

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



April 2015

Next Meeting:

April 15th, 2015

AMA Chartered Club # 139

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

Field Phone: 650-712-4423

President	Mike Solaegui	415-314-6261	mikes@perfectedgecutlery.com
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Treasurer	Greg Romine	650-736-7230	gsromine@stanford.edu
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Flight Proficiency Chairman	Ray Granz	Looking for it....	geriray15@aol.com
Editor	Brian Chan	650-867-8813	pcceditor@gmail.com

WHAT'S HAPPENING @PCC

PCC has been invited to perform demonstration flights at the Pacific Coast Dream Machines on April 26.

We are to fly from 11:00 am to 11:30 am, take off from the taxiway west of the airplane display area and all flights are to be over the dirt area between the taxiway and the main runway. NO FLYING over any person.

Volunteers are to contact Mike Solaegui for more information. We will need bigger planes, glow, gas and electrics. Mike wants us to make as much noise as possible to attract attentions!

Also we will need airplanes for display at the PCC booth. All planes are welcome, even the unfinished to show the building process. Old magazines are great to give away, bring all you unwanted magazines to the Dream Machine.

There will be a Tri-tip dinner at Eddie's Hangar as it was in the past. It will be help at the evening of the day of the show, April 26. More details at the PCC general meeting.

MARCH MEETING MINUTES

March 18, 2015

Call to Order: By Mike Solaegui, PCC President.

Raffle: BNF T38 Park Zone Trojan and a Harbor Freight Multi Meter

New Members: Pat Clark a full size pilot flying models of F-18 and a Hobby Zone P51 (?).

February Minutes: Approved.

Treasury Report: All is good except the Treasurer has a bug and missed the meeting.

Membership Report: At least 73+ paid to date for 2015.

Old Business: PCC will host an open invitation Burger Slap Down on March 22.

New Business:

There is a new **Helicopters Flying Zone** proposed for Helicopters: It will be against the fence to the South, and then out to the bottom of the hill.

Dream Machines: April 26; A 5 Ring Circus Flying Event at Dream Machines is proposed. We have 11:00 to 11:30 to put on a show. FAA and Half Moon Bay Review is excited about us flying. We took part in an exciting press opportunity

on Friday requested by the paper. An Article is forthcoming in April Cost Magazine, then again later in the normal paper. At Dream Machines we'll be set up near West Coast Aviation as in the past. 3 tents and 4 tables will be supplied by our President and Ray Squires. Simulators will be shown for kids. AMA Magazines will be given away. And your airplanes will be displayed. Note that this may be the last year the Andreini Dinner is hosted, so be sure to sign up for it with Ray.

We need a new Safety Committee Chairman. If you think you'd make a good fit, see Mike Solaegui.

OPEN HOUSE: Sunday, Rich will start it off. Mike will arrive late.

A Motion Passed to include a nondiscrimination clause in the club rules, and to post the 990 IRS Form every April in the newsletter.

We will move the storage shed soon.

People have been flying at our field in an unauthorized manner. The gate has been found open, and unknown cars have been sighted at the field through the Web Cam. **The lock combination for the gate will be changed.** Check with fellow fliers for it, but don't let it out to non-members. If you don't get it, call Mike Solaegui. We should post No Trespassing signs, and you need to wear your name tag at the field.

Safety: All has been good.

Flight Proficiency:

Field: Is Good.

Hits and Misses: none

Sad Stories: Ken's Playboy is still lost; although the bushes are getting higher!

Show and Tell:

Jeff M showed a Night Vision 3-D Model with LED Night Lights that internally lights up the EPP Foam. It should look great at night.

Jeff O

Ken M showed his Benny Boxcar at 42 oz. that keeps floating. It has a cambered wing. Brodak and aniline dye. Was originally a free flight plane. Covered in Polyspan. No lead was needed to balance the plane. 13" X 4" prop with a brushless outrunner 480 motor. Bob Holman short kit. The contest is May2 at Smith Ranch.

Mike Solagui showed a Multiplex kit slope flyer, built some time ago. It has a 2.5 degree off set to the right. A Conumdrum.

A nice guy showed a Hanger Nine Meridian, a brand new airplane still in its original one piece condition. It has a

backup scorpion battery. This is a pleasant surprise after some past planes he's had.

Adjourned

Minutes by Lowry.

Dennis

SHOW YOUR COLORS!



Be Proud, and show your colors at the PCC (it's the rule!) and other modeling club fields!

UPCOMING EVENTS

April

- 1 *April's Fool Day!! No foolin'*
- 4 *SCCMAS Spring Swap Meet, Morgan Hill, Ca*
- 15 *PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae*
Mail in your Tax return before coming to the meeting!!
- 26 *Pacific Coast Dream Machine Event, HMB Airport.*

May

- 2 *WWI Fly-in, SCCMAS, Morgan Hill, Ca*
- 2 *SAM21 Boxcar Beat Down, Schmidt Range, Elk Grove*
- 10 *Mother's Day. DON'T FORGET!*
- 16 *PCC Field Clean Up Work Party*
- 17 *PCC Field Clean Up Work Party*
- 20 *PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae*
- 21-24 *Castle Giant Scale Fly In.*
Castle Airport, Atwater, CA
- 25 *Memorial Day, USA*
- 30 *South County Wing Of History Museum Open House.*

June

- 17 *PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae*
- 21 *Father's Day*

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

PCC FIELD CLEAN UP PARTY

May 16 & 17, 2015

"ALL" members are invited to attend, no admission fee and free food! What more can you ask for? We made it a two days event just in case you are not available on one of the two days. We really don't want you to miss this one. It is one of few events we provide free food! Come join us at the field. Basic work cloth is recommended; bring gloves, simple hand and gardening tools. There is no excuse not to attend, it is a week after Mother's Day, you should not be busy!

See you on the 16 or 17, or both!

"ONE DROP WILL KILL YOU!"

***By Larry Cogdell
Rouge River Flyer***

I was so excited to receive my new Freewing P-51 Mustang and couldn't wait to show it off to the club. Even though it was an electric, it had a two-speaker amplifier that simulated the sound of a Merlin engine. This will be fun.

Several weeks ago I showed up at the field and shared my new bird with a few of the members that were interested in my new toy. Did a preflight (had another member check all my control settings using my radio), and was ready to go.

We cleared all traffic on the field and now I was ready to take off for my maiden flight. What? It ground looped on my first try and I didn't even make it ten feet down the runway. Obviously I was nervous and sure the second attempt would be a success. Wrong again. After about ten tries and ground looping every time, I was lost. One member came over to help and tried to taxi it but a completely different problem (loose screw on the elevator servo) caused the elevator to go into a full down position. The Mustang nosed over and broke all four of the propeller blades before it ever got off the ground.

Brought it home for repairs, replaced all four blades, and balanced them. After I researched everything on the internet I could find about P51s, I realized that the ground loop problem was being caused by not holding full up elevator on taxi and takeoff to keep weight on the tail wheel.

Now with my expert knowledge and incredible confidence, I was ready to try again. Showed up at the field and many came over to see what was going to happen. Tried a few short taxi

rolls using my new up elevator knowledge and everything was perfect. Lined up on the center line, slowly applied power, and within seconds, it was climbing out. I was so excited. I did it! WRONG!

Within ten seconds after takeoff, something went terribly wrong. The entire front of the P-51 literally exploded. Pieces of the propeller hub and one blade were found more than 100 feet away. The entire front of the fuselage broke off at the wing line and everything else fell to the runway end. The other three propeller blades all separated from the hub and were also lying on the runway crash site.

Obviously a major malfunction and one that would require extensive investigation by the NTSB, I got to work. For those of you who don't know what NTSB stands for, it means, "Never Thought She'd Break".

Gathered up all the pieces I could find and believed that either the hub or one of the blades started the whole process of destruction. Look for yourself.

After contacting the RC company I bought it from asking for a full replacement, we shared emails with a few questions coming back from them asking about the SIZE of the tools I used to put the hub and blades together. I assured them that I did not CRUSH any parts in putting this together. Then, they asked one final question. "After looking at the pictures you sent in, it appears there is some type of coating on the hub. Did you use any coating or super glue to put this together?" I immediately responded, NO! Knowing how good this RC company was, I knew they would be sending me a new plane right away.

After sending them my final answer, I could not understand why they would be asking me the question about a coating. After all, I had taken all the pictures myself and of course I had all the pieces of the plane that I examined for hours. I decided to take another look at the pictures and this is what I found.

I wrote the RC company back ASAP and told them that I now knew what had happened and that it was NOT a defect or their fault. I asked them to cancel my claim for a new plane.

Here is the problem. Not everyone is aware of this issue. On the web, some say blue threadlocker is OK, others say, it COULD affect SOME plastics while others say don't use it. That makes it clear, doesn't it?

After talking to several members of the club about this, I found several who know about this issue. But when I asked them, how did you find out, they all told me, they used it and something either FELL OFF a few hours later or they found MELTED PARTS.

What does the company say about their product? They tell you absolutely NOTHING about using it either ON or NEAR plastic. It does not warn you on the tube and after buying the same product in a package from O'Riley Auto Parts in a

package, I found no warnings anywhere printed on it either. In fact, their own WEB site says "USE ON ANY THREAD".

This is extremely dangerous and could have caused extensive damage, not just to the airplane but to me or members of the club. I cringe thinking about the Show-and-Tell I did at the last club meeting, running up the motor inside with club members all around now knowing that it could have been just seconds away from exploding. I apologize to the club for not thinking more about safety and will never do anything like that again.

This story is not over. I have filed a claim with Permatex, the company that makes almost all brands under different names like Devcon and others, asking them to pay me all costs to replace the plane and battery. I also told them they have put their customers in grave danger by not putting warning labels on their products and packaging. I intend to take them to court to recover if they don't respond. I will let you all know what happens.

Please tell all your friends and flyers about this issue. They should never use any threadlocker product even NEAR plastic or they may get a mouth full of propeller parts.

I wish you all great flying,

Larry Cogdell

CA OR CYA

From Bob Smith Industries Hobby News

Readers of model magazines have probably noticed that they are split down the middle on how their editors prefer to abbreviate cyanoacrylate. They use CA or CyA. BSI will always use the proper designation, which is CA. One editor says he uses CyA to avoid confusion with the postal designation for the state of California. Since we are talking chemicals and not states, CyA is the symbol for Cyclosporine A. Case closed.

There are information on their web site, http://www.bsi-inc.com/Pages/ask_the_pros/index.html regarding the usages of the CA glue, go take a look!

BALSA STORY

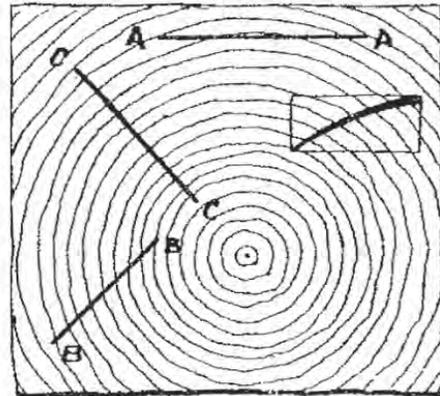
• *WHERE DOES BALSA WOOD COME FROM?*

(Hobby shop is not the correct answer)

Balsa trees grow naturally in the humid rain forests of Central and South America. Its natural range extends south from Guatemala, through Central America, to the north and west coast of South America as far as Bolivia. However, the small country of Ecuador on the western coast of South America, is the primary source of model aircraft grade balsa in the world. Balsa needs a warm climate with plenty of rainfall and

good drainage. For that reason, the best stands of balsa usually appear on the high ground between tropical rivers. Ecuador has the ideal geography and climate for growing balsa trees. The scientific name for balsa wood is *Ochroma lagopus*. The word balsa itself is Spanish meaning raft, in reference to its excellent floatation qualities. In Ecuador it is known as *Boya*, meaning buoy.

• A-B-C Grained balsa



A-Grain

This wood has long grain lines. It bends very easily. Use A-grain balsa to cover round places on the fuselage and any other place where the wood must curve. Do not use A-grain wood for sheet wings, tails, formers or any part that is to be flat. A-grain will not stay flat! A-grain wood bends easily. When you bend any piece of wood, be careful not to split it.

B Grain

This wood has both long and short grain lines. It will bend, but not as easily as A-grain. Use B-grain wood for trailing edges, wing ribs, formers and for covering places that have a small curve to them. B-grain and A-grain wood make the best spars, leading and trailing edges, and hand-launch glider bodies(fuselage).

C Grain

This wood has more short grain lines than A or B. It also has dark spots that look a little like the scales on a fish. This wood is very stiff and it splits easily. Used with care, it will give you the lightest and strongest models. Use C-grain for sheeting wings and tails, wing ribs, formers and to cover places with little or no curve.





Mike on a mission, to mow before the Open House!



Ken M holding the control-line combat plane as Ken A walks towards the center of the circle.



Rich, Jake and Ken warming up the BBQ!



Let's EAT! It was a low turn out for the Open House, due to the less than ideal weather, rained the night before and an accident closed Hwy 92 at 9:30 am for two hours. Those who showed up did enjoy a great day eating, flying, kibitzing and spectating! Jake made it down to the event, even on his birthday! Della (Mrs. KenM) made cupcakes for Jake!



Ken A flew the control-line combat (normally with 2 pilots). The plane was so fast that a blur image of the plane is all I can get!



Mike and Lew guarding Ken Adlawin's 300.



Ray G's Dynam Me-262. The plane flew well.



KenM's Benny Boxcar on approach.



Greg R's E-Flite B17G, wing span: 26 inches.



Another Benny Boxcar, this one is Brian's, with Rick and Dave posing for the camera. (Einarsson photo.)



Last Saturday, we have the pleasure of having John Eaton, President of Woodland-Davis Aeromodelers visiting the PCC field.

John talking with Ray G and Ray Q. The weather was great and the conversation was equally great.

I think john had a great time visiting PCC.

Return of Organization Exempt From Income Tax

2014

Open to Public Inspection

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

▶ Do not enter social security numbers on this form as it may be made public.

▶ Information about Form 990 and its instructions is at www.irs.gov/form990.

Department of the Treasury
Internal Revenue Service

A For the 2014 calendar year, or tax year beginning January 1, 2014, and ending December 31 Peninsl, 20 15

- B** Check if applicable:
- Address change
 - Name change
 - Initial return
 - Final return/terminated
 - Amended return
 - Application pending

C Name of organization Peninsula Channel Commanders
 Doing business as Peninsula Channel Commanders
 Number and street (or P.O. box if mail is not delivered to street address) Room/suite
55 Brewster St.
 City or town, state or province, country, and ZIP or foreign postal code
San Francisco, CA 94110

D Employer identification number
94-2923321

E Telephone number
415-285-4496

G Gross receipts \$ 0.00

F Name and address of principal officer:
Michael Solagui, President / Dennis Lowry, Secretary

H(a) Is this a group return for subordinates? Yes No

H(b) Are all subordinates included? Yes No
If "No," attach a list. (see instructions)

I Tax-exempt status: 501(c)(3) 501(c) (7) ◀ (insert no.) 4947(a)(1) or 527

J Website: ▶ www.flypcc.org

H(c) Group exemption number ▶

K Form of organization: Corporation Trust Association Other ▶

L Year of formation: 1962

M State of legal domicile: CA

Part I Summary

1 Briefly describe the organization's mission or most significant activities: To protect, develop, and encourage the interest of radio controlled model airplanes and the people who build and fly them.

2 Check this box if the organization discontinued its operations or disposed of more than 25% of its net assets.

3 Number of voting members of the governing body (Part VI, line 1a)	3	<u>9</u>
4 Number of independent voting members of the governing body (Part VI, line 1b)	4	<u>0</u>
5 Total number of individuals employed in calendar year 2014 (Part V, line 2a)	5	<u>0</u>
6 Total number of volunteers (estimate if necessary)	6	<u>0</u>
7a Total unrelated business revenue from Part VIII, column (C), line 12	7a	<u>13,500</u>
b Net unrelated business taxable income from Form 990-T, line 34	7b	<u>0</u>

		Prior Year	Current Year
Revenue	8 Contributions and grants (Part VIII, line 1h)	<u>0</u>	<u>0</u>
	9 Program service revenue (Part VIII, line 2g)	<u>0</u>	<u>0</u>
	10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)	<u>0</u>	<u>0</u>
	11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	<u>0</u>	<u>0</u>
	12 Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	<u>0</u>	<u>0</u>

Expenses	13 Grants and similar amounts paid (Part IX, column (A), lines 1–3)	<u>0</u>	<u>0</u>
	14 Benefits paid to or for members (Part IX, column (A), line 4)	<u>0</u>	<u>0</u>
	15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)	<u>0</u>	<u>0</u>
	16a Professional fundraising fees (Part IX, column (A), line 11e)	<u>0</u>	<u>0</u>
	b Total fundraising expenses (Part IX, column (D), line 25) ▶		
	17 Other expenses (Part IX, column (A), lines 11a–11d, 11f–24e)	<u>0</u>	<u>0</u>
18 Total expenses. Add lines 13–17 (must equal Part IX, column (A), line 25)	<u>13500</u>	<u>13500</u>	
19 Revenue less expenses. Subtract line 18 from line 12	<u>0</u>	<u>0</u>	

		Beginning of Current Year	End of Year
Net Assets or Fund Balances	20 Total assets (Part X, line 16)	<u>53,650</u>	<u>53650</u>
	21 Total liabilities (Part X, line 26)	<u>0</u>	<u>0</u>
	22 Net assets or fund balances. Subtract line 21 from line 20	<u>0</u>	<u>0</u>

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here

Signature of officer _____ Date _____

Type or print name and title _____

Paid Preparer Use Only

Print/Type preparer's name _____ Preparer's signature _____ Date _____ Check if self-employed PTIN _____

Firm's name ▶ _____ Firm's EIN ▶ _____

Firm's address ▶ _____ Phone no. _____

May the IRS discuss this return with the preparer shown above? (see instructions) Yes No



Peninsula Channel Commanders

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

**Next Meeting: Wednesday, April 15th, 7:30 p.m.
Pacific Coast Dream Machines, April 26, 2015**

J&M

**CRAFTS
PARTS
ACCESSORIES
SERVICE**

**CLIFF WHITE
PAM WHITE**

**1660 LAUREL ST.
SAN CARLOS, CALIF. 94070
(650) 593-5019
FAX (650)593-5164**

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