

PCC Newsletter



August 2011

Next Meeting:

August 17th, 2011

AMA Chartered Club # 139

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WHAT'S HAPPENING @ PCC

Editor

RUNWAY CLOSED DURING RUNWAY UPDATE.

CLEAR DA PROP!

Dennis Lowry

Monday, August 1

As of yesterday, July 31, the runway has been undergoing the upgrades many members have been asking to have made for some time. There were work parties on Saturday and Sunday; well attended on both days. These members have made their wishes known in voice, in dollar donations, and in sweat. On both days there were over twenty guys and ladies out who want better facilities, and are willing to work for them.

The work was not as grueling as I had remembered from years past. We pulled carpet, but we had plenty of support, and there was not the intense struggle of fighting the wind, or trying to lay it out in an even pattern. There was time for newer members to ask older members about club history. How was the field laid out at Deannie's farm? How long were we at the dairy?

Discussion of the upgrades: what's required; how it is going to be . . . it was hashed out twelve ways to a dozen. These days its called bonding and it was good to see it happening with these folks, because they are the folks who use the field, and they are what the upgrade is all about. Actually, I think everybody had a pretty good time, I wish you had been there.

In regards to the money spent on the upgrades: when Greg Romine and I worked on the yearly club IRS forms, in the process we ran a spread sheet that shows how, with the higher dues, we will be replenishing the CD over the next three years. By this sheet we will replenish about \$9k if the membership holds at its current level. Good news.

Saturday, August 6

So Eddie Andreini, Ken Martinez, and Mike Klass have been working on the runway and it is coming along nicely. I believe it will be completed before the next meeting, so stand by.

Speaking of the next meeting, Corwin Hardin will be coming to make a presentation about Makani Power. Makani Power is a startup company he founded that uses a sailplane looking aircraft on a tether to make electrical power. Google them for a cool demo tape of the flying. He's the CEO of the company, so he may be talking about the CEO-ness of everything, I don't know. But what the heck, our meetings are so boring. . . (just kidding, I love fireworks.) It should be an interesting presentation, and might hold some potential for you.

On Entrepreneurs: John Bassetto. John's the kind of guy who can walk up to you and say, hey I'll put up two hundred bucks for this cause, and by the end he'll have you putting up another two hundred. I need for each and every one of you to talk to him, because he's got a great idea, and the enthusiasm to make it work. He can explain it better than I but basically he wants to trade our old lamps for new. If you have a good airplane kit or motor, John wants to broker them onto e-bay and help pay for the runway upgrades. I'm behind him 100% of the way, and have offered up one of my most precious hoarded door prizes, the P-51 I won at the banquet last year. (Damn.) Talk to John.

OK, I guess that's it. Go Trojans!

Dennis Lowry

Dennis

UPCOMING EVENTS

August

- 6 SCCMAS R/C Swap Meet
- 13 Annual Warbird Rally In The Valley, Radio Control Flyers Unlimited, Woodward Reservoir, Oakdale, CA.
- 17 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
- 19-21 All Scale Fun Fly, Salinas Area Modelers, Chualar
- 20 Pattern at Tomcat, SCCMAS, Morgan Hill

September

- 1 PCC indoor at Oceana HS, Pacifica
- 10 Electric Fly-in and BBQ, SCCMAS, Morgan Hill
- 21 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
- 24-25 Waldo-Pepper's Flying Circus, SACRC, Union City.

November

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

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

KIRK PHALING

Jake Chichilitti



One of our long time members and club officer Kirk Phaling passed away last month (June 2011).

I had the opportunity to visit with him at his nursing home and Kirk was as sharp as ever and even flew a micro indoor helicopter in his room. He will be missed by all who knew him.

Like all of us he left behind a treasure trove of modeling goodies and through the generosity of his family, Mike, Liz and Nancy has donated everything to the PCC.

I spoke with his son Mike and told him about our runway improvement plan. He suggested that the proceeds from the sale of Kirk's goodies be used to fix up the runway.

As of this writing I have \$300.00 to donate to the runway fund and there are many complete kits and built up airplanes with engines that still need to be sold. Gary Leopold has been a big help sorting and storing the kits. The built up airplanes are still at Kirk's house as Gary is running out of storage space. Contact Gary if you are interested in purchasing some rare kits or built up models.

Good-bye Kirk and may the wind always be straight down your runway, we'll miss your sense of humor.

Your friends at PCC

FLOAT FLY @ LAKE HENNESSEY

Jake Chichilitti



Time to think about another float fly at Lake Hennessey. Saturday August 20th looks to be o.k.

I will check weather on Wednesday August 17th and let you know if it's a go (at the meeting).

Jake

WHO AM I?

Mickey Darata



Hello, Mickey Darata here, I will start with leaving New Jersey on March 16th 1956. I left with my wife and two little girls in a 1952 Chevy and a small box trailer with all my belongings. It took five days to get to some relatives in Burlingame, we arrived at night and the police had to escort to our relative's house. All went well and the trip was not too bad. I had to find work real soon, I was an auto mechanic when I left so the first thing I did was visit the local dealerships, I was hired by Rector Cadillac and Olds in Burlingame, after a few years I became a Service Writer. I was there about 10 years, I bought a house in San Mateo and we had another little girl.

I left Rector and went to work at Paddleford Cadillac & Olds in Palo Alto. I worked at different jobs at the dealership, service writer, service manager, new car salesman, and back to service writer, retired in 1984 after 22 years.

I joined PCC in 1992, Jim Reimholz was the President at that time, and we flew at the old dairy field. We flew between two mountains and that is where I soloed. I made many good friends and enjoyed the sport. My worst enemy was GRAVITY, he was mean and ugly or he could be kind and gentle, we fought back and forth and also had our ups and downs. On a good day he would let me bring my plane home in good shape. Many times he would slam my plane into the side of the MOUNTAIN for no good reason, just to be mean, I guess! With a plastic bag I would climb the side of the mountain and retrieve the remains of my plane. I would leave a small cross at the site, and through the years I left a few. I kept flying because I enjoyed the sport, and I was able to fix my planes or buy a new one. After awhile Mr. Gravity and I got along better, and he stopped slamming my plane into the runway.

A few months ago I thought I would have to give up flying, at 86 my reflexes are not what they use to be. I stopped for a

time during the winter months, I was flying a 70 inches low wing with a 46 Thunder Tiger glow engine and all I did was crash and repair. A friend of mine at SACRC, told me I should try a small high wing electric plane, so I went out and bought the necessary things; went out to SACRC and my first flight was a huge success. I have been flying electrics for a few months now, and the thrill of flying is back, Mr. Gravity and I made friend and is leaving me alone, a few minor dings and scrapes but nothing major. I think I will know when to give it up. My plane can stay up for 7 minutes and I can do some loops and rolls, it is a cub that I converted to a tri wheel, my landings are good. So all you guys that are getting up there, there is still hope!



MY legs are getting tired and it harder to retrieve my down plane, the answer; don't crash!! I fly at SACRC field because the weather is a little better. I think I said enough for now; Make friend with MR Gravity and enjoy the sport.

MICKEY

WHAT DO YOU HAVE?

J. "Geppetto" Bassetto

My fellow members as you all may or should know that Kirk Phaling, our past PCC Secretary for many years past away last month and his heirs left much of his modeling goods to PCC for disposition to generate support for our coffers. Gary Leopold and Jake Chichillitti packed up the items and they are currently stored at Gary's home. Gary and Jake attempted to sell a couple of Kirk's model kits at the last PCC meeting and I bought (stole) the two kits because no one else bid on them. Like a drug addict in route to a cocaine factory offering free samples I called Gary the following day hoping I might bootleg some additional modeling stash for insultingly little payment on my part.

But alas, while meeting with Gary and surrounded by Kirks old belongings the euphoria of the preceding evenings kill had worn off and I began to come back to my senses. Now, I'm a thrifty modeler (read, cheap) and I love to score a good, no great deal on "stuff"! But I quickly realized that Kirks stuff was not to help out "me" but to help out the club, all of us! So, apologizing to Gary for my short sightedness, remembered that Dave Santana suggested to me that someone try selling the items online. At that moment that someone became me.

I suggested to Gary that we look through the items to see what of it would be the most valuable and easiest to sell on line. We agreed that the engines, which were in fantastic condition, would be easiest and I would start there. Some were mounted, some were not. All needed a good cleaning for the best photography that I could apply. Gary said that he would get them out of the planes and clean them up and let me know when they were ready to go. Two days later, they looked like new engines!

In the past week I've sold four engines and have netted the club over four hundred dollars. This got me thinking that like Kirk, I have been stashing model kits, engines, radios and everything else RC most of my life. There is no way that I will ever build, use, consume all of the items that I have amassed. What if I donated an item or two out of my stash to sell online as well? No money out of my pocket and I can still donate something financially above and beyond my yearly dues to go directly to our field fund? Fund, Fun? Hey, as I mentioned earlier, this not about me. It's about us! So, I would like to help spread the Fund/Fun so here is the pitch.

At the August meeting, bring in an RC item that you feel you could live without, that would bring an amount if sold online. Engines are easy because they are small and relatively easy and inexpensive to ship. New is best, but a good clean limitedly used one is good too! Complete kits can be shipped as well. I say complete because if it is missing parts, plans or has been started, it greatly diminishes the

return. 1/2-A through a sixty size is easiest to ship. Servo's, electric motors, ESC's, Bling, any item of value. I'll photograph them and put them online.

No junk please! It takes time to photograph, write the listing, do the postings and field the incoming emails. Let's make the items worth the while.

It's a win-win situation for everyone. You free up some household space, your significant other will be overjoyed. Feel like a philanthropist! Bask in the adoration of fellow members as a person that looks at adversity as opportunity! Be part of the solution! Be giddy as a kid on Christmas morning the first time that you rotate your plane off of your newly refurbished runway knowing that you went above and beyond!

See you and your donated items at the August meeting.

Geppetto

FIELD REPAIR & MAIDEN FLIGHT CHECKLIST FOR 3D ARF'S

By Ben Fisher of 3D Hobby Shop

When I go to fly-ins, people bring me all sorts of airplanes if they have a problem. I know how they fly, and I know going into a diagnosis that all I have to do is:

Make sure the assembly is correct

Make sure the accessories are working properly

Make sure the setup values are correct ...and it will fly just like mine.

If someone walks up to my trailer at an event carrying a small plane and says they are having problems, I do listen to their individual story, but I still go through exactly the same checklist no matter what. It's the same checklist I do on my new planes, and yes I still find mistakes on mine sometimes even after flying RC for 31 years.

Here's what I do:

1. Grab every part of the airplane. Pull on every part. Make sure all hinges are glued. Make sure all control horns are glued into the surfaces (I see this a lot). Make sure the pushrod connectors are tight. I have seen every possible part loose. Whole tails. It happens. Check everything by pulling on it.

2. Most of the things the pilots are actually worried about (a gap at the back of a wing, whether they need to change the thrust line, lateral balance) do not matter and are rarely, if ever the problem.

3. I turn on the transmitter, remove the prop and power up the plane. I check high rates to make sure the ailerons move about 30 degrees up and down and are moving approximately the same amount. About half the time, I find that the ailerons are doing something wacky. It's always due to the pilot not understanding the flap programming on his radio and he's flying with flaps activated or mistrimmed and it's all screwed up. I have problems with this every time I buy a new radio too. Make sure you read the manual and understand this.

4. I check to make sure the elevator moves at least 40 degrees up and down, 45 is better. I grab the elevator at the trailing edge and try to move it up and down. There should be very little play. Sometimes I find a lot of play, normally due to a worn-out elevator servo. This is particularly common on HS-65MG because they tend to last a long time and go through several planes, so the top bushing is worn out. If I find this play (you can actually see the servo arm rocking back and forth as you move the elevator) I tell the pilot he needs a new servo before we can proceed.

5. I make sure the rudder moves 40 degrees or so each way (it's not critical exactly how far). If it moves slow or has trouble finding center or will not move all the way (I help it a little by hand and if then it moves all the way it's obvious) I know the tail wheel is causing drag. I go through all of this in the build videos about the tail wheel, but the easy fix at the field is unscrew the bracket on the bottom of the fuse. If that fixes the servo travel, I know. It can fly a few times without the bracket.

6. I take the transmitter and make sure it has 75% expo on all surfaces on high rates. The pilot usually does not have the right expo, and he usually argues with me. He says he doesn't like the expo, or that his friend had some other idea, or some guy on the internet said... Whatever. Everyone needs expo on high rates, whether they know it or not. Make sure it's negative expo on Hitec and Futaba radios. Positive expo on JR and Spektrum.

7. I check the servo endpoint adjustment.

****If it is a Dx6i transmitter, it's never going to be right. That's the way it is. That Tx will not drive servos as far as others, and this is a severe disadvantage. I can get the plane feeling OK, but not great, on a Dx6i. I tell the pilot this. Dx6i's are very much over-represented among pilots who are having problems.****

The endpoints should be very close to maxed out. Some radios will go to 120%, some to 140 or 150. Whatever, it just needs to be maxed out. Normally, it's not, because the servo arms are too long. I change the endpoints to maximum, and if I need to I put the servo connectors into a different hole in the arm so that the throw remains correct.

see 35% expo on low rates. Yes, they fight me on this, too. At this point, I know the controls are setup properly. Almost done.

9. I check to make sure the prop is an APC E, Xoar PJN, or Vox, and that the pitch is 1/2 of the diameter. If not, I tell the pilot to get a new prop.

10. I put the battery in the middle of the tray and check the CG.

11. I hold the plane in my hand and go to full throttle, to make sure it has enough power to pull up out of my hand.

That's it. I takeoff, trim the surfaces so that it will fly across the field hands off. I fly some low rate stuff then flip to high rates, harrier down, hover a little. I flip back to low rates and show the pilot how to land.

To land I fly at 1/8th throttle with the nose about 15 degrees down below the horizon. I fly along the runway, using the elevator to keep my nose 15 degrees down until it's about 1 ft high, then I cut the throttle and ease off the elevator slightly. Done.

The usual reaction is amazement. What the pilot doesn't usually understand beforehand is that the airframe is just a dumb piece of wood. It's the simplest part of the system. The odds that something is wrong with one of the dumb pieces of wood are very low. The odds that the problem is with one of these high tech parts are very high. I wish I could teach people that.

MATT WON AGAIN (AND AGAIN)!

Matt Abrams took 1st place in Sportsman at the Camarillo IMAC competition on July 24-25. There were 10 very skilled pilots in this class and the scores were very tight. Matt pulled off a win by winning 2 sequences and the unknown sequence and getting high enough scores in 2 of the other 4 sequences to solidify the 1st place standing for the competition.

Matt and Larry Smith also flew in the Oakdale IMAC competition Aug 6-7. Matt continued his string of 1st place wins (Sportsman), while Larry finished 4th in Basic.

Larry flew well in only his second IMAC competition. Matt got another first place finish in the sportsman class against another tough field. That's now his 3rd first place in three competitions. They enjoyed perfect flying weather at a first class venue.

Matt and Larry will be competing at the Santa Maria IMAC August 21-22. There will be an IMAC event in Fresno (Sept 17-18).

IMAC can make you a better flyer, plus its loads of fun. The sound of a 4-cylinder DA-200 making a fast pass over the runway is simply awesome! If you're interested in flying IMAC or going to a competition contact Matt or check out www.mini-iac.com for more information.



Peninsula Channel Commanders

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Next Meeting: Wednesday, August 17th, 2011, 7:30 p.m.
Bring your excess model stock to the meeting.

J&M

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