

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



July 2014

Next Meeting:

July 16th, 2014

AMA Chartered Club # 139

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

Field Phone: 650-712-4423

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WHAT'S HAPPENING @PC

On a short notice, the regular weekenders had an impromptu bring-your-own-meat BBQ on July 6 at the field. A handful of the regulars showed up and the fire was started on the grill. Meat was cooked and food was eaten. The weather God cooperated and we had a great time. As usual, there are more time spent on talking, eating than flying! Why should this day be any difference!



Ray, Gary, Ken, Bob (with ladybug), Mike, Jim and Mike.
Photo by Brian.

MAY MEETING MINUTES

Dennis Lowry

June 18, 2014

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

Raffle: Park Zone Pole Cat Indoor Airplane BNF with Spectrum Radio

Guests: Mike Lemos was a guest, then he joined. He's looking for a Swedish Air Force Buddy from way back. Anybody speak Swede?

Bob Kazmierski from United Airlines has flown at the site and is joining the club. His focus is electrics.

May Minutes Were Approved.

The Old PAM field is available to POST. Should we pursue it?

Membership Report: 105 members paid up, w/ several prospective candidates in the wings.

The treasury is healthy.

Old Business: We may have a new land lord, but haven't heard from him yet. It sounds like it could be much better.

Field Report: Tics need spraying and they will be this Friday.

And: The mower still needs repair.

Safety Report: Plug e-planes on the start-up tables, or near the exit to runway if a larger plane.

Events: in July in Elk Grove a Sam 21 event at Laurence Schmidt's (Miriam's) Ranch is an Old-timer Event. It's unannounced to date.

And: Lake Hennessey float-fly Sunday, 6/21.

And: Tomcats Airshow: July 12, and 13.

Gliders SBSS has nothing now, but Mission Peak in Fremont is a great place to fly. Go on Sat or Sunday around 1:00 PM. You can thermal at eye level.

Sloping off Mussel Rock in Pacifica is also good. Lots-O-Lift: Near the dump. Combat is a standard practice and a lot of fun.

New Business: None.

Flight Proficiency:

Hits and Misses: none

Sad Stories: Mike Solaegui's Tiger Cat tip stalled by pilot error. He knew it was too slow 'cause he test stalled it at altitude. Less altitude did not prevent the stall at the same speed.

Panasonic Lumix Point and Shoot camera left at the field. Call Bruce Crawford or contact an officer.

Show and Tell:

Lew showed an E-Flight Mosquito he "won" at the PCC Holiday Banquet. He actually won the big quad copter but swapped that for two airplanes. He can fly 5 minutes on a 2200 three cell lipo.

Matt showed an Octa-Copter that's a backup on his photo shoots. Very Professional set up: Builds in 45 minutes. It's easily compactable.

Brock Siegel brought a bunch of stuff he gave away.

Greg showed an Elip-stick. It has yellow clear covering. Speed 400 brushless. He thinks it would fly easily indoor.

Ken showed a Sam 21 Simplex; black frame and covered with yellow Polyspan colored with aniline die. It has a full flying tail, and uses a 480 motor. They use a 30 sec run time with timed flight. 36.7 oz. is lightest to date in the club. Bob Holman sells the short kit.

Harry had a 4 Star Forty in the box. Oliver bought it.

Adjorned

Dennis

UPCOMING EVENTS

July

4 *Independence Day.*

12-13 *SCCMAS Airshow, Morgan Hill, Ca*

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

19 *Warbird by the Bay, SACRC, Union City, Ca*

26 *Fun Fly, Livermore Flying Electrons, Livermore, Ca*

August

2 *SCCMAS Swap Meet. Morgan Hill, Ca*

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

23 *Warbirds Over Livermore, LFE, Livermore, Ca*

23 *SCCMAS Pattern Contest, Morgan Hill, Ca*

September

6-7 *Waldo Pepper's Flying Circus WWI and Golden Age flyin, SACRC, Union City, Ca*

http://www.sacrc.org/pdf_files/flyers/wpfcflyer2014.pdf

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

20 *EBRC Fun Fly, EBRC, Livermore, Ca*

October

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

25 *Bayside RC Auction, Fremont, Ca*

<http://www.baysidercclub.com>

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

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RESPONSE NEEDED TO FAA MODEL

AIRCRAFT RULE

<http://amablog.modelaircraft.org/amagov/2014/06/27/response-needed-to-faa-model-aircraft-rule/>

AMA's Areas of Concern Regarding the FAA Interpretive Rule for Model Aircraft

On Tuesday, June 24th AMA issued a member alert expressing concern over some provisions in the FAA's interpretation of the Special Rule for Model Aircraft established by Congress in the FAA modernization and Reform Act of 2012. In that alert, we let members know that we would be following up with today's alert that explains AMA's concerns in greater detail.

We need you to take action now and respond by July 25, 2014 to the FAA Interpretation of the Special Rule for Model Aircraft that was released June 23, 2014. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue. FAA's Interpretive Rule.

To help you respond to the FAA, we have outlined AMA's major concerns in the bullets below. A more in-depth explanation of our concerns can be found at AMA's Concerns

- Throughout the rule the FAA takes great latitude in determining Congress' intentions and in placing tightly worded restrictions through its "plain-language" interpretation of the text.
- The FAA uses the plain language doctrine to create a regulatory prohibition of the use of a specific type of technology.
- FAA's overreaching interpretation of the language in the Public Law is evident in the rule's interpretation of the requirement that model aircraft be "flown strictly for hobby or recreational use."
- Although the FAA acknowledges that manned aviation flights that are incidental to a business are not considered commercial under the regulations, the rule states that model aircraft flights flown incidental to a business are not hobby or recreation related.
- The rule overlooks the law's clear intention to encompass the supporting aeromodeling industry under the provision of the Special Rule, "aircraft being developed as a model aircraft." The rule's strict interpretation of hobby versus business puts in question the activities of the principals and employees of the billion dollar industry that supplies and supports the hobby.
- The Public Law states that when model aircraft are, "flown within 5 miles of an airport, the operator of the aircraft (must) provide(s) the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. However the rule indicates that approval of the airport operator is required. Although it is understood that making notification to the airport and/or ATC will open a dialog as to whether the planned activity is safe to proceed, there is no intent in the law that this be a request for permission on the part of the model aircraft pilot.
- The Interpretive Rule establishes new restrictions and prohibitions to which model aircraft have never been subject. This is counter to the Public Law which reads, "The Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft,..." if established criteria are met.
- The Interpretive Rule attempts to negate the entire Public Law by stating, "Other rules in part 91, or other parts of the regulations, may apply to model aircraft operations, depending on the particular circumstances of the operation. This in and of itself makes model aircraft enthusiasts accountable to the entire litany of regulations found in Title 14 of the Code of Federal Regulations, something that was

never intended by Congress and until now never required by the FAA.

How to Respond to the FAA.

All AMA members, family and friends need to take action now to let the FAA know that this rule significantly impacts the entire aeromodeling community and that this community is resolute and committed to protecting the hobby.

There are four methods to submit a comment. Emailing your comment is the fastest and most convenient method. All comments must include the docket number FAA-2014-0396.

Tips for submitting your comments.

http://www.regulations.gov/docs/Tips_For_Submitting_Effective_Comments.pdf

Email: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Mail: Send Comments to Docket Operations, M-30; US Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

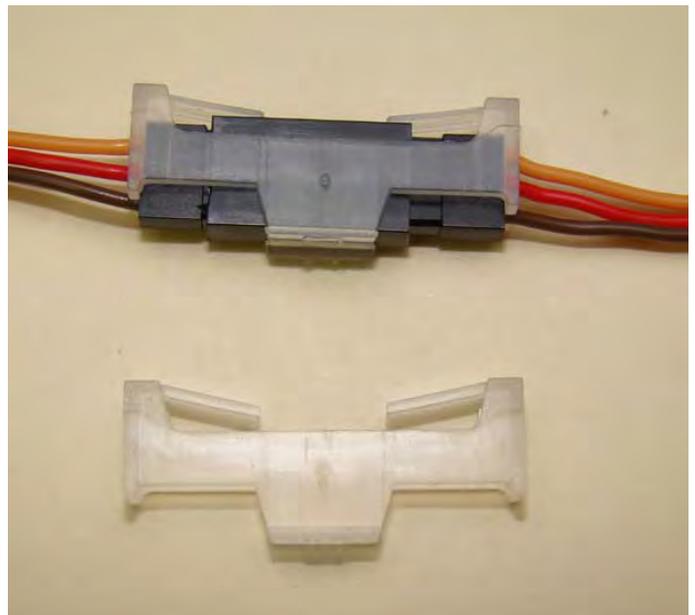
Hand Delivery: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: (202) 493-2251.

DEADLINE TO COMMENT: On or before July 25, 2014

GOOD IDEA

I thought this is a good idea.... fairly inexpensive, about 30 cents a piece, reusable. A safety clip that ensure the connector will not disconnect at the wrong time.



FREE CHARGERS AVAILABLE

The following chargers are free to good home (please provide good home study report in triplicates!) Contact Brian Chan to claim them. Chargers will be delivered to the field.

The Hunder Power and E-flite chargers are donated by Ray Squires. The Triton is from the estate of Ray Atkinson.

These chargers are given out in as-is condition. I think they still work but no guarantee!



Thunder Power Multi-chemistry Charger.



E-flite Celectra Li-Po Charger.



ElectriFly Triton Multi-chemistry charger.



Peter working on his Carbon-Z Cub. Powerful power system!



Peter's Carbon-Z Cub on approach. This plane can hover on its propeller. 6S lipo and 15" propeller, very respectable power!



Brian launches Greg R's Elipstik, a Tom Hunt design.



Lew's Flyzone Beaver on approach.



Bob K's Cub. Bob is a new member. He usually comes with his companion, Ladybug.



Matt and his new Octo-Copter having a staring contest before the maiden flight. The maiden flight went well. Matt actually used the auto-land function and watched the landing without touching the transmitter.



Bob's Kadet.



And here is Bob Kazmierski, welcome to PCC.



Brian's CubStik(home built) and Simplex.



The friendship, food and weather, 3 out of 3, not a bad day!



The CubStik in flight. She might not be pretty, but she is a good flying airplane.



Gary with his SimpleX. Gary is the president of SAM21.

JUST ONE MORE...



Brian tried to explain the goodness of the twin-motors to fellow members!



Another exciting day at the field! That's what you feel when you can fly 11.5 months out the year. Life is a beach in HMB!

**WARBIRDS BY THE BAY
JULY 19, 2014**



**ALL ERA WARBIRDS! GAS! GLOW! ELECTRIC!
ELECTRIC FLYING STARTS AT 7AM
GAS AND GLOW AT 9AM
SORRY, NO TURBINES
E-FLITE ULTRA MICRO WARBIRD RACING!
LIMITED LANDING APPROACH, SEE PICTURE ON BACK
LUNCH SERVED ON SITE
ALL PROCEEDS BENEFIT THE VIOLA BLYTHE
COMMUNITY SERVICES CENTER**



For details on field location and directions visit the SACRC website
www.sacrc.org





Peninsula Channel Commanders

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

Next Meeting: Wednesday, July 16th, 7:30 p.m.

J&M

**CRAFTS
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PAM WHITE**

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