

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



August 2015

Next Meeting:

August 19th, 2015

AMA Chartered Club # 139

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

Field Phone: 650-712-4423

President	Mike Solaegui	415-314-6261	mikes@perfectedgecutlery.com
Vice President	Rich Symmons	650-712-0471	rsymmons@aol.com
Secretary	Dennis Lowry	415-285-4496	dennis.lowry@groupdelphi.com
Treasurer	Greg Romine	650-736-7230	gsromine@stanford.edu
Field Safety Officer / Webmaster	Matt Abrams	415-370-3323	matt@matt-abrams.com
Flight Proficiency Chairman	Ray Granz	Looking for it....	geriray15@aol.com
Editor	Brian Chan	650-867-8813	pcceditor@gmail.com

WHAT'S HAPPENING @PCC



What is this?

Find answer in this newsletter!

JUNE / JULY MEETING MINUTES

Dennis Lowry

July 15, 2015

Call to Order: By Mike Solagui, PCC President.

Raffle: Park Zone BNF T-28

New Members: Warren and Simone have returned

June Minutes: Approved. Then somebody pointed out that there was no Newsletter last month. (I will attach them to the end of these minutes. dl) *(If someone has read the June newsletter, it was announced that there will NOT be a July newsletter due to the absence of newsletter editor! bc)*

Treasury Report: The treasury is healthy, although the treasurer has had some health issues.

Membership Report: Hovering towards 100.

Old Business: Container is installed.

Bruce has made us a part of the Weather Underground. Thanks to CoastSide.net for all the help they are providing. If you live in HMB, consider using their service. Bruce says, "Things are getting better." Thanks Bruce!

Shade: It's moving along. Ken and Dave Santana have the parts and the junctions figured out. Thanks guys!

New Business:

Mike would like to have a quick work party August 9 at 11:00AM to clean out the container. If you are available please pitch in (or, pitch out would be more appropriate.).

Turbine Ban has been lifted, BUT it is still too dry to fly, so no flying until the weather changes. Dave Mosher is the new Turbine Czar. If you have interest contact him or Mike Solaegui.

Safety: All has been good.

Hits and Misses: None

Show and Tell:

Jeff showed a black box. Inside the box was a vintage NASA drone from the 1960 era. It was put together in total spy fashion so it could be concealed while in transport. But being from the '60s, might as well been built of brick. About the size and look of a Zaggi, but twice the weight. A pure novelty, but no novice would have the slightest chance of flying it, much less James Bond, or G.I. Joe. Thanks Jeff. What were they thinking?

A Tiger Moth was shown. Nice looking 60 size bi-plane. It features a pilot who looks in the direction the rudder is steered into. Also is equipped with a gyro that is optional for flight, and a real pitot tube for internal telemetry recording. He spent 2 years enjoying the build.

Adjourned

Dennis

ADDED JUNE MINUTES:

June 17, 2015

Call to Order: By Mike Solagui, PCC President.

Raffle: Horizon Airplane

New Members: None

May Minutes: Approved.

Treasury Report: None

Membership Report: We have a few, but most missed the meeting.

Old Business: Container is installed. Bruce is upgrading the weather station and internet connection. Batteries are doubled. There's a parabolic antenna to HMB for the signal so it refreshes once a minute. Same price and same size solar cell produces 4 times the power. Rob will trade membership for the service and maintenance. Thanks to Steve Williams for all his service, and he is given a free membership next year.

Shade: Steel posts set into the ground, with shade cloth stretched: Passed unanimously.

New Business: Need to muck out the container, and discard the useless stuff. Solaegui will donate the LED's for interior lighting.

Contests: Flying Electrons in Livermore has an August Contest.

Contest: Dream Machines:

Kenny took third place with Gary's plane.

Kenny took second place in the Benny Box Car.

Tom Cats 7/11-13

A Motion Passed

We will move the storage shed soon.

Safety: All has been good.

Flight Proficiency:

Field: Is Good. There's now a mowed path to the top of the hill for slopers.

Hits and Misses:

Sad Stories: Ken's Playboy is still lost. (Shall it be eternally?)

Show and Tell:

Jeff showed a JB Hobbies MXSR Electric 3-D w/ Dual Horns. Opposing threads on control rods. Very High End. 9 pounds at 2000 Watts. @279.00. FAST Servos. Dual Sky batteries. JB-Hobbies.com.

Eric and Bassetto Showed Harris Nelson Shrikes - Wingerons. Slope fliers that go like bats out of hades. Servos drive the front edge of the wing up and down, while the wing pivots at the area of lift.

They lost John's at Mammoth several years ago, but Eric went down to get it. Found it. Now John has it back. Eric trimmed his last week and did a very close split S.

Adjourned

Dennis

ANSWER TO "WHAT IS THIS?"

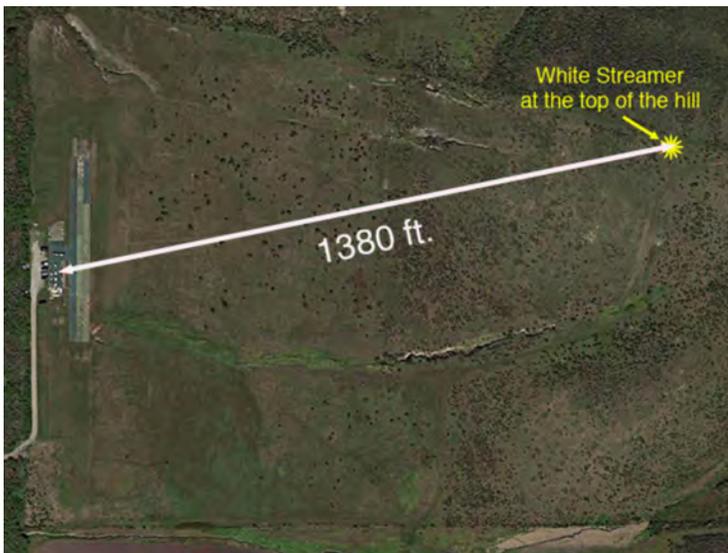
It is a creation of PCC member *Jeff Dam*. Here is what it really looks like on the ground and in the air!





FROM THE PIT TO THE TOP!

Brian Chan



Topographic map of Richardson Field from Google map.

Some interesting information regarding the distance at the field, I drove up the hill from the pit area and recorded the Long/Lat and altitude of the pit and the top of the hill where the streamer is located.

The streamer is at 400 ft and the pit is at 130 ft. (AMSL , I presume...) The distance is approximately 1,380 ft.

Just in case you want to know too, the longitude and latitude of the pit is 37.414862, -122.423150, the longitude and latitude of the streamer is 37.416384, -122.418793.

This information is obtained from an *iPhone app*, so accuracy is ????

UPCOMING EVENTS

August

19 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
22/23 Waldo Pepper Fy-in, SACRC, Hayward, Ca.
WWI and Golden Age Fly-in. See Flyer in newsletter.

September

5 SCCMAS Summer Swap meet, Morgan Hill, Ca
7 Labor Day.
12/13 Hollister Pattern Contest, Wavemaster RC, Hollister
16 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae

October

21 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
31 Bayside Auction, Holy Spirit Church, Fremont, Ca.

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

AIRBORNE PHOTO PLATFORM

Brian Chan

Finally, on June 28, Eric put a real camera on his photo-plane (PP), after many test flights with a dummy weight.



Eric and Lew ready the Photo Plane for flight.



Eric's Photo Plane in flight doing its thing!

Here are the resulting photos of the flight...not bad for the first mission!



Runway and pit area, view from the North.



Runway and pit area, flying North.



Pit area and runway, heading West.

SOME TRIVIAL AVIATION TIDBITS...

Contributed by Bill Boice

The First Commercial Jet to Break the Sound Barrier Was Not the Concorde.



It takes a village to reach Mach 1.01. The flight and ground crews for the DC-8 supersonic run included flight test engineer Richard H. Edwards, third from left, and pilot Bill Magruder, in white shirt behind sign. (Courtesy Richard H. Edwards)

On this date in 1961, a jet designed for commercial use became the first civilian craft to go supersonic. It wasn't the famous Concorde, which wouldn't break the sound barrier until an October '69 test flight, or the Soviet-built Tupolev Tu-144, but rather a humble DC-8—no. N9604Z, to be specific.

It was all part of an August 21, 1961 test flight from Edwards Air Force Base thought up by Douglas pilot William Magruder. According to flight test engineer Richard Edwards, who spoke with *Air & Space Magazine*, the idea was to "get it out there, show the airplane can survive this and not fall apart." At the time, DC-8s had been used by commercial carriers for about three years and were competing with the Boeing 707. While DC-8s weren't designed to go supersonic, the bragging rights of being the first to do so were worth making the attempt.

In order to reach Mach 1, the jet had to be in a dive. This meant taking it up to 52,000 feet, which was also a record for altitude. As Edwards tells *Air & Space Magazine*:

We took it up to 10 miles up...and put it in a half-a-G pushover. Bill maintained about 50 pounds of push. He didn't trim it for the dive so that it would want to pull out by itself. In the dive, at about 45,000 feet, it went to Mach 1.01 for maybe 16 seconds, then he recovered. But the recovery was a little scary.

The stabilizer was overloaded and the plane stalled when Magruder tried to pull it back. "What he did, because he was smart, is something that no other pilot would do," says Edwards. "He pushed over into the dive more, which relieved the load on the stabilizer. He was able to run the [stabilizer] motor...and he recovered at about 35,000 feet." The crew successfully turned a mass-produced airliner into the world's

supersonic commuter jet. (Right by their side the entire time? Chuck Yeager, the first person to ever go supersonic in 1947. He escorted the DC-8 during its test in an F-104.)

"That's an unofficial supersonic record, payload record, and of course an altitude record for a commercial transport," says Edwards.

After the test, DC-8 no. N9604Z was delivered to Canadian Pacific Air Lines and was used by the carrier for almost two decades before being retired. But this piece of aviation history isn't hanging in a museum somewhere. After it was put out of service, Canadian Pacific sold DC-8 no. N9604Z for scrap. That's some pretty fast junk.



While climbing to altitude, N9604Z was escorted by a bona fide speedster, an F-104 flown by Chuck Yeager. (Courtesy Richard H. Edwards)

More information can be found in this link,

<http://www.airspacemag.com/history-of-flight/i-was-there-when-the-dc-8-went-supersonic-27846699/?no-ist=&page=1>



Jeff and Nathan show off their new toy, an Albatros



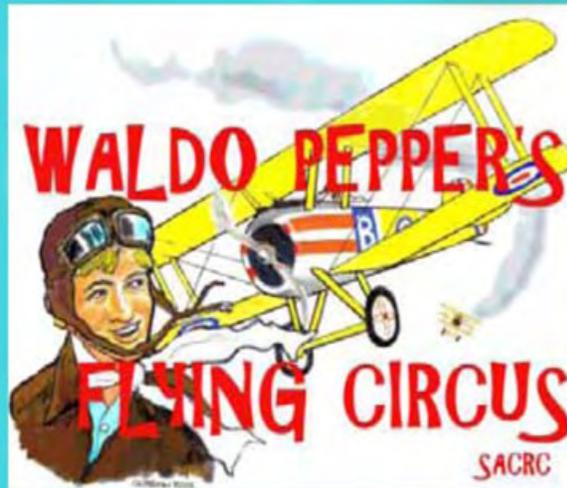
Greg offered to maiden the Albatros, not sure if it was a good choice! :-)



Gary & Ken at Schmidt Ranch Benny Boxcar fun fly!



A teaser photo for Euro-glider tour report in the September PCC newsletter.



WWI and Golden Age (to 1935) Fly-In

Saturday and Sunday, August 22 & 23, 2015 at the SACRC Lou Haynie Memorial Field in Union City, CA — 500+ foot astro-turf runway. Large pit area, partly shaded. Vendor spaces available. Limited RV parking at the field (no hook-ups), several local motels and restaurants. Gas, Glo and Electric of all sizes are welcome.

Saturday night BBQ at the field!

(Please acknowledge beforehand if planning to attend the BBQ)

Waldo Pepper's Flying Circus is not a competition, but there are many **special awards and prizes!**

Special **Pilot's Choice** award, Balloon Bust, and Racing

RACING: On Demand (micro and regular)

Golden Age: Open to all models, no restrictions.

Proctor Micro-Antic Class Racing: Restricted to Proctor Micro-Antics and similar size and powered airplanes. Kit built, scratch built or kit bashed are eligible! No handicap is used in the Antic class.

Military Class: Open to all WWI models of all sizes, it provides many surprises for the pilots and spectators.

Waldo Pepper's Flying Circus is sponsored by:
Southern Alameda County Radio Controllers
4011 Meadowview Dr.
Castro Valley, CA 94546

You may **pre-register on-line** at http://www.sacrc.org/wpfc-reg/wpfc_reg.html
or send check to the above address and a list of your airplanes and frequencies. Landing fee is \$20.00.
For more information about the event, contact Jeff Whitney at 510-861-3214 or email to
jeff.whitney@sbcglobal.net



Peninsula Channel Commanders

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

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

J&M

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

**CRAFTS
PARTS
ACCESSORIES
SERVICE**

**CLIFF WHITE
PAM WHITE**

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