

# PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



March 2014

Next Meeting:

March 19th, 2014

AMA Chartered Club # 139

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

Field Phone: 650-712-4423

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## WHAT'S HAPPENING @PCC



*Alonzo Richardson turned 97 on March 5th. Happy Birthday, Alonzo!*

## FEBRUARY MEETING MINUTES

*Dennis Lowry*

February 19, 2014

**Call to Order:** By Mike Solaegui, the PCC President.

**Guests:**

George Axford a glider flyer who's doing edf's now. He lately flies a Mongo at Pacifica Cliffs.

Mark Lisaj has been flying for 5 years and now is looking for a good friendly place to go.

**January Minutes Were Approved.**

**Raffle Prize:** A Fly Zone Fokker D.R. 1. \$80.00 at J&M.

Coffee and Donuts are provided from the raffle proceeds; so buy, buy, buy.

**Membership Report:** 91 or more.

**Treasury** is healthy.

**Safety Report:**

TURBINE flying is a maybe these days. Matt Abrams will approve individual days, so call him before you fly. (The secretary predicts more rain.)

TICKS are strong now, so protect yourself. If you're bit put the tick in a plastic bag and take it to a public health facility.

There is a bad strain of Lyme disease out there so take care. But spraying will be done. Somebody Googled Permetherin. It can be sprayed on your clothing.

### **Flight Proficiency:**

**Dream Machines** is April 27 this year. They would like a PCC demonstration off the runway. (Flying, of course) Solagui and Klass will attend the planning session and report what would work best for the committee. Contact Squires, Solagui, or Klass if you can attend and/or want to perform for the crowd. (Flying, of course) Again this year there will be an evening dinner at Eddie's Hangar, and check with Klass.

**Field Report:** The field's in pretty good shape.

**Events:** Duh.

**Old Business:** Oceana is March 24 to 28.

**New Land Search** A new site would require 2 acres of runway, pit, and parking area, with 40 to 60 acres of fly-over space, and away from any housing developments.

### **Hits and Misses**

#### **Sad Stories –**

Matt's hex in a surf environment – like oceanic - failed out beyond reach. He lost it at a \$1500.00 investment. He's pursuing something new now.

Young Matt's new F-18 tore itself apart and was lost. All servos were destroyed.

#### **Show and Tell:**

Lowry's Ringmaster and Spitfire.

Matt Abrams showed a new RTV Quad with an open ware APM controller. Stock tuning was perfect out of box. It's controlled from a keypad if you wish. Select the way points and send it off. Matt's highly skilled at programming and uses it for his flying set ups.

Peter Liu showed a catalogue of RC Car photos of cars and awards. Interesting History.

Meeting Adjourned.

*Dennis*

## **UPCOMING EVENTS**

### **March**

9 Daylight Saving Time begins.

17 Saint Patrick's Day, Corn Beef and Cabbage, anyone?

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

23 Oakland Aviation Museum Open Cockpit Day  
(<http://www.oaklandaviationmuseum.org/>)

### **April**

5 Tomcats Swap Meet, SCCCMAS, Morgan Hill.

16 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae  
25-27 Los Banos Sacle Funfly, SBSS, Los Banos Creek.

27 Pacific Coast Dream Machine @ HMB Airport, HMB

### **May**

3 SCCMAS T-34 and UnlimitedSport Pylon Race.

16-18 SCCMAS Annual Heli Jamboree, Morgan Hill, CA

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

26 Memorial Day.

See <http://www.ncrcs.com/> for more detailed information.

→ → → → → →

## **CLUB COLORS.**

*Brian Chan*

I have located these patches and decals in the club procession. The water transfer decals are still good. I think there were made about 15 years ago, these are 3" in diameter. Also there are some 3" diameter cloth patches and a few larger (7.75" diameter) patches. The larger cloth patch is \$10.00 a piece, the small cloth patch is \$2.00 a piece. The water transfer decal would be 2 for \$1.00. Let me know if you are interested in getting some to put on your flying jackets. I also have some self-sticking decal, the decals are about 2, 3 and 4 inches in diameter. These are a little thicker about 0.02" thick.



Call or email me if you want some. I can mail them to you for a minimal postage or pick at the field or meetings.

# OCEANIC INTERIM

*Dennis Lowry*

**PCC** is hosting the Oceana Interim again this year March 24 to March 28. This is a program started by Gary Ware and now carried on by a few folks who think it's important.

Ken Martinez, Rich Symmons and Dennis Lowry are the primary instructors, but we like to have guest speakers because all day is a long time and we have the kids from 8 to 2:55. Eric Einarsson, Mark Heckman, and Greg Romine are the favored guests of previous years and I believe they are all back this year. Jake Chichilitti is always an honored drop in and will be with us again. Jake teaches one-on-one the basics of setting up and flying anything that flies.

On Wednesdays we take a field trip to NASA Ames Research Center at Moffett Field which is an eye opener for all those who attend. It is spectacular. The kids learn so much.

Afternoons are focused on small groups flying u-control or buddy-box RC. This is where you could really help. If you can take the time, Ken has a Cub, and I have a Mini-Mag, both are set up as gentle trainers. If you can fly basic four axis control, you could help train these guys on the buddy-box, and have fun at the same time: very gentle flying, but sometimes in a little breeze.

Also, we would love to have somebody show:

- FPV flight;
- Turbine set up and run up;
- Helicopter flight;
- Or Indoor Mini flight.

If you have an idea for a short subject you'd like to present and teach, talk to us any time. We can fit you in. Learning is a two way experience, and you will be enriched by trying the teaching side.

Here is the curriculum:

## **Interim Week Course Description 2014**

**Title: Remote Control Airplanes**

**Teachers:** Dennis Lowry/ Ken Martinez/ Rich Symmons/ Jake Chichilitti/ PCC Members

**Credits Applied:** 2.5 Elective

**Cost:** \$5.00 for transportation. The cost of materials is paid for by the Peninsula Channel Commanders Club!

### Required Materials:

Students should provide their own lunch, drinks, and snacks. PCC members will provide all materials necessary. If the student has a model that they need help completing it will be given special attention.

Special Needs: None

### **Learning outcomes:**

Students can learn the basic theory of three axis flight control, under the influence of the four forces of flight: lift, drag, thrust, and gravity, as the major components of flight. They will also be shown the basic workings of the two stroke motor, the practical use of remote control servos, receivers, transmitters, and batteries to impart work into a system. They will have the basics of electric motor and battery pairing for "best performance" explained. They will be shown how to test a battery and predict its performance as the primary power of thrust and control throughout a given period.

### **Course Description:**

Students will have hands on experience building models, flying models with an instructor using the buddy box system, "flying" a remote control flight simulator, and receiving instruction on the theories and methods of flying and building models. Two instructors will serve as leaders while other PCC Members will serve as auxiliary leaders who are fluent in their own fields: electronics, battery use and development, tuning and running a two stroke engine, flight instruction, safety observation, etc. The experience will be a team experience and all members will be invited back for a final day of flying, barbecuing, and awards presentations.

### **Fun for Everyone:**

Of course we do this flying and modeling thing for fun, and we hope everybody involved comes away with a sense of achievement while having had a week's worth of fun. Better than Basket Weaving!

### **And here is a note from a previous student:**

Dear Ken, George, & Dennis,  
Thank you for coming to Oceana and taking out time from your days to teach us how to build air planes & to teach us the basics of air planes. I'd like to thank you guys for giving for paying for the materials & supplies & for taking us to Ames. Also thanks for giving me some of the extra supplies that I could take home. And I finished building the lancer 2 days after the interim. It flies good & I covered it with pretty colored tissue paper. I would like to join this interim again next year!  
P.S. I still remember the bernouliis equation,  $PE + KE = W$   
Sincerely,  
Singai  
Dennis.

And another one..

Dear Dennis, George, Ken and Ethen,

Thank you so much for all the fun times you gave me during interim. I'm thankful because I had such a good time even though I got messy and got glue stuck all over my shirt. Also, thank you for that wonderful trip you gave us. I learned so much from it. Most of all, thank you for coming back to OHS and spending your time here.

Thank you so much,  
Robert A.

PS: Sorry if I spelled your names wrong and I hope you guys are doing ok.

## PACIFIC COAST DREAM MACHINE

This year the event will be held on April 27, Sunday. Yes, it is back to one day only. PCC will have a booth at the usually place and volunteers are needed to man the booth and also supply models for display. Planning meeting will be held soon and both Mikes, Soleagui and Klass, will be attending the meeting to obtain more information. Rumor has it there will be some flying demonstration at the field during the day, weather permitting.

## WHAT IS 1/2A CLASS?

I know you probably heard people mentioned the term "1/2A" before, but what is it?

Here is the definition of "1/2A" from AMA Power Classes, National Free Flight Society web site.

- Class 1/2A: 0.000 - 0.500 Cubic inch Engine
- Class A: 0.501 - 0.200 Cubic inch Engine
- Class B: 0.201 - 0.300 Cubic inch Engine
- Class C: 0.301 - 0.400 Cubic inch Engine!



## LEARN SOME BASIC RC AIRPLANE

### AEROBATICS

Once you've learned to fly your rc airplane confidently, it's time to step it up a notch and learn some **basic rc airplane aerobatics!**

Flying aerobatic maneuvers with your rc plane is great fun and all part of radio control flying, but you need to start off slowly and not try things that are too complicated to begin with.

This page will ease you into performing some simple stunts with your rc airplane, with the most basic maneuvers, which are...

### **The inside loop, outside loop, roll and the stall turn.**

**Important!** When performing rc aerobatics of any kind, you need to fly in a very responsible way especially if you're flying in a public place and there are other people around.

Choose your flying site carefully - rc airplane aerobatics usually require more airspace than normal flying, so make sure that the area is plenty big enough with no trees, posts or pylons etc.

Altitude is also very important with most maneuvers; always give yourself as much space as possible between your airplane and the ground. This way, if you do encounter difficulties, you stand a much better chance of not joining these guys! "Fly two mistakes high" is an old saying in the radio control flying hobby, and one worth remembering!

Also important to note is to fly a safe distance away from yourself but not so far away that you can't see what your airplane is doing i.e. whether it's up the right way or not. Disorientation is one of the biggest killers of rc airplanes and it's easy to become confused about the plane's position in the sky when you are performing aerobatics.

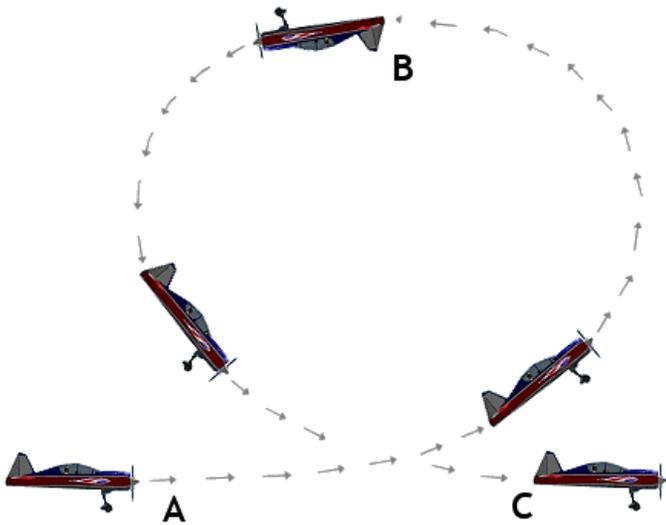
The type of plane will play a large part in how easily you can fly most aerobatic maneuvers. RC aerobatic airplanes are designed for the job, and if your only plane at the moment is a high wing trainer then you might struggle to fly many maneuvers well, especially if your plane has only rudder and no ailerons.

One final point; the majority of rc airplane aerobatics are performed **in to wind** i.e. you fly the airplane directly into the wind when starting the aerobatic maneuver. This gives maximum lift and airflow over the control surfaces.

### Three basic RC airplane aerobatic maneuvers

#### 1. The inside loop:

The inside loop is the easiest of all stunts to pull off and any RC airplane with elevators is capable of looping.

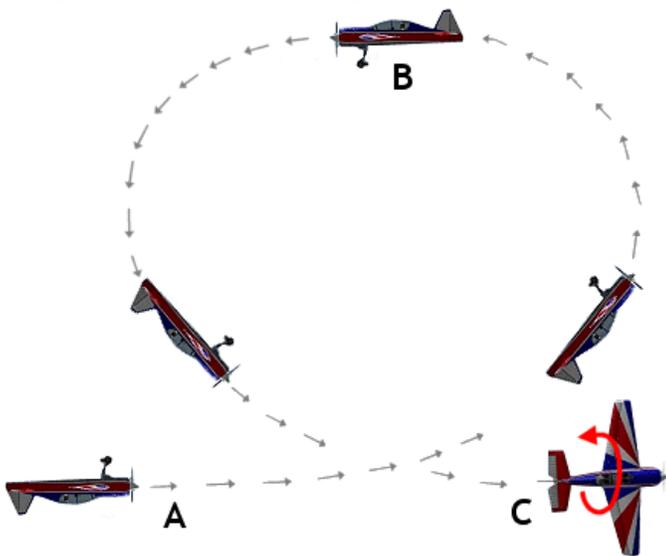


**How to fly it:** Start by flying straight and level into wind, no lower than, say, 50ft/15m high.

Open the throttle to full power and, at point A in the picture above, pull back on the elevator stick to start a climb - not too suddenly, be gentle but definite. Keep the power on. The airplane will go into a vertical climb, let it keep going until it starts to roll over onto its back - point B in the picture. At this point, close the throttle and keep holding the elevator stick back, adjusting it as necessary to maintain a tidy path. You might also need to use ailerons/rudder to keep the path of the loop as vertical as possible. At point C in the picture, level out the airplane by returning elevator to neutral and increase power to exit the loop, flying straight and level again.

### 2. The outside loop:

The outside loop, also called a bunt, is an inside loop but with the airplane inverted i.e. the top of the plane faces outwards.



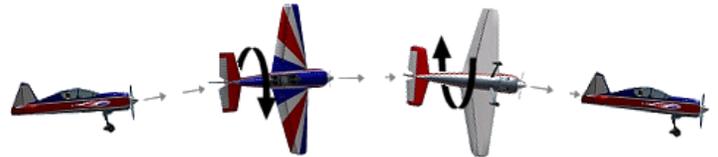
**How to fly it:** Method 1: Your airplane must be inverted (i.e. rolled through 180 degrees) at the start of the loop (point 'A' in the picture). The danger here is to remember to use **down**

**elevator** to get the airplane to climb. Accidentally applying up elevator at this point will send the airplane crashing in to the ground! Keep holding in down elevator and let the airplane do a full loop. At the top of the outside loop (point 'B'), your airplane will be right side up. Reduce power and continue the loop back down towards the ground and at point 'C' roll through 180 degrees to bring the airplane right side up to exit the maneuver.

Method 2: An outside loop can also be started from the top (point B in the above picture), by flying straight and level at a good altitude and applying and holding in down elevator all the way round the loop. You need to reduce power at the start of the dive until the bottom, then increase to full power to complete the second half of the loop.

### 3. The roll:

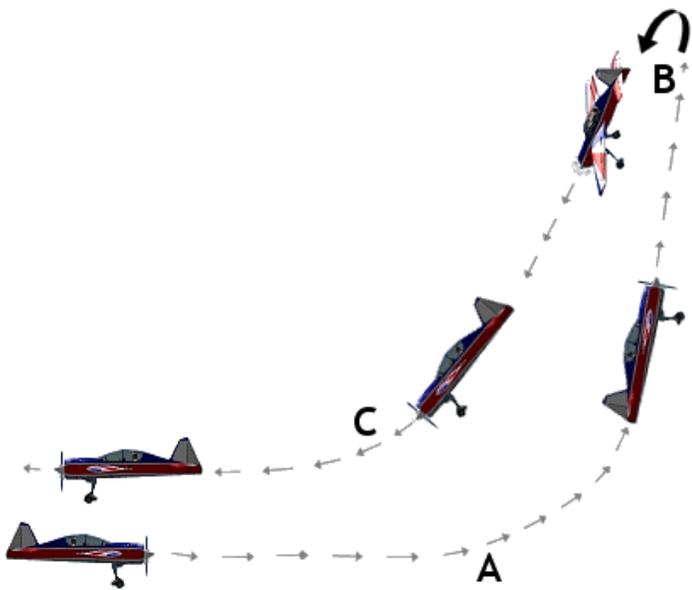
The roll requires ailerons but if your airplane only has rudder then you might be able to pull off a larger, somewhat untidier 'barrel roll'. A roll with ailerons is a very smooth maneuver and not too difficult to pull off.



**How to fly it:** Same start as the inside loop; fly straight and level on at least half throttle. To begin a roll, apply a very small amount of up elevator and left or right aileron a split second afterwards. No need for full power this time, keep the throttle stick where it is throughout the roll. If you are using rudder alone you'll need to apply much more up elevator and put the plane in to a small climb before rolling. As you apply elevator and aileron, the airplane will start to roll over. Keep the aileron stick in the same position but you will probably have to adjust the elevator to keep the roll tidy. As the plane inverts, release elevator and apply a tiny amount of down elevator when the airplane is fully inverted, this will prevent any loss of altitude during the roll (generally speaking...). Once the airplane is right-side up again, return the sticks to neutral and resume straight and level flying.

### 4. The stall turn:

The stall turn, also called a hammerhead turn, makes use of the airplane's rudder and is a relatively simple maneuver to perform. The aim of the stall turn is to perform a vertical climb, reduce power at the top to stall the plane, while simultaneously applying full rudder to rotate the plane through 180° about its CG position, or thereabouts.

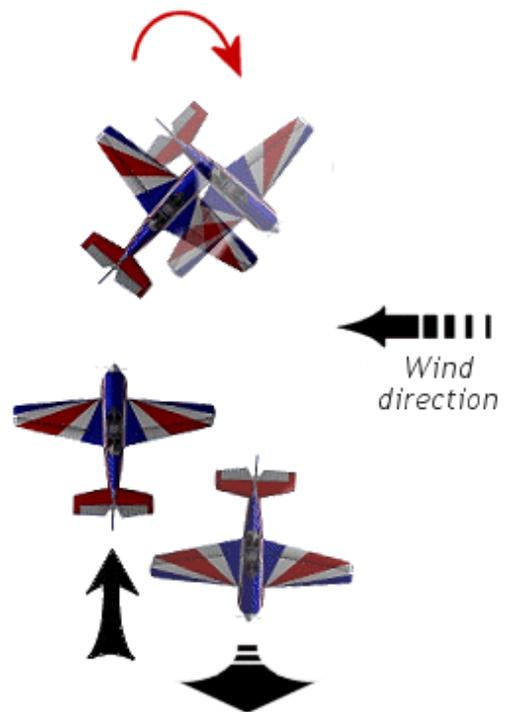


**How to fly it:** As before, begin with a straight and level flight path. At point **A** in the picture above, apply full power and up elevator, putting the airplane into a vertical climb. Adjust the rudder and elevator as necessary to maintain the climb as vertically and as straight as possible, without going into the beginnings of a loop i.e. don't keep holding in up elevator. Let it climb for a few seconds (depending on how much power you have to hand\*) and then, at point **B**, reduce throttle\*\* and - here's the important part - apply **full rudder** to the left or right. If the airplane doesn't look like it's going to turn neatly, give the throttle a small blip to get some prop wash (air movement) over the rudder. Once the airplane has spun round through 180° and is facing the ground, return the rudder to neutral and let the airplane go naturally into a brief vertical dive for a second or so. Then, at point **C**, apply both motor power and up elevator to pull out of the dive and resume straight and level flying.

\*How long you climb for will largely be determined by how much power you have - less powerful planes will just run out of steam after a few seconds of climbing vertically, whereas planes with unlimited power can keep on going - in which case, limit your climb to no more than three or four seconds.

\*\*How much you reduce throttle, at the turn, depends on a few things, not least of which is the type of plane and size of rudder. You shouldn't cut the motor right back, because you need some prop wash (i.e. airflow) over the rudder to facilitate the turn. Only experience and practice will tell you how much power you need at the turn.

If you want you can use the wind direction to help you perform the stall turn by flying crosswind - fly at 90 degrees to the wind and turn the airplane into the wind at the top of the climb. The wind on the fin pushes the model round for the perfect maneuver! The picture below shows this:



So there you have the most basic rc airplane aerobatics! Take your time and practice them in safety, then move on to the more advanced maneuvers, page links listed below. Remember that the design and type of your plane will greatly effect how well you can execute any maneuver, so don't get disheartened if your plane isn't suited to every maneuver shown above - just select the ones that you can try! Don't expect to be able to do much with a basic three channel high wing trainer, but once you move on to a four channel mid or low wing airplane then the fun really starts!

## **BREAKING NEWS: FIRE @ PCC!**



Fire Department was called to put a small grass fire Monday.



One of the Fire truck was stuck in the soft ground. You can see the charred area in the background, estimated about 0.5 acre of grass was burnt.

The fire was not started by a crashed model but by an improper use of a rocket fired from a model. →



Ken launches his 1/2A class Buzzard Bombshell.



Mike's Gee Bee Y Sportster.



Ray explains how he repaired his F-100....



To these guys at the field last Sunday. I think Dave was sleeping....

### ***DREAM MACHINES UPDATES...***

According to President Mike, there will be **NO** model flight demonstration flights by the PCC members at the HMB Airport during the show hours due to FAA regulations. We (model airplanes) have to be a certain distance from the active airport operations and there is not room to do that. However, PCC members are invited to perform flight demonstration at Eddie's dinner event on Saturday night at his hangar. If you are interested in participating in the flight demo program or like to purchase tickets (\$30.00 each) to the dinner, contact Mike Klass for details. Mike is trying to get free admission to dinner for the demo pilots (max. 4). Mike can be reached at [mpklass@gmail.com](mailto:mpklass@gmail.com) or at 303-1853(mobile) or 726-6256(home). Dinner is to be held at Eddie's hangar at 6:00 pm Saturday (April 26, 2014). Demo flights o be held prior to the dinner, weather permitting.



*Peninsula Channel Commanders*

113 Starlite Drive,  
San Mateo, Ca 94402  
<http://flypcc.org>

**Next Meeting: Wednesday, March 19th, 7:30 p.m.**

**J&M**

**CRAFTS  
PARTS  
ACCESSORIES  
SERVICE**

**CLIFF WHITE  
PAM WHITE**

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**HOURS  
WEEKDAYS 11AM-6PM  
SAT. 9:30 AM-5:30 PM**