

PCC Newsletter



February 2011

Next Meeting: February 16th, 2011

AMA Chartered Club # 139

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WHAT'S HAPPENING @ PCC

Editor



Unseasonal warm weather makes good flying days in the Bay Area, while others are stuck in the snow trapped basement building models back East!

Webmaster Wanted

The PCC needs an experienced webmaster who can manage this website. Qualified candidates must know HTML and useful technologies including CSS, Javascript and PHP.

Interested? Send an email to [Pete Johnson](mailto:petej@petej.com) with links to websites you have successfully designed and/or managed.

CLEAR DA PROP!

Dennis Lowry

The banquet at Harry's Hofbrau was a great success, and I saw a lot of nice guys dressed up and looking spiffy. As always Ray Squires provided a nice host of door prizes. Thanks to Jean Crowell who kept the books and cheerily let those pass who had tickets in hand. The only disappointment for the others was that I walked away with the Great Planes P-51 that I'm now planning to overpower with a four stroke Gold Knight. I like to keep the J&M items I've won even if I don't put them together right away: good for Cliff and good for me.

Thanks to all those who made this successful: John Bassetto and his wife, Ray Squires, Ellsworth Crowell, Cliff White, Mike Solaegui, and anyone I've overlooked here. Thank you all.

I went down to the field yesterday to look at the condition of everything, and it all looks like we are ready for spring. We need to have a general work party and picnic soon, and we should discuss this at the meeting. I will cut the new plywood for the impound box, and we can paint it and install it then. The driveway needs a retainer at the ditch, and all around cleaning would be good.

Everybody is ready to get going again after this soggy winter. Jake is brimming with indoor flying events and competitions. There's a new team of IMAC competitors practicing headed up by Joe Derinzi: Larry, Ralph, and a few others. They will bring flight pattern graphs to the meeting. Their first outing will be the Salinas competition in a month or so. They will not let the wind stop them, they are practicing! Go PCC!

Time to check out the airplane after the winter too: check servos, clevises, is the battery holding a charge? Does the covering need tightening? Is it all in good order.

Finally, we are going to make the Oceana Interim Training Session - MARCH 28 through APRIL 1 – a huge success: I am assembling the team now, so step up and volunteer. Talk to me or Ken Martinez.

We need: Building supplies;

Building tools – band saws, knives, straight edges, you name it we need it;

Simulators on laptops, we need it. If you have it, call me.

We also need instructors who can work directly with the guys, teaching them the basics of building. If you can spend a day, it is really worth it.

But come out to the school and fly park flyer type airplanes. Fly safely, but fly.

There's a tiered hill with a soccer field that's perfect for electrics, helicopters, slopers, and line control.

Friday April 1 there will be awards given and barbecue for the class and guests.

Come out and enjoy training the youth.

See you at the meeting.

Dennis

DECEMBER MEETING MINUTES

Mike Solaegui

52 attendees

Guests: Mark Ford, Julian Mayo, Joseph Brunner, Frank Goto and George Romanis. For those of you that can't remember the silent letter rule in French, I left out the offending consonant.

Minutes approved from December meeting.

Raffle prize: E Flite 260 3D from J & M hobby House, Easy Star donated by Joseph Brunner.

Treasurer's report: Cash flow is at break even.

Safety: Nothing to report is good news.

Field: Culvert between the road and our gate will need some attention this summer before the next rainy season.

Flight proficiency: Julian Mayot passed his solo flight proficiency Last Sunday.

Old business: Oceans HS program in March is getting near, Last year was a lot of fun for participating club members and more than a dozen students. Please contact Dennis or Kenny to volunteer time or planes.

Mike and Matt still working on electric charging station.

New members: Mark Ford, Frank Goto, Julian Mayot.

Future events: Float fly last Sat in February, contact Jake.

S.A.D. stories: Mike Class lost a plane. Mike peck had switchus interuptus and lost a 27% Extra.

Hits and misses: DLE 20 is a great small gasser, much lighter than the Zenoa, Skip's Blade 400 is a great starter Helicopter, Ray likes his receiver ready Hobby lobby Jet F86.

Mike

ANNUAL PM FOR AIRCRAFT

Brian Chan

PM = Preventive Maintenance!

After a long winter (probably not a correct term here in California), we should take a closer look at our models. I did just that last weekend, I found rusty parts, loose screws, loose or ripped covering. It is important to have parts in working order to keep your planes flying dry and wet powered models alike.

I went through my SebArt Katana that I have been flying all last year and then some; removed the cowling, check under the hood, so to speak. I found the motor mounting screws are a bit loose, due to the firewall plywood stayed compressed. The screws are sill tight as I used Loctite thread lock when I put them together. Most exposed metal parts have sign of corrosion on them, due to the wet coastal salty air. I clean off the oxidation and applies corrosion protection on these parts, included the wing servo connectors. Scan the airframe for damages due to those not so great landings. Iron down (or paint in Jake and John's case) the loose coverings. Check all hinges, clevises and pushrods for any slops or damages; if they have slops, replace with new hardware. A little investment will go a long way.

Check radio for proper operation, check flight battery and transmitter battery; recycle them to see they still have the rated capacities. If the numbers are questionable, replace them before they fail in the air. The result will not be pretty. Check servos for sloppiness, you might have to take the covers off to lubricate the gears, specially important for the metal gear servos.

Check the propeller for cracks, if you have not broken one lately. Propellers are not too expensive, replace them as needed. Check the wheels and kick the tyres. I found the plastic hub on the light weight wheel does not last, I have to drill out the wore out center and insert a brass tube to act as a bearing for the screw axle.

Just take a look at your planes, it will save you from a walk of shame.

OCEANA INDOOR FLYING

Jake Chichilitti

Indoor Flying Is Back! Indoor flying resumes at Oceana High School, 401 Paloma Avenue, Pacifica, CA, in the gymnasium, the first Thursday of the month: **March 3, April 7, May 5, June 3 and July 7.** 6:30 pm to 9:30 pm.

We will collect \$10.00 from each pilot and give the money to the high school as rent. Pilots will be required to show proof of AMA insurance.

Any model 5 ounces or less is acceptable for flying in the gym.

UPCOMING EVENTS

February

14 Valentine's Day, don't forget to appreciate the one who let you out flying on Weekends!

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

March

3 PCC Oceana Indoor event, 10.00 per pilot starts at 6:30

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

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

GREAT AIRPLANE PHOTOS

This link is a fine source for information about almost every aircraft ever built.

<http://www.aviastar.org/index2.html>



Ralph's F-86 EDF.



Albert's home build turbine powered jet.



Martin's F6F Hellcat.



Ray's plane (Phil nicknamed it the "Frankenplane").



Jake's Fockwulf dropping it external tank.



Brian's Nieuport 28.

PCC MADE IT TO THE DIST X NEWSLETTER.

The "Battle Over Half Moon Bay" Combat contest report was published in the AMA Dist. X January 2011 newsletter. Congratulation to Jake !!

101 WAYS TO STOP A PROPELLER *Don Nix, Insider Safety Column Editor*

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that. Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid

things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because.

Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manufacturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the _B of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and tax-ied to the front of the pit to change the needle setting.

Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell you it stopped the engine. However, flying was over for the day.

PROTECTING YOURSELF FROM HAZARDOUS MATERIALS

Chris Myers

If we caught our kids out in the garage sniffing paint or glue, we would send them to counseling. Yet, as adults we do this and call it modeling.

Last year I read an article about a man who was working with acetone in his house. After using it, he almost collapsed. Getting out of the room and lying down, he returned to normal.

When I look at the shelves in my work room, the chemicals stored there range from Balsarite to various spray cans, paint, lacquer, pesticides, etc., to CA to acetone, along with a couple cases of fuel. In addition to this, I use balsa and do a lot of sanding, creating particles to clog my lungs.

In the process of repairing and maintaining our aircraft, our hands come in contact with several hazardous materials. Our body absorbs these chemicals, and consistent exposure to them can be a danger to your health.

If you dissect our hobby, it quickly becomes apparent that we often spill fuel and CA on our hands. We sniff the paint and glue fumes and use grease and oil in our maintenance. It all gets on our hands. If you are an active modeler, you have a lot of exposure to hazardous materials. Below is a list of a few items you may want to keep around the workshop. They

should help minimize the risk of exposure to hazardous materials.

1. Get a fire extinguisher.
2. Go to an auto paint and body shop and pick up a good face mask.
3. Buy a small fan for ventilation. [**Tech editor's note:** A large fan is recommended. In order to move more air, a small fan must be run at a higher speed and that causes some of its own problems. A large fan running slow moves sufficient air without making other problems.]
4. Work in a room that is properly ventilated. 5. Buy a box of rubber gloves.

Our hobby is great fun, but more than the propeller deserves some serious attention to keep you from being in harm's way.

Fly safe and have fun.

ALL SCREWED UP

*David McCormick,
Falling Water Radio Control Flying Club, Soddy-Daisy, Tennessee*

I recently discovered a great way to mount canopies, cowlings, hatches, virtually anything that requires a mounting screw, to attach it to an airplane. I'd like to share it with the rest of my modeling friends.

As anyone who's ever tried to mount a fiberglass cowling or a plastic canopy on a balsa wood model knows, one of the most difficult things to do is to get the wood hard enough to reliably hold the mounting screws so they won't vibrate out in flight and allow the part to crack or fall off. In the past, the best method has seemed to be to use hardwood or plywood blocks, pre-drill the holes, and then harden them with CA. While that may work for a while, if you have to remove the screws a few times they eventually get loose again and you're right back at square one. Often, the next step is a bigger screw, which adds weight and looks crummy! So here's my solution ...

Cut a small piece of plastic antenna tubing slightly longer than the length of the screw. You can use any hard plastic tubing you have (not fuel tubing), just make sure the inside diameter is slightly smaller than the body of the screw. Antenna tubing is a perfect fit for the small allen-head servo mounting screws I like to use.

First, drill a small hole through the part and into the block (or balsa) as you normally would. Next, enlarge the hole to the outside diameter of the tubing. Make sure you're accurate with this hole, as it's important that the tubing fit snugly into the wood before gluing. You should have to tap the tubing into the hole with a small block or tool. If it's loose, drop

down a size on your drill bit. You may want to practice on a scrap of wood at first to find the right bit sizes. Now just use thin CA to secure the tubing into the wood, and give it several minutes to dry.

Your screws will bite into the plastic tubing much better than they do into wood, and you can remove and replace them as many times as you need to. The friction of the tubing on the screws' threads will act like "lock-tite," and they won't vibrate out or loosen in flight. I keep several sizes of plastic tubing handy to match the various sizes of screws I use on my airplanes. You can use pan head, socket head, or flat head screws, whatever you prefer, they all work equally well with this method. And it's easy to modify an existing mount to use this method, too.

Good Luck!



Ralph with his F-86.

****More photos are available on the PCC Web site,****



How many people does it need to start an engine?



Eric with that famous “deer in the headlight” look!!



Flying is not the only thing we do at the field, we “multi-task” some times!



Peninsula Channel Commanders

113 Starlite Drive,
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Next Meeting: Wednesday, February 16th, 2011, 7:30 p.m.
Oceana Indoor, March 3rd. 6:30 p.m.

J&M

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