

# PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



June 2016

Next Meeting:

June 15th, 2016

AMA Chartered Club # 139

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## WHAT'S HAPPENING @PCC

**On 18th of June, Saturday,**  
**PCC is hosting a Hands-on event**  
**for a regional youth group from**  
**the LDS Church sponsored by**  
**Robert Roden.**

**Bring your toys to show!**

**(Yes, a BBQ is scheduled!!)**

**(More details in this newsletter).**

## PRESIDENT'S CORNER

**Jeff Mate**

PCC Community Outreach Event

I am pleased to announce this year we, PCC will be hosting 32 youth and parents on June 18th, 2016. PCC will be hosting a regional youth group from the LDS

Church sponsored by Robert Roden. The group is excited to see/learn and understand what goes into flying RC Aircraft.

PCC and this event needs your help, so please volunteer.

- I am in need of 5 more Pilots! 2 hours of your time is all that is needed.
- I am in need of 3 BBQ/Lunch helpers, for setup, cooking and cleanup. We will have Hamburgers, Hotdogs and all the trimmings.
- All you need to do is to be at the PCC Field no later than 9:00 am on June 18th.

Bring your planes you plan to fly, or just to discuss on our flight benches. We will start at approximately 10:00 am and conclude around noon, depending on flight times and Q&A.

• Plan to discuss how you got started in RC in a small group setting, and the various components in your Planes/Multi Rotor, such as servos, receivers, battery's/gas and Radios. Then fly your aircraft to demonstrate what was just discussed. If you have a buddy box and wish to let others try flying, that is up to you.

• No need to get too technical, most are here to see and

experience RC flight for the first time, as I understand it.

I also need 3 Volunteers to help with the BBQ. I will bring what we need, I just need help with setup, food preparation and cleanup.

\*\*\*Please contact me directly by mid-week (this week) if you can help and in what capacity. Please contact Jeff Mate, 650-856-1102, or at [stick\\_time2@yahoo.com](mailto:stick_time2@yahoo.com).

Please help, by committing your time, a few hours only, to our PCC Community Outreach.

Thanks again,  
Safe Landings

*Jeff*

## MEETING MINUTE

**Both the secretary and Treasurer were absent at the May meeting. So no minutes/Treasurer report available.**

## UPCOMING EVENTS

### June

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

17-19 SAM21 Loren Schmidt Memorial Contest, Elk Grove, Ca

**18 PCC Youth Group event at Richardson Field.**

19 Father's Day

### July

4 Independence Day.

9-10 SCCMAS Air Show, Morgan Hill

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

### August

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

20 Warbirds Over Livermore, Livermore Flying Electrons, Livermore

### September

3 SCCMAS Summer Swap Meet.

5 Labor Day.

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

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

## FLIGHT SAFETY@PCC

*Jeff Mate*

*President, Peninsula Channel Commanders*

Two Safety Issues, Please read as they take affect immediately.

To all PCC Members, I will be the first to admit that our PCC Safety Rules, Regulations and Policies are out of date and in need of revisions. Much of the language needs to be updated and approved. I can tell you that this work is in progress. So lets get to the heart of the matter.

Flight Safety is paramount and vital to our future as a club and with our standing in the HMB Community. It's very important that EACH Member report to club officers when they themselves have had a Flight Safety problem that is in violation of the current policies. This self reporting creates honesty, trust and integrity for all of us and the flying community. We need to manage flight problems as a club, before they become an external problem and visible outside the club.

Please Note

On Thursday June 9th, 2016 a flight took place over State Highway 1 and crashed on the Highway as a result. This is being investigated. I do not have a report that cars or people were involved or impacted. Had this happened on a weekend with all the Highway 1 traffic, this might be a different story that could have included a police report or even quick Cell Phone pictures and reports online nowadays.

Under GENERAL Safety, Items #1 and #2 states...

### GENERAL

*Safety, good sportsmanship, common courtesy, and respectable conduct are expected of every person or visitor using the field.*

**NO FLYING OVER HIGHWAY 1. This is cause for immediate disciplinary action.**

And again, restated as item #13

**13. FLYING OVER HIGHWAY 1 IS NOT PERMITTED.**

\*\*These infractions can mean...

**Immediate Suspension of flying privileges, pending an investigation.**

**Flight Instruction or Re-training with observation and approval of controlled flight.**

Loss of Club Membership with NO refunds in worst cases.

**\*\*The Second Item of Safety takes affect NOW....NO CHAIRS!**

No Chairs will be permitted in and around the Taxiways. The Taxiway for both Pits is the entrance to the Flying Field Runway and Flight Line. No Chairs are permitted in this area. This is a very dangerous place to sit. Planes under Taxi only have rudder control, and some do not have steerable rudder wheels at that. You CAN have a chair behind the fence at the Flight Line "Only" if you can't stand up for your flight duration.

**SAFETY COMMITTEE**

*To assure continued emphasis on the safety of everyone, the PCC hereby establishes a standing Safety Committee. The Committee shall be composed of a Chairman, a Vice Chairman, and Field Marshals appointed by the President. Club officers are, by default, also members of the Safety Committee.*

**SAFETY COMMITTEE CHAIRMAN**

*The Safety Committee Chairman shall be responsible to the President for formulating, presenting and implementing proposals for safe flying and operating procedures. He shall confer with the Membership and make recommendations to the President as to each Prospective Member being considered for admission as a Member in Good Standing.*

*He shall make recommendations in matters such as medical emergency and flight safety, test flight procedures, inspection check lists, hazard warning, flying site facilities, restricted flying areas, and all matters concerning safety.*

*He shall convene Safety Committee meetings at his discretion.*

**SAFETY COMMITTEE VICE CHAIRMAN**

*The Safety Committee Vice Chairman shall assist the Chairman in the conduct of Committee business, and in his absence, shall assume those duties and responsibilities.*

**FIELD MARSHALS**

*Definition: Club Officers and those appointed by the President are Field Marshals.*

*1. Field Marshals shall enforce the rules herein and shall bring repeated infractions to the attention of the Safety Committee Chairman.*

*2. Field Marshals shall make every effort to identify non-members and guest fliers. Field Marshals shall introduce themselves to the guest fliers, check their AMA card, check the airworthiness of their aircraft, acquaint the guests with these rules, Club operations, and activities, and invite them to attend the club meetings.*

*3. Field Marshals shall expedite the flight line and ensure that everyone is afforded an equal opportunity to fly.*

*4. Field Marshals shall ensure that safety is practiced by everyone and address any situation that is unsafe.*

*5. Ensure that each newly built/repaired/or altered aircraft is reasonably safe for flight;*

*6. Take reasonable steps to ensure that the pilot of any particular aircraft has the experience and capability to operate it;*

*7. After consultation with the senior Field Marshal present, "ground" an aircraft for not being reasonably safe for flight and "ground" any pilot who repeatedly violates Filed Rules or safe operating procedures, or who does not appear to have the experience or capability to operate a particular aircraft reasonably safely*

*8. Note all unsafe practices and bring them to the attention of the Safety Committee Chairman.*

**SAFETY REVIEW AND DISCIPLINARY ACTIONS:**  
*Any Field Marshal, who considers that a flyer, after consultation with the flyer, continues in operating their aircraft in an unsafe manner or in a repeated violation of the Field Rules, shall initiate the following Procedure:*

**A. As to Guests and Non-members**

- 1. The Field Marshal shall order the person to terminate his flying.*
- 2. As soon as possible, the Chairman is to be advised with the Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of witnessing Field Marshals.*

**B. As to Applicants, Prospective Members, and Members in Good Standing**

- 1. The Field Marshal shall request the Flyer cease his flying activities pending completion of the review procedure.*
- 2. If more than one Field Marshal is present, the senior shall be advised, and upon an affirmative vote of two Field Marshals, the Flyer shall be requested to cease*

his flying activities pending completion of the Review procedure.

3. As soon as possible, the senior Field Marshal shall prepare a brief written report to submit to the Chairman with the following information: Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of Witnessing Field Marshals.

## **REVIEW PROCESS**

- 1 As soon as possible, after receipt of the Field Marshal's report, the Chairman shall advise the President, shall contact the flyer and the witnesses to ascertain their versions, and shall forward a brief summary of this information to the President.
2. Upon receipt of the Chairman's information, and based upon his recommendation, the President shall either proceed informally, or call a Safety Committee meeting.
3. If the President proceeds informally, he may order any one or more of the following:
  - a. Return to flying status;
  - b. Return to flying status with probation;
  - c. Issuance of a warning;
  - d. A period of additional instruction or training;
  - e. Loss of flying privileges not exceeding four weeks;
  - f. That a Safety Committee meeting be convened.
4. If a Safety Committee meeting is convened, it shall have the power to receive oral and written evidence. The Flyer shall be afforded a reasonable opportunity to be present to hear any oral evidence, to review the written evidence, to present evidence, and to make an oral or written presentation. After introduction of evidence and considering any statement of the Flyer or his representative, the Safety Committee shall proceed in closed session and issue its order.
5. If a Safety Committee meeting has been convened, it may order any of one or more of the following, upon a two-thirds vote:
  - a. Return to flying status
  - b. Return to flying status with probation;
  - c. Issuance of a warning;
  - d. A period of additional instruction or training;
  - e. Loss of flying privileges not exceeding four weeks;
  - f. Termination of the Flyer's affiliation with the Club.
6. If the Safety Committee orders termination, upon the request of the Member in review, such order shall be

reviewed by the Membership at the next regular meeting. The Membership, upon review of the evidence, and after affording the Flyer and/or his representative and opportunity to present evidence and to be heard, upon a two thirds vote, may issue any one or more orders as could be issued by the Safety Committee including endorsement of the termination.

7. None of a Member's dues, or any fees paid by him to the club, shall be refunded because of any disciplinary action, up to and including termination.

## **A LESSON IN HOW TO CRASH**

From the newsletter of the Silent Electric Flyers, San Diego

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermak 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn

toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zigged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.

2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.

3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.

4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

Safe Landings ;-)

## **JULY PCC FUN FLY**

(aka Field Maintenance)

*Jeff Mate*

To All PCC Club Members

Our VP in charge of Field Maintenance, Ken Martinez has set the Annual Workday date.

**When: July 9th and 10th, both days**

**What: No Flying Until Scheduled Work is Complete, usually after lunch.**

**Who: We need all able members.**

If you are unable to work, ask about help with lunch.

**Lunch will be provided by your PCC Club Board**

**Prior to July 9th.**

- Ensure Mower is in good working order.
- Take both weedwackers to the shop for annual tune-up.

- Order rock for parking area and driveway.

### **Workday(s)**

- Weather Station and Battery Shed (If Needed)
- Weed whacking
- Mowing
- Weed abatement (Roundup)
- New Bench Tops (Marine Plywood)
- Exterior Paint/Rollers for Bench Tops
- Add parking stops (If Approved) 8X8 Timbers
- Dump Run (Clean out Storage Shed)
- Evaluate old chairs, buy new if needed
- Weed and Sweep Runway

We can add and subtract from this list, please add or suggest changes.

I will start asking for help on repair items prior.

Your suggestions welcome,

Thanks

*Jeff*

## **NEW LOCKS AT THE FIELD**

Just in case you have not noticed, we have replaced all the old locks with new locks at the field, BUT not the combination. It is still the same combination. The difference of the new locks compare to the old locks is the old lock has the combination showed on the **CENTER** line. The new ones are on the **TOP line!** There are black hash marks showing where you should place the number.





*Ray with his latest, a Curtiss P-6E Hawk.*



*Yes, this one flew too, despite of Ray's effort!*



*Ray's Curtiss P-6E Hawk in action(yes, it flew!)*



*Dave with his \$25.00 acquisition at the auction!*



*Ray with his T-28.*



*Yes, it does fly!*



*Dave's new E-Flite Mystique electric glider. Yes, it flew, but the photographer was flying the plane, hence no flight photo!*



*High power summit meeting at the field; Ray, Mike, Jeff and Mike!*



*Which way is up again?*

## *SEEN AT VISALIA AERO-TOW EVENT.*



*AirWorld Cmelak, powered by a Moki 5 Cyl 250 c.c. engine. Wing span 141"!*



*"Bidule" tow plane, powered by 170 c.c. twin. Wing span 137".*



*Belly shot of the "Bidule". By the way, "bidule" in French loosely translates to "thingamajig"!*



**J&M** HOBBY HOUSE

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CRAFTS  
PARTS  
ACCESSORIES  
SERVICE

CLIFF WHITE  
PAM WHITE

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

*Next Meeting:  
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*Support your local hobby shop!*



*<http://www.flypcc.org>*