

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



June 2013

Next Meeting:

June 19th, 2013

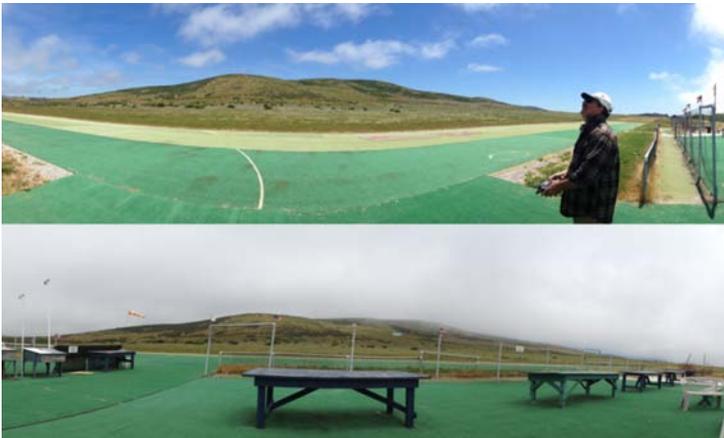
AMA Chartered Club # 139

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Field Phone: 650-712-4423

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

WHAT'S HAPPENING @PCC



Crazy weather. The two photos were taken about 15 minutes apart. The sky went from blue (perfect flying condition) to solid cover (low ceiling).

APRIL MEETING MINUTES

Dennis Lowry

PCC Monthly Meeting Minute Notes

May 15, 2013

Call to Order by Oliver Salles. Mike Solaegui was at a business meeting out of state.

The April minutes were approved.

New Guests: None it was a typical summer meeting with few members in attendance.

Raffle Prize: A Club Zone Super Cub from J&M. The raffle helps pay for the outhouse, so when you are at the meeting, chip in.

Treasurer's Report: We are healthy.

Membership: 88 to date and rising.

Safety: All is safe. A note of caution: Have your control surfaces checked by someone else to assure that you are not reversing them. Check the programming to make sure you are on the right airplane. (On Spectrum 2.4 you can't fly the wrong airplane, but their proprietary rights make that a dangerous relaxed condition.) And when you are on 72 mg hertz., open the antenna all the way.

TURBINE SEASON IS OVER. Time to repair that tail pipe for next year.

Field Report: It is all good, but we need a new belt for the mower. There will be a work party any day now. It will be a surprise party.

Tics are here now. We will reconsider spraying again this year.

Contests:

Castle (From AMA Site) 5/23/2013 - 5/26/2013 -- Atwater, CA (C) 16TH ANNUAL WEST COAST MINI FEST. Site: Merced County Castle Airport. Richard Maida CD, Ph:

408-778-6885 Email: mrcorsair@usa.net. Visit: WWW.CENTRALCAMODELFLYERS.COM. 4 Days of fun and flying. Night flying okay. Flying starts on Thurs/NOON. Open field after 5PM all four days. IMAA legal turbines welcome. Onsite food vendors. Onsite RC vendors. Reg Contact, Tom Moore. TLMOORE2@SBCGLOBAL.NET Sponsor: SULLIVAN COUNTY RC

Swap Meet Flying Electrons at Livermore 8-12.

And this: 6/22/2013 -- Livermore, CA (C) LFE FUN FLY. Site: 4455 Raymond Rd. Gary Oehrle CD Ph: 925.449.9291 Email: goehrle@comcast.net. Visit: www.lfere.com. Gas, Glow, Electric solo and team events. BBQ lunch provided, \$20 entry fee. Sponsor: LIVERMORE FLYING ELECTRONS

Old Business: Mike would like to put the old mower back together and start using it.

New Business: Mike Peck would like to mow a little further out, and Kenny says that we should send a letter to John. Skip also is willing to talk with Bob Marsh for us. This effort could help with a multi-copter fun fly that Matt would like to host.

Sad Stories: Windy, but the web cam can be misleading, so go out and see for yourself.

Hits and Misses: Nothing.

Show and Tell:

Dennis showed an .049 Brodak u-control.

Ken showed his Hobby King DLG Glider bought for \$80.00 with servos and receiver. It has immediate up-climb when launched. He's happy with the airplane and the service from Hobby King.

Matt showed his Park Master. He added the stressful parts required. It builds in 2 hours, and paints in one. He wants to win the raffle because he needs more glue to keep it together.

Eric showed his "Not Real Pretty but Purpose Built". It's a very big camera platform that weighs next to nothing. His vendor list is: Aircraft Spruce and Specialties; a Kite Shop; and Aero Micro. He's learning about videography and where to point the camera while flying. Mike Evans designed it and he calls it an Exposure, but I prefer "Not Real Pretty but Purpose Built". It has 6-1/2" wheels, a Clark y Airfoil, a 6 degree polyhedral, 1/32" ply cap strips make the "spars" top and bottom of the wing, and it a 2.4 gig receiver. It could easily carry a Nikon SLR, but with today's cameras ha has to add weight to the front to balance it.

Raffle: Since Oliver was standing in for Mike, he won the raffle: just another proof that the whole thing is rigged!

UPCOMING EVENTS

June

- 7-9 *Thunder over the Valley jet Fly, @ Woodland/Davis*
- 8 *RotoFest 2013, Livermore Flying Electrons, Livermore*
- 16 *Father's Day*
- 19 **PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae**
- 22 *San Carlos Airport Open House.*
- 22 *LFE Fun Fly, Livermore Flying Electrons, Livermore*
- 23 *War Birds Fly-in @ SCCMAS, Morgan Hill, CA*

July

- 4 *Independence Day.*
- 6-7 *SCCMAS Annual Airshow, Morgan Hill, CA*
- 12-14 *Wings of Victory, WDA, Woodland-Davis, CA*
- 17 **PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae**

August

- 21 **PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbr**

2013 WEST COAST MINIFEST

Just a simple pictorial report of the Mini Fest. Several PCC made it to the event, mostly "spectating" (watching planes go round and round) and spent money (looking for good deals)!

The weather is good, not too hot nor windy. A few of us piled into Jim's minivan and spent 5 hours at the flyin. We ate, drank, and watched a lot of flying.



Panoramic shot of the staging area.



Waiting to get airborne!



Planes on display on the Flight line.



John and Keith Costas.



More planes on the Flight line.....



Corsair (CARF?) with Moki 250 c.c. 5 cyl. engine, beautiful plane and skillful piloting. Need a pilot figure in the plane!



More



Epic Victory, turbine powered. Flew by the same pilot who flew the Corsair. Beautiful airplane.



Something different and colorful, a Westland Wyvern.



The man behind the Corsair is the man flying the Corsair!



A beautiful biplane, Curtiss Jenny.



Ed Becker's Me109 being readied at the flight line.



Something really different, but beautiful would not be the adjective used to go with this one!



Some familiar faces, Ray is looking for deals.....

That's all.....➔

FIRE SAFETY

***Brett Ohnstad, Safety Officer,
Anoka County Radio Control Club, Inc.,
Coon Rapid MN***

Imagine that you've been working on your latest project when you stop for a quick snack. Before you return to your workshop, you notice the smell of something burning.

You think that it can't be anything serious because your fire detector isn't screaming at you, but wait ... what fire detector? I must have one because that was where I got the last nine-volt battery for my FPV camera. Well that explains why that is not going off.

Maybe the smoke is coming from that LiPo battery that you picked up cheap online, but it can't be; that thing is in a charging bag. Could it be that the servo you were running through test cycles finally burned out? But no, that wouldn't make much sense either.

Your mind starts to panic as you realize that you left your hot glue gun on and it is sitting right next to the soldering iron you forgot to unplug and your new airplane. My airplane could be on fire! Wait, no! My house could be on fire!

You run into your workshop to find the trash can smoldering. It turns out that the rags that you used to wipe up some spilled fuel were in the process of starting to spontaneously combust. A moment later, and those rags would have started up in a nice little blaze had you not gotten them out of the house and into the open.

I have just described the perfect extreme fire prevention textbook cliché. But how close to the truth is the story for you? Many people do not own or have access to the proper fire safety equipment and preventative tools. A little advance planning and training will go a long way in making sure that you do not lose anything to fire.

Even if nothing like this has happened to you, don't pat yourself on the back quite just yet. You have some learning to do here.

Types of Fires

Fire is, in fact, a chemical reaction that depends on three properties that need to be present at the same time in order for combustion to occur. Just like the engine on your airplane, you need some sort of fuel or combustible, a heat source for ignition and for sustaining combustion, and oxygen. Remove any one of these three items and, like your engine, the fire will stop.

The type of fuel being consumed in the fire will determine the classification of the fire.

Class A: This includes solids such as wood, paper, and plastics (not metals).

Class B: Any flammable liquids or gases such as fuel, oil, thinners, or paints.

Class C: Electrical equipment fires.

Class D: Metals such as aluminum and magnesium usually in shavings or metal dust.

Knowing the type of class of fire will help determine what type of extinguisher should be used on the fire. For example, a water-filled fire extinguisher that you would put on a wood fire could cause an oil fire to spread or cause additional damage in an electrical fire if the electrical equipment is still plugged in.

Types of Extinguishers

APW (air pressurized water) extinguishers are typically large, silver-colored cylinders that are filled with water. These are for use on Class A fires and stop the fire by removing the heat needed for continued combustion.

Carbon Dioxide (CO₂) extinguishers are most often found as red cylinders and can range from 5 to 100 pounds in size. They are useful on Class B and Class C fires and work by taking away the oxygen needed for combustion. As the CO₂ is very cold from expansion of the gas as it is released from the nozzle, it also removes some of the heat from the fire. CO₂ is not recommended for Class A fires because it does not typically remove enough oxygen from the fire to put the fire out and may not remove enough heat to be able to extinguish all of the embers in the fire resulting in a potential flare up.

Dry Chemical (DC) can be a red or white cylinder that can be anywhere between 5 and 20 pounds and can be easily purchased at a local hardware store. It will be classified as either ABC or BC for the type of fire it can extinguish. It are filled with a fine powder of monoammonium phosphate or some other agent that puts out the fire by separating the fuel from the oxygen and interrupting the chemical reaction.

Extinguishers rated for Class D fires do not use a dry chemical because these agents could aggravate a Class D fire. Instead they may use a dry powder form of graphite or granular sodium chloride and the extinguishers can be relatively expensive. If you do perform metal work, make sure that you keep your work area clean of any fine metal shavings before it could potentially lead to a fire.

What to Do in Event of a Fire

Should you have a situation in which you have a fire, you need to make some quick decisions. Your first priority is to help any person who may be in immediate danger. Next, you need to call 911 or have someone else call. Even if it is a small fire, you need to make sure that help is on its way before you attempt to fight the fire yourself. Should you become incapacitated or unable to contain the fire, having called for backup ensures that help gets there soon.

If you have a fire extinguisher on hand and need to use it, all you have to remember is **PASS**:

- **P**: Pull the pin. This releases the safety on the extinguisher allowing you to use it.
- **A**: Aim at the base of the fire. This is where the chemical reaction of the fire is happening.
- **S**: Squeeze the trigger.
- **S**: Sweep the base of the fire from side to side until the fire is out.

Make sure that if you attempt to fight the fire, you position yourself with an escape that is away from the fire. Close any doors and windows if you can to help contain the fire and smoke to the smallest area possible. Remember that help is on its way because you already called 911.

LiPo batteries are a special instance of fire in which once ignited, the only thing that can realistically be done is to prevent the further spread of the fire with either an extinguisher or even possibly a bucket of sand.

LiPo batteries have a high energy density and contain a flammable electrolyte making for a highly potent combination. Charging the battery while it is in a LiPo bag, in an ammunition box, or on a piece of ceramic will help prevent a secondary fire. Charging your LiPo battery underneath the open hood of your vehicle at the flying field on the other hand is a good way to make sure that you get to walk home at the end of the day.

Being proactive about fire is going to be your best fire preventative measure. Small extinguishers can easily be obtained and mounted in your workshop and on your field box. The early warning offered by a smoke detector can be an easy and efficient form of preventative measure, provided that you actually use them.

A properly installed and maintained smoke detector will have fewer annoying false alarms. This means placing them in your home and workshop in a place that has easy access to clear a false alarm, perform a test, or to change the battery. The easier it is to get to, the more likely that it is to be used.

Also change the battery and check your extinguishers twice a year, preferably at the start and end of Daylight Saving time.

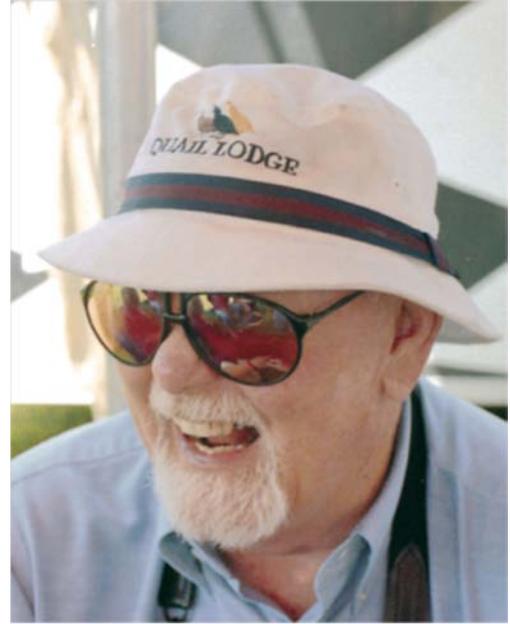
KNOW YOUR FIRE EXTINGUISHERS LABEL COLOUR CODES

WATER	DRY POWDER	CO ² CARBON DIOXIDE	AFFF FOAM	VAPOURISING LIQUIDS BCF/HALON
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WHO AM I?

The following is an excerpt* from Vintage Racing Journal.

Interview: Warren Olson - John Wright sits down for a discussion with the fabricator who played a central role in American road racing during the sport's early growth years.



INTERVIEW: WARREN OLSON

John Wright

Warren Olson arrived in Southern California fresh out of South Dakota in the late 1940s, just in time to take part in the motor racing revolution there that changed motor sport forever in the USA. The list of people and projects he worked with would fill a book. He initially worked on his own, then for road racing pioneer John von Neumann, and from that beginning went on to become the go-to-guy for Lance Reventlow's Scarab operation. Following the demise of Reventlow Automobiles, he worked for Carroll Shelby and then for General Motors, shepherding their show cars to car shows around the world. Finally, he left the world of motorsport to return to one of his other loves: the aviation industry. Today, he's retired and living in Rio Vista, California, but he still makes occasional forays into the motorsport world, which is where VR's John Wright met him, at the Scarab Reunion at Road America.

So, Warren how did you come to California, since you are originally from South Dakota and went to school at the University of Minnesota?

Olson: In World War II, I was an aviation machinist, working on the Corsair carrier-borne fighter and came to California after the war on my Triumph Tiger. I came along with a friend who rode his 500-cc Velocette across

country from South Dakota to the Los Angeles area. We rented rooms from the uncle of my friend, and I got a machinist job with Lockheed.

How did you become interested in racing? Your interest was stimulated while you were living in the Midwest was it not?

Olson: I had an uncle who was a dirt track racer, and I went to see him race.

You didn't stay with Lockheed very long did you?

Olson: I checked out what was happening in the racing scene and ended up at Johnny von Neumann's shop on Ventura Boulevard, where I worked part time. There was a fellow by the name of Secundo Guasti who had a 2.3 Alfa that had belonged to racer Tommy Lee. In 1949, Secundo wanted to road race in the east at Bridgehampton, and I became a mechanic on that car when he raced it there. You may remember that Briggs Cunningham had the first Ferrari—the one with the cycle fenders—there at that particular race. Secundo put the old Alfa on the front row beside Briggs, but the Ferrari ran away with the race. Secundo burned a piston in the Alfa and it was all over for him. Tommy had put sand-cast pistons in the Alfa, and they wouldn't stand up. At any rate, he left the Alfa with Alfred Momo, and that pretty much ended Secundo's career in road racing.

Then, you bounced around with other dealers until you came back to von Neumann.

Olson: Yes, I did. I worked for Ernie McAfee, no relation to Jack, and went back to von Neumann until he got crossed up in an income tax deal. I also worked for Jay Chamberlain, another racer who had a shop near Warner Brothers. Then I opened my own shop, a two-stall garage near the Cahuenga Pass. At that time, I would work on anything to make ends meet.

You would, however, regularly find the racecars of many would-be race drivers showing up on your doorstep to have you work on their cars.

Olson: The first racecar I worked on was Randy McDougall's two-liter Ferrari. Randy was a film writer, and when I started working on his car, I moved from my shop to a slightly larger one on La Cienega Boulevard in Hollywood. It was in a large filling station where I rented two bays. While we were there, Randy decided that the two-liter Ferrari didn't have enough performance, so we took the stock body off and built a lightweight aluminum body for the car. However, Randy had a huge accident at Willow Springs and the car was wrecked. He gathered up all the pieces of the car and that was the end of that. The car still exists and someone owns it somewhere out here.

You were very busy at this point in your career, handling cars for a variety of people weren't you?

Olson: Yes. At that La Cienega Boulevard shop I ran a 356 Porsche for Ivan Smith. Bruce Kessler and Bill Pollack drove it to a class win at Torrey Pines. Then there was the 500-cc Cooper that Bruce had. He did very well in that car, winning a championship in it. Originally it had a JAP engine in it—a J.A. Prestwick motorcycle engine—and then we put a double-knocker Norton in it and it really went fast. Bruce was very hard to beat. Then, we sold the car to Harry Morrow.

Harry wrote a book on Formula Juniors, I believe, and also ran a bookstore oriented toward cars and books on racing.

Olson: Harry ran the car for a couple of seasons. He did run a bookstore for books on racecars. Then there was Lance's aluminum-bodied 300 SL. It was really a fast car.

*The full article is in the October 2010 issue of Vintage Racecar Journal.

A FUNNY BUT TRUE STORY

Even though the story appeared on April 1, this is a true story. Full story was reported in the Airway magazine.



http://www.airwaysmag.com/channels.html?article_id=7&channel_id=7



Peninsula Channel Commanders

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Next Meeting: Wednesday, June 19th, 2013, 7:30 p.m.

J&M

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