

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



November 2013 Next Meeting: November 20th, 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



Pick up your trash! I found these broken propellers laying in the pit area. The club does not have a janitorial service to pick up after everyone. It is your responsibility to keep the field clean. Please do not litter.



OCTOBER MEETING MINUTES

Dennis Lowry

PCC Monthly Meeting Minutes

October 16.2013

Call to Order: By Rich Simmons an illustrious Guest President

Guests: Dave Eck was a member in the historic era at Alves Dairy. He's been an RC pilot for 20years and is now rejoining.

September Minutes Approved

Raffle Prize: Hobby Zone Super Cub, and a gift certificate to 16 Mile House from Peter Liu.

Treasurers Report:

The General Fund is Healthy.

Field Fund is Now Healthy. And equals the amount used to restore the strip after our last move.

Membership Report: 94

Safety Report: All is safe

Field Report: It's in Pretty Good shape.

Tics were sprayed for several weeks ago. Check out Lyme disease on line, and shower often.

Events: Open House Saturday 10.26.13

Bayside R/C Auction 10.26.13

Tom Cat Swap Meet 11.2.13

Float Fly at Hennessey was great. 30 folks and MOST had fun. A Martin PBM Mariner, a Pilatus Porter, and a Cub were lost to the water goddess.

Old Business: THE YEARLY CLUB OFFICER ELECTIONS TO BE HELD AT NOVEMBER MEETING

New Business:

Robert Benjamin found a red airplane on the hill while looking for his that went down. It's in the shed.

Show and Tell:

Eric showed his slope plane above 16 ounces and it flies "like snot".

Dennis showed a shoestring u-control.

Hits and Misses

Greg blames his P38 problems on brushless motors. He says the GWS geared motors are better for the purpose. With the brushless set up, two speed controllers start at different speeds and yaw the airplane on takeoff.

Ryan a new member has a mini vapor and likes it a lot. It's good to learn with. He found his for \$30.00 on e-Bay.

Adjourned:

And the raffle was won by Warren at the 16 Mile House, and Brian for the Super Cub.

Dennis

UPCOMING EVENTS

November

2 Tomcats swap meet, SCCMAS, Morgan Hill, Ca

20 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae

PCC Membership Dues are Due.

28 Thanksgiving Day.

December

18 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae

25 Christmas Day.

31 New Years Eve, last day of 2013!!!



RENEWAL TIME AGAIN!!

Yes, how time flies when you are having fun! It is that time again, slowly approaching Thanksgiving and Christmas! It is time to renew your PCC and AMA membership.

Renew your AMA membership now in order to get the 2014 Card before January. AMA renewal can be done online @

<https://www.modelaircraft.org/joinrenew.aspx>

**2014 AMA membership is required
to renew your
2014 PCC membership,
NO EXCEPTION!**

You can also visit <http://www.modelaircraft.org> to learn about special options for AMA members including alphanumeric AMA numbers.

When you receive your 2014 AMA card, mail a copy of it along with your \$125.00 (\$100.00 Dues + \$25.00 field fee) check made out to "PCC" to:

**PCC Treasurer
1779 Woodland Ave., Ste. #28
Palo Alto, CA 94303**

Or bring your AMA card and a check (or cash!) to the next PCC meeting. Dues are \$100.00+\$25.00 if paid before the New Year, \$110.00+\$25.00 after January 1st 2014. It will be \$120.00+\$25.00 if paid after February 1st! If you have not paid after March 1st, you are no long member of PCC and required to reapply.



WARREN HECKMAN



Received an email from Mark Heckman,

"I wanted to let you know that my Dad passed away on Friday morning, November 1, 2013. He passed peacefully. Dad had been under Kaiser Hospice care since the beginning of October, suffering from the final stages of congestive heart failure. He has been in congestive heart failure for many years, but had not let it stop him from playing his trombone or enjoying RC model aircraft. It will really be weird for David and I going to the PCC field to fly without Dad. David, now 37, has been coming to fly at the field with Dad and myself since he was 4 years old.

We will be holding a private family memorial next week. We will, however, be hosting a celebration of Dad's life for anyone who wants to attend after the holidays---anyone who is interested in attending can get more information from me at: mightyhorns@sbcglobal.net.

David and I will be keeping some of Dad's airplanes, but he had far more than we can take. We are planning to hold a Garage Sale for PCC Members in the future for anyone who may want one or more of his models---our plan is to donate the proceeds to the club, we would like to use this seed a fund to be used for the clubs educational activities, such as the Oceana HS programs, in Dad's name.

I hope to see you at the field in the near future.

Mark Heckman (and David)"



PLANE FOUND AT PCC



This was found about a month ago. If this is yours, please claim it. The plane seems to be ok, 3 of the propeller blades are not attached anymore!

ELIMINATE BOUNCE IN YOUR LANDINGS

*Twin City Radio Controllers, Inc.,
Minneapolis MN*

In order for a tail-dragger not to tip over on its nose, its wheels must be ahead of the center of gravity (CG). As it is further forward, it can tolerate rougher ground, but the tendency to bounce is worse. But when a tail dragger lands, the impact of the main wheels tends to push the nose up, increasing the angle of attack, lowering the tail, and increasing the lift—and the airplane is flying again.

Eventually, air speed is reduced and it falls to the ground again, maybe harder. The nose rotates, and the airplane becomes airborne once again. This process will continue until all flyable airspeed is exhausted. The aircraft may continue bouncing because of a phenomenon known as "loping."

Loping occurs in a tail dragger when the bounce of the main wheels causes the tail wheel to slam into the ground while the main wheels are still in the air. Then, the tail wheel bounces, slamming the main wheels onto the ground. This argument between the front and rear continues until momentum is lost. But the severity of the loping can increase in the interim.

Loping can occur in trike-gear aircraft as well. If the nose wheel strikes the ground before the main wheels do, the nose is pushed up severely, slamming the main wheels onto the runway. Being behind the CG, the rebound of the main wheels rotates the airplane forward so the nose wheel slams down again, maybe harder than the first time.

The process repeats. Loping in a trike airplane can start with taxiing. If the main wheel hits a bump, weight is shifted forward onto the nose gear. It rebounds, returning weight backward. This ping-ponging can grow, especially if the airplane is accelerating. The only way to stop it is to stop the airplane. The longer the distance between the main wheels and the nose wheel, the greater the tendency to lope. Loping also increases if the main wheels are too far aft of the CG. Stiff struts and bouncy wheels aggravate matters.

Trike gear has less potential for bounce because the main wheels can be placed closer to the CG. When the main wheels touch down, the impact lowers the nose and the angle of attack, reducing lift. Some trike-gear designs actually have negative angles of attack when sitting on all wheels. This holds the airplane on the runway. Trikes have more positive ground steering because the nose wheel makes firmer contact with the runway than a tail wheel, especially at higher speeds.

Another little-known cause of bounce is main wheels that are too far apart. This may be shocking because this practice is generally considered good for ground handling. It usually is because it improves directional stability when rolling along the ground. What happens when the airplane lands and one wheel hit the ground before the other? A lateral form of bounce occurs from one wing to the other.

One might think that soft tires and springy struts would increase bounce. Not so. More often, bounce is aggravated by the landing gear that is too stiff. Rigidity does not absorb energy; it reflects it. The hardness of the runway contributes to bounce for the same reason. Some early racing airplanes, such as the Howard Ike, had landing gear so rigid they could not land on concrete runways because of the uncontrollable bouncing that occurred.

Moving the main gear close to the CG reduces bounce and improves tracking. The Spitfire, for example, is quite bounce resistant, but it tips over easily on rough ground.

Moving the nose and main gears closer together reduces bounce and loping, but it degrades tracking and increases the tendency to tip over on rough ground and in crosswinds.

Oleo struts help absorb impacts, but the spring tension must be just right—stiff enough to keep from bottoming out, soft enough to absorb shock. The same may be said of tires.

If your airplane rebounds into the air after a severe impact, head off further bounce by inching up the throttle slightly. Apply down-elevator if necessary to level the nose. This increases air speed, prevents a stall, and lowers the rate of descent. →

SETTING UP YOUR SERVOS

*Bob Ackerman,
Mid-Missouri Radio Control Association*

One of the problems for most beginners is that they rarely set up the servos properly. I have said for years that you need to learn how to set up your aircraft mechanically before you touch the computer on your radio. Therefore, I am going to review what I do to set up any servo on my aircraft.

If I am going to re-set up an existing aircraft, first I copy the current settings to an unused memory location. See your radio manual for exact instructions. After the current settings are copied, clear all the programming for an unused memory location. Set all radio trims to the center. At this point the servo end points should be at 100% and the servo sub-trim should be zero.

With the control rod disconnected from the servo, move the control rod until the control surface is centered. Center the servo arm as close to center as possible. The servo arm should form a 90° angle between the arm and the control rod. Reposition the servo arm on the servo until you have it as close as possible, adjust the length of the control rod to match as necessary, and then adjust any sub-trim to center the servo.

Temporarily connect the control rod and look at all the links for that control. On a helicopter you may have two or three connections, as the control rods runs through bell cranks, before the servo actually connects to the control surface. Check each of these 90° connections and adjust as necessary. Now disconnect the control rod from the servo.

Now, turn on your radio and center the joystick for that channel. The servo arm should be in the center position. Move the joystick to one end of its movement and hold the joystick there. Manually move the control to where the servo arm is now positioned.

Notice the end of the control rod carefully. Does it move past the servo arm reach? Does it not move far enough? Make note of that difference then move the joystick to the opposite end and do it again. The difference between the servo arm and the control rod should be equal on both ends. If not, you may have something else not set properly.

If the control rod goes past the servo arm in both directions, then the control surface will move farther than the servo will allow. At this point, change the positioning of the control rod on the control horn closer to the control surface a hole or two. Reposition the control rod until you get everything matched up. Sometimes a longer servo arm is required.

If your servo arm moves farther than the control rod will move, then use an inner hole on the servo arm until you get everything matched up.

At this point you have technically setup your servo. The servo is centered to the control surface and the control rod will move the control surface through its maximum range.

Now you can use your computer radio to adjust the end points for each servo to get the desired amount of control movement. Many times the control surface will move farther than recommended for normal, sport, or 3-D flight. Check your aircraft instructions for recommended control surface throws.

One warning: Helicopter pilots must ensure to check for any control binding during extreme joystick movements. The controls on some helicopters can move farther than necessary for normal flight, which can cause control binding during flight. →

SIGHTING.....AT PCC

You just don't know what you are going to see at the field. We were treated with a fly over from Eddie! Also a T-34 doing loops over the bay and about 6 Cub-looking planes flying in formation. All in one day!



OFFICER SELECTION, NOV. MEETING

The yearly officer selection will be held at the November general meeting on November 20th. Be there to defend yourself or you will be selected!

THINGS YOU SEE AFTER THE AUCTION AND SWAP MEET!



Mike scored this ARF for a song at the Bayside auction.



Dave also found this at the TOMCAT swap meet.



Ray also picked this up at TOMCAT for next to nothing, it comes with a glow all aluminum outboard engine.



This is the engine with the boat!



Jim R's Candyman(it's a Handyman from Wingmakers)



Dave S's vintage Shoestring.



Ray G. shows Ray Q. and Dave S. how big the fish was.



Greg's C-130 ready to go.



Mike, Leana, Greg and Jim.

ELECTRIC SAFETY REMINDER

Do not arm your power system in the pit. **Only** connect the battery on the table designated for electricians or near it if your plane is too big for the table, just before you are going out to the active runway to fly. Also disarm the power system **before** coming into the pit. **No taxiing in the pit allowed. If you want to test your power system, REMOVE the propeller first, at the field or at home. Still, a spinning motor still is not safe, so pay attention to what you are doing and warn people around you first.**

Now back to normal programming...



Sometimes, the weather just cooperates, voilà, a beautiful day happened. Ok the wind may be from the south...



When the weather is nice, people are just happy as they can be!



Some times, we do stuff other than flying; nurture ourselves with good food so we will not get hungry!

NOW SOMETHING DIFFERENT....



At Visalia aero-tow event for sailplanes, 3 acres of mowed grass. The mowed grass runway is about 800 feet long and flat as a pool table!



The view of the inside the Spruce Goose at the Evergreen Museum in McMinnville, Oregon. There were a few trees used for this airplane.

This is a teaser for an upcoming article on road trip to Oregon airplane museums.



Peninsula Channel Commanders

113 Starlite Drive,
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<http://flypcc.org>

**Next Meeting: Wednesday, November 20th, 2013, 7:30 p.m.
Officer Selection at the November Meeting.**

J&M

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