you all!

Please attach your 2008 year bar to your field badge and wear your badge to the field. It tells us who you are and shows that you're a paid-up member.

Remember the field gate lock combination is on the front of your membership card. Please lock the gate "Lock to Lock."

PS: Look for a 2008 club roster in the April Newsletter.

—*Ellsworth*

### **FAREWELL, CHARLIE, OLD FRIEND!**

*Paul Lum*

For those of you who have not heard, Charlie Wajdak and his wife, Kay, have moved to Carlsbad, California. It is a new and exciting adventure for them but a sad time for us. Charlie was a pillar in our club. We're going to miss him.



Charlie was born in Louisiana, near New Orleans. He grew up there and worked on the family's shrimp fishing boat. Just before the start of the second World War, he became a Merchant Marine. When the war started, he was trapped in China and spent the duration there. After seeing the beauty of the Bay Area, he decided to move here after the war.

He received some training as an auto mechanic, paying for his own education as Merchant Marines weren't given any of the perks the regular G.I.s received. He got a job as an auto mechanic but, being the shrewd person he was, he invested in real estate on the side. Because it was difficult to acquire properties in the San Francisco area he moved to Sacramento.

After amassing a small fortune, he returned to San Francisco and worked for a Cadillac dealership. Bent over and looking into the engine compartment of cars all day long took a toll on his back. He went on disability and refocused his attention on RC and did some cell phone selling on the side, when it was in its infancy. All this while still maintaining his real estate holdings and taking care of his mother, who was living in Pacifica.

During this time, he met and married his lovely and sweet wife Kay. Don't know why she ever fell for him. But he cherished her. I've never seen another flier put his wife's name on every single airplane. He is a lovesick puppy.

Back to RC, he became interested in pylon racing and did the racing circuits with Warren Olsen. Charlie won quite a few racing events. Charlie was a slow deliberate person so I was surprised that he got interested in pylon racing and that he did so well although he used to fly a delta winged "rocket." I used to be amazed at how he could land his high-speed racer in the middle of the runway... every time. He was amazing.

And he would not give up. He'd work on a plane for years, just trying to get it to fly correctly. And engines too. He had a two-stroke twin engine that he fought with for years and, because of design flaws, it never ran correctly. I think he still has that engine and someday he's going to start working on it again.

And this hard headedness paid off for PCC and all modelers on the Peninsula. After many years of looking for a new flying site, after many had thrown their hands up in defeat, through his persistence, Charlie finally acquired our current flying site.

Did you know that Charlie and Joe Ramirez also found our old flying field at the old Alves Dairy?

Over the years Charlie has protected our club... from the outside and the inside. He has served as both club president and club vice-president. He would argue against anything that could hurt our club. He would chastise anyone who endangered our flying field. He fought vigorously to preserve our club funds. He was truly a main pillar of our club.

I think that Charlie's parting words of advice to us would be: "Protect our field and protect our money. Without them we have no club."

We will truly miss Charlie and Kay. Thank you Charlie and Kay for making PCC what it is and for being part of our lives.

Charlie and Kay have not completely ended their Bay Area connection and we hope that we will see them when they make visits to the Bay Area. In the meantime, we wish Charlie and Kay the very best in their new home and their new life.

## ***A BIT OF PCC HISTORY***

***Alonzo Richardson***

*While he was working on his article about Charlie Wajdak, Paul Lum asked Alonzo Richardson for help and received this wonderful email account of PCC days gone by.*

My first knowledge of the PCC was shortly after moving here and settling down in the Mills Estates. While taking the kids for a walk we found the PCC members flying from a hilltop near what is now 280.

The planes were escapement with the simplistic radios. If you got three flights with out a crack-up you were doing fine.

I asked a lot of questions and then built my own plane from a kit. The radios were not in a case: just a printed circuit board which you had to cover somehow. The batteries were snapped into a battery case. The transmitter was in a case and had only one push button for control.

You could get a Bonner escapement that had up, down, right, and left—one push on the button and held would give you right, two quick pushes and held gave you left, three and held gave up, and four got you down. A separate escapement could be set up to give you fast or slow for the engine.

We flew from that hilltop for a number of years and then moved to Foster City. We were chased to another location I believe four times before we finally had to leave Foster City. Our next field was in Alvers Dairy pasture in Half Moon Bay. We stayed there for over twenty years before run off by a housing project.

It was at Foster City that escapements gave way first to Galloping Ghost controls, which were often called nervous tail controls. Next came the channel controls. The ten-channel system would give you right and left rudder, left and right aileron control, up and down elevator, engine control, and usually a trim control on the elevator. You could use one control on the right and one on the left at the same time but not two on the same side. For example the elevator was on the left with elevator trim. You could trim the elevator but not change the elevator at the same time. Rudder was also on the left, which meant you could not use it at the same time the elevator was being used. All these controls were all or nothing. To give right rudder meant you got full right and it stayed there until you released the control at which time it would return to neutral. The engine and elevator trim were not self-centering servos.

The channel control system then was replaced with our present digital control systems. To us old timers the present controls are just out of this world they are so good. Loss of control is a rare thing today whereas it was not uncommon with the earlier control systems.

When I first knew PCC it had only about 20 members and we met in a hobby shop in, I believe, San Bruno. We soon had a meeting place in a bank in Millbrae. I believe we next moved to the Rec Center in Millbrae and later to the present meeting place.

Our financial position remained touch and go until we established the field fund. Each new member was required to contribute \$50 to that fund, which was to be used for field maintenance requirements only. That has been forgotten at times in the past and should not be forgotten again. We have substantial cash on hand now only because of the field fund. Establishing a new field takes a lot of money. We never know when we will have to find a new field—so hold onto that cash!

Many of the members do not know we are a chartered AMA club. We are a registered non-profit corporation having a state registered corporation. In the event of a serious accident the club can be sued but not the officers. That is an important protection for the officers and should not be dropped.

The one thing I remember about Charlie is the fact that he flew a Delta wing plane with a souped-up engine. It was very fast and rolled just as fast. He flew it upside down about half the time. I could never tell which was the top or bottom of the plane.

Another thing few remember. When we first flew from Alvers pasture there was no road beyond the barn. We had to carry our gear from the barn to the field. When it rained the walk got to be a problem. One of the members that worked for a construction firm got enough 2x6 planks to build a wood walkway from the barn to the field. Later we could drive up a drain ditch to the field unless it was raining. When the big water tank was put in a road was graded and we used that. An electric fence was set up around the runway to keep the cow droppings off the runway. The supporting posts were set into pockets to permit laying the fence down when we flew.

Charlie and Joe found the field and Ernie Alves said he wanted to see a flying demonstration before letting us use it. The pasture was full of cow hoof prints which would snag the wheels of a plane trying to take off or land. I had a Taurus plane and after finding a short clear space I told Mr. Alvers I would fly it but only once because I knew the landing gear would be torn off when landing. I did manage to get it into the air and put on a pretty good demonstration. The landing gear was torn off on landing.

Using our cars, we dragged an A frame with nails sticking down back and forth over the pasture until we had a useable strip to fly from. Our first improved strip was made from old corrugating machine belts. These are cotton belts a half inch thick and 85 inches wide. They are about 200 feet long and worked well until we were able to put asphalt down.

Andreni poured out a slurry that hardened for our first hard surface runway. We had begged him to do it before the first rain—well it had rained before he brought the dual wheeled truck out and began to pour. The double tired wheels sunk down about six to eight inches. These ruts were simply filled with the slurry. When the county was estimating the value of the runway they bored holes to measure the depth. I was careful to point out the places to test bore—where the ruts had been. They found we had ten inches of asphalt and paid us for it.

There are lots more stories about our past history.

**Newsletter Submission Deadline:** *Third Tuesday before the next meeting!*

## **UPCOMING EVENTS**

*See PCC Website for more Northern California RC events.*

### **March**

- 19 *PCC Meeting, 7:30 p.m., Dave Chetcuti Room*
- 22 *SCCMAS Fun Fly, Morgan Hill*
- 29 *Open B Combat, Livermore*
- 29 *PCC Float Plane Fly at Lake Hennessey\**

### **April**

- 6 *Spring Clean Up @ PCC Field*
- 16 *PCC Meeting, 7:30 p.m., Dave Chetcuti Room*
- 19 *Sport Warbird Race, Fresno Radio Modelers*
- 26 *PCC Float Plane Fly at Lake Hennessey\**
- 27 *Pacific Coast Dream Machines, HMB Airport*

### **May**

- 18 *Work Party, 9:30, PCC Field*
- 21 *PCC Meeting, 7:30 p.m., Dave Chetcuti Room*
- 24-26 *Helicopter Contest, SCCMAS, Morgan Hill*
- 31 *PCC Float Plane Fly at Lake Hennessey\**

### **June**

- 8 *Model Tune-Up Clinic@ PCC Field, 9:30 a.m.*
- 14 *Pattern Training Day, Sacramento Area Modelers*
- 15 *Fun Fly @ PCC Field, 9:30 a.m.*
- 18 *PCC Meeting, 7:30 p.m., Dave Chetcuti Room*
- 28 *PCC Float Plane Fly at Lake Hennessey\**

### **July**

- 16 *PCC Meeting, 7:30 p.m., Dave Chetcuti Room*
- 26 *Open B Combat, Livermore*
- 26 *PCC Float Plane Fly at Lake Hennessey\**

**\* = Contact Jake Chichilitti for more information.**

## **PICTURES**

Photos by Paul Lum, Brian Chan and Pete Johnson. You can view these in color at <http://flypcc.org/coppermine/>



Chris Nathan carries the Sig Kadet Jr. to the takeoff line.



Greg Romine with the Sig 1910 Deperdussin.



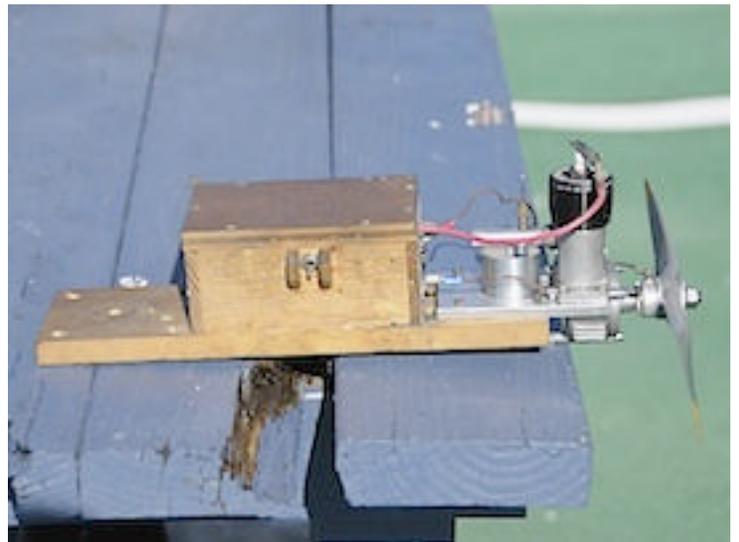
Mike Klass posing for a picture with his new Cessna.



Jake Chichilitti brought his Baby Playboy out for its maiden.



Ray pulls up and the biplane becomes airborne.



Neil Leopold checks out an Ohlsson and Rice 60, circa 1948.



Jake Chichilitti poses with one of his smaller planes.



Matt's gloves leave his fingers exposed.



Brian Chan brought this futuristic Facet Mobile to the field.



Eric Einarsson and Brian Chan get ready to fly their gliders.



The T-34 served as a primary Air Force trainer in the 1950s.



A good crowd of flyers gathers at the field.



*Peninsula Channel Commanders*

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San Jose, CA 95125  
<http://flypcc.org>

Next Meeting: Wednesday, March 19, 2008

**J&M**

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