

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



April 2013

Next Meeting:

April 17th, 2013

AMA Chartered Club # 139

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

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Editor/Flight Proficiency Chairman	Brian Chan	650-867-8813	pcceditor@gmail.com

WHAT'S HAPPENING @PCC

Pacific Coast Dream Machines show will be held at HMB Airport on April 27th, 28th. PCC will have a booth there as usually on Saturday, April 27th.



We will need models for display and members to man the booth. The more members there, less time for each will be needed to man the booth and more time for you to roam around to see the displays. You will get in for FREE!!

Contact Ray Squires (rlsquires@comcast.net) and Mike Klass (mpklass@gmail.com) for volunteer information. YOU can also contact our President, Mike.

MARCH MEETING MINUTES

Dennis Lowry

March 20, 2013

Call to Order: Mike Solaegui called meeting to order.

Guests: Mark Heckman and David Heckman, Long time members. Roger Fish brand new member, Ruth and Art (did not get last name), a Swishing pair on a simulator: Looking for fun in the summer, and hoping to land soon.

Raffle Prize: It was the best prize offered this year. Multiplex Dog Fighter. J&M donated at cost. Return at full value and exchange if you like.



Raffle Master Geppetto holding the Grand Prize.

Treasurers Report: All is good.

Membership Report: 85 to date and growing.

President's Report:

Oceana High School: Rich Symmons spoke. Shortly he explained that the lessons taught in the Interim are on: Pressure, Bernoulli, Math (Algebra).

Rich presented a simple demonstration: Using an induction heater he boiled water in a 1 gallon can. Roughly, 15 PSI is 1 atmosphere. He capped the can and took it off boil. The demonstration proves that a 1 gallon can will not support 1 atmosphere of pressure.

What happened? You guess.

Mike Solaegui explained how important our role as PCC, the citizen, takes programs of this nature to give back a quality commitment to the community.

New Business:

AMA sends 3 members to foreign country to compete in international meets. A motion was made and passed to donate \$100 to the AMA committee.

Old Business:

Contests & Events: Dream Machines is coming up: April 27. We went to Eddie's dinner last year. Tickets were \$30.00 per dinner at Eddie's with proceeds going to the Coast Senior Center. Ray Squires is in charge of paper. Mike Klass will set up the volunteer participation as last year.

Bring Sandbags to hold your planes down, and bring folding chairs to hold your butt up if you come. Other advice dispensed free of charge. Just ask.

Safety Report:

New member flew across the highway. Bayside had similar problems. The membership needs to educate each other as to the potential problems. If you see a dangerous situation, speak up. Flying across the highway could endanger the future of the club.

A discussion of landing west of runway generated a proposal to use fluorescent paint or a flag, or a wind sock.

Field Report: Looking Good. Don't leave trash at the field. Just like camping, if you bring it in, take it out with you. Thanks!

Flight Proficiency: Don't fly across highway one and we'll call you proficient enough. Do and you'll get a scarlet letter!

Sad Stories:

Hits and Misses: Matt Abrams sited Kymera Body Boards: A local fellow is using li-po batteries for use in powered body boards. He is developing it at Lake Berryessa with a target

audience of lifeguards. Matt is doing some aerial photography for him and may have videos for the April meeting.

Somebody else said Teslas are great which drew cheers from one quadrant of the room. Go Boy, Go!

Show and Tell:

Ray's F100 Super Sabre: 2294 were built, 889 lost, with 324 deaths. It was commissioned in 1954. In 1967 structural reinforcements were instigated. A lot of planes and pilots were lost. The model comes in four pieces. The retracts are difficult. It's pretty nice after all the trouble.

The fan – ha, ha, ha . . . sucks plastic off the table. But at 40,000 rpm it's fast. The airplane (my opinion) looks great.

Maurice's Tiger Moth: is yellow. It started as glow, and Maurice is converting it to Electric. Maurice didn't say much about it.

(After the meeting Ellsworth Crowell referred to the Tiger Moth as a great airplane and asked me to report that you should look for the film "High Road to China" with some dame and Tom Selleck. The aerial photography, he says, is spectacular. I can't give the full account, but he made me laugh.)

Brian Chan: Showed a Lanzo RC-1 built by Leopold in 1993. Then Jake acquired it and passed on to Brian on a horse trade! It has an Ohlsson 60 showing and a hidden electric motor in the Ohlsson 60. Very sweet (my opinion).

Greg Romine: Showed a GWS P-38 with 350 geared brushed motors and brushed paint. It comes in at 1.5 pounds and is powered at 80 w ea times two.

Parker's Camera platform plane w/ 48" wingspan is designed to break down for transportation to Southern California. It's great to have young members like Parker who want to engineer their own designs.

Mike Showed a Classic White and Red GeeBee Model Y. Mike says it flies great. It's a Pacific Aero Model with a DLE 130 inside but was designed for a 120. No excuse for power (My opinion).

Dennis showed the Oceana Class Kit Parts. AWESOME! (my opinion.)

Matt's showed a FPT Chinese \$3500 gimbal. The software is Russian and licensed in China. The camera gyro is amazing. He says the improvements are quickly changing. The software is buggy but usually functions correctly after the second boot up. Check it out on Matt-Abrams.com. He says the Camera needs to be balanced perfectly. Antennas look wacky but they work. Since the meeting he's posted the camera work, and the film looks great.

RAFFLE: Mark Heckman won the best prize of the year, a Multiplex Dog Fighter.

UPCOMING EVENTS

April

- 13 SCCMAS Swap Meet, SCCMAS, Morgan Hill.
17 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
20,21 SBSS Los Banos Scale Fun Fly. Los Banos Creek Reservoir, Los Banos, CA
20, 21 Electric Pylon Race EF-1@ Woodland/Davis.
27,28 Pacific Coast Dream Machines Shows @ HMB

May

- 4-5 Woodland/Davis 49er Scale Master Qualifier
12 Mother's Day
15 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
17-19 SCCMAS Heli Fun Fly, Morgan Hill, CA
18 Wings of History Museum open house. South County Airport, San Martin, CA
23-27 West Coast Mini Fest @ Castle AFB. Atwater, CA

June

- 7-9 Thunder over the Valley jet Fly, @ Woodland/Davis
16 Father's Day
19 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
23 War Birds Fly-in @ SCCMAS, Morgan Hill, CA

2013 PCC ROSTER

To keep the personal information off the web, the PCC roster will not be available on the PCC web site. If anyone who wants a PCC member roster, please send Mike Solaegui an email to request for one. To keep

2013 OCEANA INTERIM REPORT

Dennis Lowry

Hello PCC!

Ken Martinez, Rich Symmons and I, Dennis Lowry, just completed teaching the Oceana High School Interim.

I would like to thank Eric Einarsson for an engaging demonstration of his hot wire foam cutting machine, and Mark Heckman for his energetic talk on Aeronautic Engineering. Thanks to Jake Chichilitti who spent two days with us sharing his building and flying skills. To Mike Klass who arraigned a visit to Eddie Andreini's hangar. To J&M Hobbies and Franciscan Hobbies who both supported the class with donations. And to the members of PCC donated supplies, motors, computers, and transmitters: Dave Santana, Gary Leopold, Harry Smith, Ray Squires, Mike Solaegui, John Bassetto, and perhaps several others I've missed here. To the raffle committee who made a fiduciary donation that is much appreciated. To Group Delphi who donated the use of their shop facility for the production of class kits. To NASA Ames Research for donating the time of Dr. William Warmbrodt who gave us an exciting and educational tour of

their facility. And to Brian Chan helped set up this tour. It's much appreciated. Thanks to all the PCC Members who participated in one form or another.

A lot of people worked behind the scenes to make this year's class successful. If I neglected to thank you for your contribution, please forgive me, and let me know of the oversight.

The class was better this year, and last year was better than the year before. This year we had sixteen students: two of whom ranked at the level of honor student, and several more that could be ranked as Dean's list. In this regards, Rich Symmons is a huge asset because Rich can deliver a lecture on a topic that is thorough and engaging. He says that it takes somebody ready to learn before you can have a teacher. He showed it and it was a pleasure to watch him teaching. There is no doubt in my mind that these kids learned from him. He taught: "The Functions of a Four Stroke Motor"; "The Forces that Act upon an Aircraft"; "The Properties of a Gas under Pressure"; "The Means of Aircraft Control"; and "The Functions of a Two Stroke Motor". If these lectures alone had been our only contribution we could have considered it a success. Join me as I honor Rich Symmons. His work in the classroom is truly praiseworthy.

Of course, Ken Martinez is a mainstay. Kenny is a master at hands-on assisting with Method and Technique. He can show a kid how to use a tool or approach a problem to gain the best advantage. We started the week building AMA cubs: Built them Monday; flew them Tuesday, and used the gym Thursday and Friday, culminating with a final fly off contest. Throughout this entire process Ken was a strong role model and teacher, inspiring the kids to try something new, stretch their abilities, and basically just get up and DO it. Without Ken this class would be nearly impossible, and I thank him immensely for his time and dedication.



And Jake Chichilitti has also been with us from the beginning of these classes. The synergy he brings is fantastic. He sits

quietly working with a student with a focus that is straight forward. When he shows the HOW and WHY of positioning the lead-outs on a wing, you know the kids get it. You can see the understanding on their face. And you know that when they do it for themselves later, they will remember it. I know Jake has moved north, but I hope he will join us again next year because his help is a strong contribution.

The story continues: Mark Heckman flew back from St Petersburg Florida Sunday night where he had participated with his team in the Honda Grand Prix Indy Car Race. He flew back that night so he could talk with us Monday morning about professional Aeronautic Engineering. He introduced Bernoulli (If you don't know this go look it up) and he taught about race cars and the tremendous effects of aeronautics at play there. After his lecture and demonstrations, he held a private tutorial at the blackboard for several of the brightest kids who wanted to know more about the math. Mark has always encouraged us and been one of the main sponsors of the Interims, and I'd like to thank him for that.

Eric Einarsson came into class on Tuesday morning bearing scientific apparatus - Mr. ZEN. Whoa! He showed up just before break, and started setting up all of his gear. Fifteen minutes or so, you know, slowly, deliberately, and with good nature joining conversation casually. The several students who hung in the class for the break were hearing our gossip about this and that club thing, how the economy is ruining everybody, and Eric worked right ahead. When the break was over he was still not quite set up, ready for the demonstration. But I introduced him and he moved right along at the same pace, slowly checking this and that, deliberately, and with good nature. "Nothing to see here folks, I'm just working. Move along." He explained what goes on without really addressing the class. And he was totally focused on the machine. The class moved in for a closer look at what he was doing, adjusting pulleys, checking tensions, hooking up wires. He explained that the temperature needs to be specifically right and the wire needs to move at a given speed. He asked for a calculation. It was given, to two decimal places. The class was wrapped with attention as he made minute adjustments. He finally said, "I think we are ready. I usually have a check list, but I left it at home." So he counted out all the items one by one. "Both pulleys tight, templates in place, trolley in position, bow on the templates, templates locked. . . OK throw the switch." In this way he cut two wing panels and showed the class the process a master goes through in order to create a quality product. His class was dynamite. It was fun, and a pleasure to be part of.

On Wednesday we loaded onto a bus and headed out to NASA Ames. We toured three wind tunnels: 80x120, 40x80, and 7x10. Since Brian Chan set this up three years ago, it has been the highlight of the week for the kids. The tour, lead by Bill Warmbrodt, the Chief of Aeromechanics Branch at NASA Ames, is one of the most engaging, inspiring, and educational tours of a scientific facility I have ever been on.

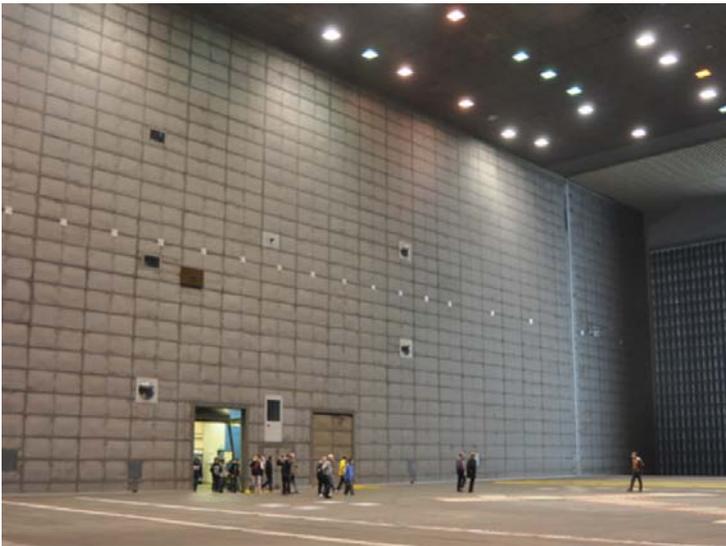
Every year I am compelled to write Bill a letter of thanks that I often fear I may sound over the top, but I am sincerely in awe of what the scientists do at NASA. His tours totally captivate the kids. He has the ability to tell the history of the facility and simultaneously educating the class of World History through a very special lens. This year the kids asked him some very good questions, and when called upon gave good thoughtful answers. At the end of the tour Bill entered the bus full of our kids and told them that they have the ability to accomplish what he and the folks at NASA have accomplished, but it will take hard work and persistence to get there. He was talking pointedly to several who had paid rapt attention throughout the tour. He committed to me that we are welcome to return, and I conversely committed that we would, that we would not abuse the system, and we would continue to bring bright interested students.



In front of entrance to the NASA 7 X 10 Ft Wind Tunnel.



Outside of the NFAC (National Full-Scale Aerodynamics Complex), World's Largest Wind Tunnel.



Inside the test section of the NFAC, 80 ft tall X 120 ft wide.



Inside the air exchange doors of the 7 X 10 ft wind tunnel.

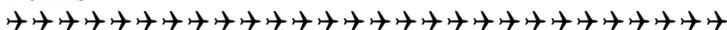
On Thursday and Friday we all went out to the soccer field and flew 1/2-A, U-control. Everybody flew at least once, a requirement for graduating. We flew until class was dismissed, and then we flew some more.

The only thing missing from class this year was you. We can always use more instructional help. Come in for an afternoon and help build. Or bring a buddy box trainer and take several kids out to fly. If you want to give a talk on any aspect of flying, you are more than welcome. I admit, it is not easy, but it is very gratifying when you succeed. I am very proud of what we've done in the last four years. There were people in this year's class who truly can become interns at NASA if they follow Bill Warmbrodt's advice.

Thank you all who participated. WE WILL DO IT AGAIN NEXT YEAR.

Thanks,

Dennis



Ken and Dave try to fly Ken's flying wing with a high start.



Paul, one of the few rarely seen faces of PCC.



Mark, with Great Planes Sequence F3A, a very nice flying airplane.



Just because it is foggy, not a reason to stop flying!



Greg's GWS P-38!



Ray's North American F-100 Super Sabre.



Mike's Pacific Aero Gee Bee Y, Y Not!



Brian's Lanzo RC-1, used to be Jake's, used to be Gary's.



Maurice's Tiger moth, I think it is from a gears.

SACRC STARTER SCALE

Jeff Whitney SACRC

The weather for March 23 was predicted to be very nice – cold morning, warm afternoon. The prognosticators were right for a change. Morning temperatures when I arrived at the field hovered right about 40, but with moving about and all it was easy to stay warm.

I should know by now too, that if I say “Starts at 8” I am safe showing up at 8:30 or 8:45. All the participants showed up eventually and got registered and their airplanes put together and started filling out flight plans.

Randy Warkentin was good enough to assist as caller and flight-plan coordinator and his help and insight were invaluable. Lane Davidson and Tom Ryan did the duty as judges and all the contestants found their advice extremely helpful.

The contestants were: Dan Sciacca (Redwood Valley - 2.5 hour drive!); Ed Becker, Livermore; Alex Goddard, Union City; Brian Chan, San Mateo and Tim Stahlke, San Jose.

First up was Brian flying an RV-4 – he did a pretty reasonable job considering he had only decided to come the night before. He wound up with a 75 on his first round.

Dan Sciacca followed with a DR-1. I was calling for Dan and I have to admit – I can’t remember anything about his flight! But that’s what judges are for. Dan has flown in a couple of contests but is now getting serious. Dan pulled in an 81 on his first round.

Tim Stahlke flew third with a PA-18-150 Super Cub. It’s a good thing Tim was flying a 2.4GHz radio – his antennae would have been a blur! Tim blew a maneuver on his first round and wound up with a 63.75.

Ed Becker was up next with a ¼ scale Me-109. You can tell Ed has been practicing – he was very smooth, the airplane did not jerk around at all. His first flight garnered a 91.

Alex Goddard brought his Ryan STA, in an aluminum finish. Alex has been flying this airplane for a few years – I watched him the week before shooting touch and goes flawlessly – but you know what happens when you get in front of judges! Good enough to pull in a 69.5 – and that was with a blown maneuver too.

The pilots were all appreciating the difference between flying around and precision flying – putting the airplane where you wanted and doing what you wanted to do instead of letting it wander around. One big issue was not extending the legs leading up to a maneuver – they tended to cut the downwind leg short and then have to rush to line up for the maneuver. As you know, a good landing starts with a good approach - so does a good maneuver. Get plenty of room for a lead-in so you can get lined up. If it ain’t right, don’t call

the maneuver and go around and get lined up. Once you announce the start of the maneuver you are committed.

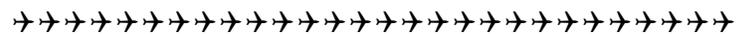
I did not see a lot of the rest of the flights because I was busy as a scorekeeper (note to self – bring a calculator next time!).

However – Brian improved by 4.25 points in spite of clipping a tree top, Dan improved as well, Tim made himself more nervous and had a hard landing, popping the bungee on the landing gear – but was pretty consistent with a 62.125. Ed was pushing hard too, and dropped a few points to 86.25. Alex had paid attention and managed to improve by two points to 71.5.

The overall scores were:

- Ed Becker – 88.0625 avg (\$40)
- Dan Sciacca – 84.124 avg (\$20)
- Brian Chan – 77.125 avg (\$10)
- Alex Goddard – 70.5 avg
- Tim Stahlke – 62.9375

Then we did an overall debrief and had lunch!



Brian's Taylorcraft and RV-4 at SACRC Starter Scale event, a "feet-wetting" event for Scale Masters competition. Alex's Ryan in the back. CD Jeff Whitney.



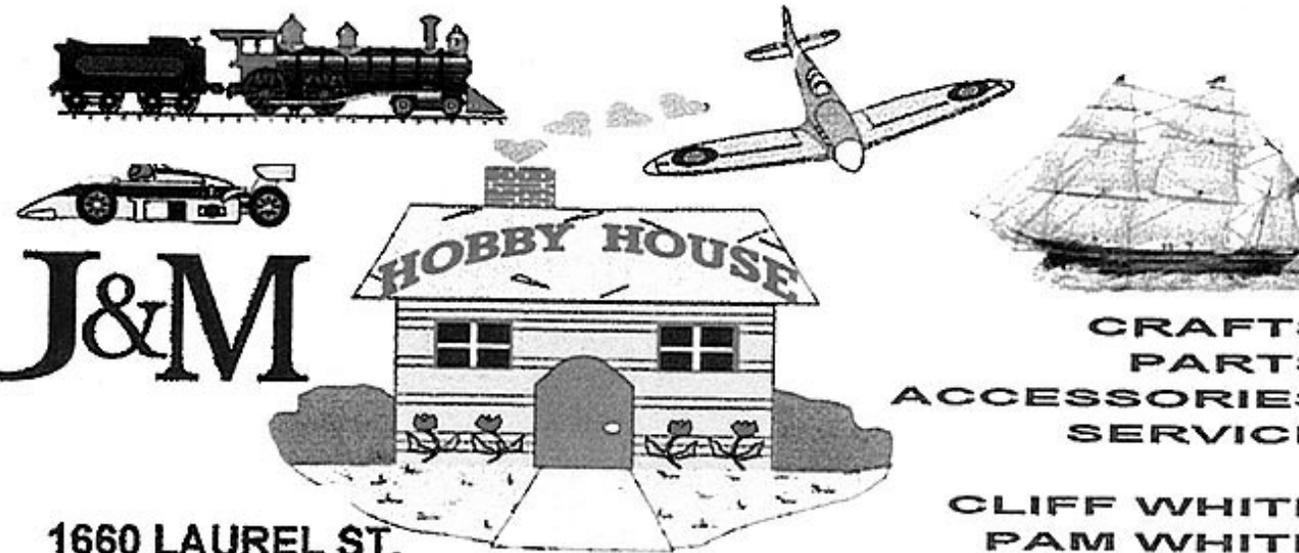
Tim's Super Cub; (back row, l to r), Jim, Ed, Tim and Randy.



Peninsula Channel Commanders

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**Next Meeting: Wednesday, April 17th, 2013, 7:30 p.m.
Pacific Coast Dream Machines Show, April 27, 28 at HMB Aripport.**



J&M

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