

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



September 2015 Next Meeting: September 16th, 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

It seems the members are a little too relax regarding the field rules. So the rules are posted here to refresh your memory.

Only those affiliated with the PCC and guests shall use the field.

1. A guest flier must be accompanied by a Member and shall introduce himself to a Field Marshal.
2. The Member or the Field Marshall shall acquaint the guest with the rules herein. Guest flyers must be in possession of an AMA membership card.
3. A guest may fly no more often than once every two months, and their activity is subject to restrictions, as conditions indicate.

BEFORE ARRIVAL

1. Make sure your transmitter is turned off before you drive to the field. Serious damage or injury may occur should your radio transmitter interfere with a flying or energized model, unbeknownst to you as you drive into the field with yours in the on position.
2. Affix your name, AMA number and telephone number to your transmitter, your airplane, and any equipment you may forget after flying.

UPON ARRIVAL

1. If the gate is locked and you are not a Member in Good Standing, you must wait until a Member unlocks the gate before entering.
2. Unlock the gate if you are a member. Make sure to scramble the combination on the padlock.

3. Proceed at 5 M.P.H. when in the flying site.
4. If the ground is soft from rain, keep your car on the graveled area.
5. If the ground is firm, drive as close as possible to the pit area and park your car in such a manner that others may park.
6. If you are the first Member to arrive:
 1. Unlock and open the frequency control box. Scramble the padlock combination.
 2. Unlock the lavatory and secure the padlock. Scramble the padlock combination.
 3. Place the red flag in its proper location on the fence.

SETTING UP YOUR EQUIPMENT

Set up your aircraft in the COLD pit area. DO NOT START OR RUN YOUR ENGINE IN THE COLD PIT AREA! The HOT pit area is for starting and running your engine prior to a flight.

SPECTATORS

1. Spectators are not allowed within the hot and cold pit areas.
2. Special attention should be paid to children and pets.

GENERAL

1. Safety, good sportsmanship, common courtesy, and respectable conduct are expected of every person or visitor using the field.
2. NO FLYING OVER HIGHWAY 1. This is cause for immediate disciplinary action.
3. The rights of the property owner shall be respected at all times. No misuse or destruction of property is permitted. Do not let your children or pets run unattended or onto the pit area, infield, runway or taxiway.

4. Only fliers who have earned a Solo Certificate are allowed to fly without supervision. **Solo Certificates may be issued by Flight Instructors or Field Marshals.**
5. It is recommended, but not required, that ALL Members have another member present when at the club facility. In the case of an accident, or medical emergency more than a single individual may be required to summons EMT help.
6. Your PCC name badge with the current year's bar attached must be worn when you are at the field.
7. Be extremely careful of combustible materials and cigarettes. Ensure that matches and cigarettes are extinguished and placed in your own container. Do not smoke in the open field during the dry season. Be aware that gasoline, which is explosive, may be present.
8. Gliders on winches or hi-starts, or being towed, may be used provided that you negotiate the space usage with the power pilots using the field, and you do not block the runway. A Field Marshal should facilitate the negotiations and ensure the safety of the procedures.
9. Mufflers shall be attached to any engine over .09 cubic inches.
10. Model rocket launching is prohibited.
11. Pulse jet and turbine engines are not to be run at the PCC facility.
12. The flying perimeter for the PCC field only includes the area east of the runway, bounded to the north by the fence at the gully, and bounded to the south by the fence south of the driveway. Do not fly outside these boundaries. Do not fly helicopters west of the parking area, and otherwise observe the same restrictions as fixed-wing pilots.
13. **FLYING OVER HIGHWAY 1 IS NOT PERMITTED.**
14. Park your vehicle in the PCC parking lot and never drive it onto the field or up the road to the hill. You can only walk in the field to retrieve a crashed aircraft, using care to do minimal damage to plants, crops and vegetation.
15. In addition to current AMA membership, pilots need to sign the acknowledgment of PCC Flying Rules Sheet, available at PCC meetings or from the website at <http://flypcc.org/pages/media/PCC-Flying-Rules.pdf>. You can print the file, sign it and bring it to the field. Only pilots who have signed can fly.
16. The consumption of alcoholic beverages or intoxicating drugs is prohibited prior to flying or while at the PCC facility.

WHILE STARTING UP

1. Safety of persons shall be of the utmost concern during any flying activity.
2. If there are three or more flyers present, all transmitters are to be placed in the transmitter impound box. Check that your transmitter is "OFF" before placing it in the impound box.
3. Transmitters must have appropriate channel numbers attached as required by AMA. Spread-spectrum 2.4GHz transmitters should be identified with "2.4GHz" pins.

4. A transmitter is not to be turned on, with or without an antenna, for any reason unless the appropriate frequency pin from the frequency board is attached to the transmitter. A slave transmitter hooked to a master transmitter does not require a frequency pin provided that the slave transmitter is not turned on.
5. Engines are to be started in the HOT pit area only. Care should be taken to insure that prop wash does not interfere with flyers or other aircraft.
6. Taxiing within the pit area is strictly prohibited.

WHILE FLYING

1. An aircraft with the engine running must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder provided. Radio interference can cause an aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if it is unsecured.
2. "Dead stick" aircraft have the right of way. Yield to them.
3. High speed passes over the runway are NOT allowed.
4. Landing aircraft have priority. Before taxiing onto the runway from the pit or taxiway, call "Coming Out" to alert the other pilots flying their aircraft that you are about to taxi onto the runway. Only after having received an o.k. from the other pilots and making sure that no one is landing, are you to enter the runway. In acknowledging the "Coming Out" call, the pilots flying their aircraft shall shout "O.K." loud enough to be heard and nod their head or give a physical sign that they have heard the announcement. Communicate with each other.
5. Takeoffs are to be made on the runway and into the wind when possible.
6. After takeoff, pilots shall position themselves within the pilot's station, situating themselves behind the barrier at an empty flight station.
7. When landing, call out "Landing" to alert other flyers of your intentions. When your aircraft has cleared the runway, call out "Runway Clear," letting other pilots know it is safe for them to land their aircraft.
8. Let other pilots know your intentions. If you must retrieve your aircraft on the runway, call out, "On the runway." After you have retrieved your aircraft and are off the runway, call out, "Runway Clear." Clear the runway as soon as possible!
9. Aircraft must not be flown over restricted areas. (See Map of Flying Site below)
10. Immediately after completing a flight, ensure that your transmitter and receiver are turned off, and return the transmitter and frequency clip to the impound area.
11. All flyers shall comply with the directions of any Field Marshal or Club Officer. If in doubt, comply first, and then discuss the matter calmly afterwards.
12. No more than four aircraft shall be flown at the same time. Individual flights shall not exceed 15 minutes unless conditions so permit, and only after prior arrangement is made with the other pilots present.

ELECTRICS

1. Electric aircraft are to be armed only at the table designated for that purpose.

2. An armed electric aircraft must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder provided. Radio interference can cause an armed aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if it is unsecured.
3. Electric aircraft must enter the flying area from the taxiway at the center of pit area the same as wet-fueled aircraft. This allows flying pilots to focus on a single location for safe entry or exit of other aircraft.
4. Hand launching must be accomplished at the taxiway at the center of the pit area.
5. Prior to a hand launch clear the procedure with pilots already flying, or about to enter the flying zone. Make sure they have enough flying time left for your launch, and the clearing of any possible wreckage.

LITHIUM-POLYMER (LI-PO) BATTERIES

1. Li-po batteries are volatile and burn with a great deal of energy. They can become very unsafe when damaged in a crash. If your li-poly is damaged DO NOT put it into your automobile. Move it to a fire-safe zone, and observe it for at least 15 minutes thereafter, keeping a fire extinguisher at the ready. Be extremely cautious with this battery. Cars and houses have been lost to fire through carelessness with lipos.
2. Li-po batteries shall always be transported to and from the PCC facility in fire-safe containers.
3. Li-po batteries shall never be charged in, or on an automobile.
4. You must attend to a li-po battery being charged at all times, and never leave it unattended. If it begins to swell up, disconnect it from the charger immediately, move it to a fire-safe zone, and continue to observe it for 15 minutes thereafter, keeping a fire extinguisher at the ready.
5. The correct disposal method for DAMAGED lipo batteries as per a commercial distributor, Great Planes; www.electrify.com, is:
 1. If any lipo cell has been physically damaged, resulting in a swollen cell or a split or tear in a cell's foil covering, do NOT discharge the battery.
 2. Submerge the battery into a bucket of salt water. This container should have a lid, but it does not need to be airtight. Prepare a bucket or tub containing 3 to 5 gallons of cold water, and mix in 1/2 cup of salt per gallon of water. Allow the battery to remain in the tub of salt water for at least two weeks.
6. Additionally, the correct disposal method for UNDAMAGED lipo batteries, as per the instructions of another commercial lithium battery distributor, Common Sense RC, www.commonsense.rc.com, is:
 1. Discharge the battery to 0 volts.
 2. Puncture each cell and immerse in saltwater for 24 hours.
 3. Wrap the battery in a bag and place in an appropriate disposal canister.
 4. The pack can then be disposed of in a regular garbage can - there are no special requirements for lipo batteries.

HELICOPTERS AND 3D

1. Helicopters are restricted to the same flying area as fixed winged aircraft, taking off from and landing on the runway, but shall not be flown closer than 75 feet from the pit area, the picnic tables or the parking area.
2. Helicopters may be flown while fixed winged aircraft are being flown provided:
 1. Take-offs and landings take place at the south end of the pit area, the area on the map indicated as "Helicopter Pad."
 2. In the rule, "No more than four aircraft shall be flown at the same time," the helicopter is counted as an aircraft and is restricted to the same time limit.
 3. Helicopters shall remain east of the runway except to land.
 4. Helicopters shall not be flown closer than 75 feet from the pit and picnic tables.
 5. Fixed winged "3D" type flying shall yield to and shall not interfere with "regular" type flying and shall not be flown closer than 75 feet from the pit area, the picnic tables and the parking area.

UPON DEPARTURE

1. Upon leaving, make sure you take home any and all trash that you brought. This includes damaged or broken aircraft parts and pieces. If you brought it with you, take it with you when you leave. There is no trash service.
2. If you are the last to leave, do the following:
 1. Return red flag and other club property to the impound box.
 2. Lock the impound box and scramble the padlock's combination.
 3. If any equipment is left by another flyer, take that equipment with you when you leave and contact the owner or an officer about its return.
 4. All refuse, cigarette butts, debris, trash and remains of any damaged aircraft are to be taken from the field when you leave. There is no trash service.
 5. Lock the lavatory and scramble the padlock's combination.
 6. Lock the sheds and scramble the padlock's combination.
 7. Lock the gate and scramble the padlock's combination.

A few more points that should bring to your attention, The startup tables in the hot pit area are for starting engines or testing engines. If you are not actively using the table to start engines, please remove your equipment and let other pilots use the table. Same goes for the arming table for electrics, this is for arming/disarming the power system. If you are done, please remove your planes from the table.

Please stand in the pilot box to fly your planes, if you like to sit down to fly, please do so behind the fenced in area. This is for your own safety.

All flying shall be done to the East of the East edge of the runway. Any flying over the runway are limited to take offs and landings.

GOVERNOR BROWN VETOED SB142



9/10/2015

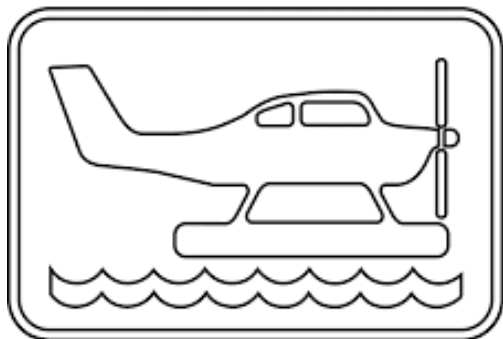
Dear Friends,

Today is a great day for model aviation! Nearly 3,000 AMA members in California wrote to Governor Brown urging him to veto SB 142. This piece of legislation could have had significant consequences for model aviation enthusiasts. AMA strongly supports protecting individual privacy and prosecuting careless and reckless behavior, but believe that too many restrictions is not the best way to prevent violations.

AMA has released an official statement to the media regarding the vetoing of the bill and will continue to monitor any further discussion of legislation regarding this issue in California and throughout the United States.

We thank you for doing your part to help us continue our efforts to protect model flying activities.

LAKE HENNESSEY FLOAT FLY



If you like flying off water, you are in luck as there are three float fly scheduled in September.

September 10th, Thursday
September 12th, Saturday

and one more on *September 26th, Saturday*. This one is organized by the PCC gang.

As usual, Jake will send out an email two days before the event and notify if there is any changes.

Most will arrived about 10 a.m. Bring all you needs with you as there is no service in the immediately area, other than the toilets!, Bring water, food, chairs and airplanes. Oh, a first aids kit would be a good idea too!

UPCOMING EVENTS

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
- 26 Lake Hennessey Float Fly, Lake Hennessey, Napa

October

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

November

- 11 Veterans Day, USA.
- 18 PCC Meeting, 7:30 p.m., Dave Chetcuti Rm, Millbrae
- 26 Thanksgiving Day, USA.

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

TAG YOUR EQUIPMENT

Paul Lum

Hi Guys! Today we went flying and when we opened up the impound box we found a case with a transmitter along with some other expensive stuff. We looked and looked but to our surprise we found **NO NAME**. That's a dumb thing to do. Put your name and phone number on every valuable item you take to the field that you want returned. This way, if you forget your equipment, somebody will help you get it back sooner. Or, you could not put your name and phone number on your equipment and run the risk that it'll just disappear. Remember what old Ben said, "A stitch in time saves nine!"

Remember, putting your name and phone number on your equipment is optional but having your name, phone number and AMA number on your aircraft is **REQUIRED!** No name and AMA number on your aircraft means **NO** insurance coverage by AMA. Protect yourself, our club, our flying field and our landlord buy following this requirement.

Presented by the
**ACADEMY OF
MODEL AERONAUTICS**
5161 East Memorial Drive
Muncie, Indiana 47302-9252
(765) 287-1256

This is an experimental model which may be lost in flight. The fuel tank may contain gasoline or other flammable fluid which should be drained before transporting or storing. Keep away from fire.
Finder should notify owner immediately. Model should not be given to any claimant unless positive identification is provided.

License (AMA) # _____
Name _____
Address _____
Address _____
City _____
State _____
ZIP _____
Phone (Collect) _____

**UNAUTHORIZED POSSESSION OF
THIS MODEL CAN LEAD TO
PROSECUTION UNDER LAW.**

AMA ID Label can be purchased from AMA HQ.

AUGUST MEETING MINUTES

Dennis Lowry

August 20, 2015

Call to Order: By Mike Solaegui, PCC President.

Visitors:

Benjamin Kaufman: A young man, 13 going on 14, who's interested in drones but wants to learn flying, was recognized. He's very interested.

Kiyoshi: A new older flyer learning the first steps of flying again. He was a BARCs member for 3 years.

Richard Melsheets: Is a new match stick maker. Now he wants to learn to fly.

Bob Bau: A new flyer from China has applied on line, and will join soon. Has his AMA already, but is here only one month from China. He has 4 years' experience flying. He has a nice time flying.

Jeff showed his Darth Vedar, or The Eclipse, night-time flyer.

Contests:

Schmidt Ranch (Old timer) in October.

SAM(Society of Antique Modelers) Champs in Henderson is coming up.

Ken showed his Baby Playboy, a Bob Holman Kit. He made it as light as possible, but by rules needed to be 8 oz. /sq. ft. at the least. The plane is still porpoising so he needs some nose weight. He used Carbon Tow to wrap the truss structure fuselage for strength. Carbon tow is a loose carbon fiber that he strategically tacked in place with CA glue.

Gary showed a Chester Lanzo design, rebuilt red old-timer airplane, RC-1. It had been run over by a car. He put in a new engine: a 1949 Big Port Olson 60 (0.60 cu. in.), and tank. The original ones had been destroyed! It weighs 65 oz. but should be 70. I never got the story about how the car hit the airplane, but puts me in mind of the old adage: "There are more crashed airplanes in the ocean than sunken submarines in the sky."

Ray showed a jet from Hobby Zone. He says it screams.

Eric showed a piece of foam – see the last newsletter for the photo camera he's been flying. He took a lot of photos and got a few that could actually be published. He was having intermittent radio difficulty, and it finally stopped responding to the radio entirely. But he got it down, and took a long walk to retrieve it from the weeds. Later another plane lost the radio hook up. But Eric is tenacious, and he figured that by the third loss of radio communication he might have a problem. The block of foam he showed us is his V-tail re-glassing jig. The third plane suffered fatal encounter with

mother earth, and the tail boom needed re-fixing to the rest of the airplane in order to function correctly, and this block of foam is his solution to the saga.

By the way, regarding the radio: He bought a new one.



Eric's Photo plane.

Raffle: UMX AS3 3-D BNF. Thanks J&M Hobbies for the support.

A PIECE OF MEMORY

James Reimholz

Most of you remember your parents marking the wall to keep track of your height as you grew up.

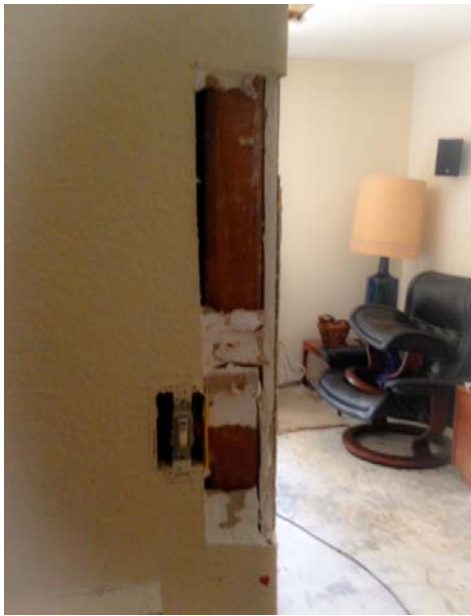


In the fall of 2008, Mike Nadler drove to Oregon with me to get my daughter, Kim and granddaughter Ava, and they returned to Foster City to live with me. Ava was five years old and we started marking my wall as time went by.

I often kidded that if I ever left that apartment, I would cut out that piece of Sheetrock and take

it with me.

Three weeks ago, a plumbing contractor caused a fire in an apartment unit adjacent to mine and set the sprinkler systems off in all six units. Although I didn't have fire damage, my apartment and the contents were badly damaged from smoke, soot and contaminated water.



A couple of days later, four of my good PCC friends showed up to take out some salvageable sentimental items out and store them for me. While they were taking stuff out, I heard this portable saw buzzing, looked around to see Brian Chan cutting sheetrock! To my amazement he managed to get that memorable section

of my wall out in one piece. He took it home to save it for me until I can get back into my reconstructed apartment.



Two weeks later, my daughter and granddaughter were at my motel to pick me up go my daughter's birthday dinner celebration, when Brian and his wife Sherry stopped by with a birthday present for her.

When Kim open the gift, we were beyond belief! I don't know anyone except the true and compassionate artist, Brian Chan, who could have imagined such a gift. We were totally blown away!

He had mounted the piece of sheetrock in a beautiful shadow box frame along with photos of Ava he found in Kim's Facebook photos as Ava was growing up. Then added a strip

of a metal tape measure to show her actual height to scale with the sheetrock markings!!



A Family Heirloom we will forever remember and cherish.

Thank you again Brian!

HELP A FELLOW MEMBER

Don Hos, is looking for someone who can help him to get back into flying again. He has glow fuel powered airplanes and also acquired an electric powered trainer. He would like to fly on weekdays at PCC. Anyone who is interested in getting him back in the air please contact Don at don.hos@comcast.net

NOT TOO EARLY

It is getting to be that time of the year again to renew your AMA membership, also PCC and other clubs that you are member of. You need the proof of AMA membership to be able to renew PCC membership. So get it in early and don't have to rush it later. Just a little friendly reminder!

AMA membership can be renewed on line at:

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



**ACADEMY OF
MODEL AERONAUTICS**
Bringing Modelers Together



Another busy day under the tent! Why no one's flying?



Lew helps Jeff to regain his confidence on flying!



Four guys starting an engine, that's team work!



New member Kiyoshi flies as "DSD" Dave watched.



Phil's 80" Aztech Aeromodel Slipstream RV-8.



That's not good when your instructor is doing this!



Peninsula Channel Commanders

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

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

PCC Lake Hennessey Float Fly, September 26th, Saturday, 10 a.m.

J&M

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

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