

PCC NEWSLETTER

PENINSULA CHANNEL COMMANDERS INC.



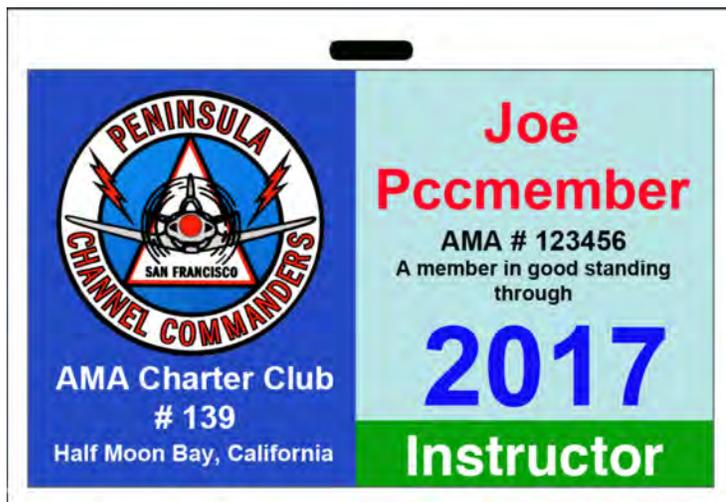
September 2016 Next Meeting: September 21st, 2016 AMA Chartered Club # 139

Web Site: <http://flypcc.org/> P.O. Box 812, Half Moon Bay, CA 94014

President	Jeff Mate	650-856-1102	stick_time2@yahoo.com
Vice President/Field Marshall	Mike Solaegui	415-314-6261	mikes@perfectedgecutlery.com
Secretary	Lew Chee	Looking for it....	flypccsecretary@gmail.com
Treasurer	David Santana	650-533-0976	Santanahouse@email.msn.com
Webmaster	Matt Abrams	415-370-3323	matt@matt-abrams.com
New Member Chairman	Open	Looking for it....	TBD
Flight Proficiency Chairman	Open	Looking for it....	TBD
Editor	Brian Chan	650-867-8813	pcceditor@gmail.com

WHAT'S HAPPENING @PCC

New membership badge is in the work... Due to the high cost of the original membership badges, it was decided to have a new one to replace the old engraved with the hot-stamped logo badge and year bar. Guess it looks a lot like the new SACRC badge, because that where the design was borrowed from.



**General Meeting is held at Peter's Cafe,
10 El Camino Real, Millbrae.**

PRESIDENT'S CORNER

Jeff Mate

Where did summer go on the coast?

Inland temps have been getting warm to hot, but the summer/fall pattern with a deep Marine Layer keeps us comfortable at the PCC Field. The cool down on the coast drives folks to head over the hill for cooler weather, destination locations and dinning. Head over early to avoid the traffic.

The fog can get very low over the field this time of year but it generally burns off by late morning. There are many of you that have not been out flying, so why not recharge those batteries, or get your gas/glow plane and join us on the weekends or mid-week before winter and winter winds are back at PCC.

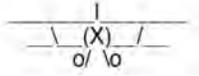
PCC memberships are on the rise with Bay Area Cities evaluating and shutting down landfill, parks and remote RC flying sites. PCC is evaluating new members and providing opportunities for guests with AMA Cards.

In 2017, every renewing member and all new members will need to use the Membership Web Page and provide updated information for the 2017 Roster. Brian Chan is

designing all new laminated PCC membership cards. The new card will have your 2017 AMA Number on the front, so register with the AMA before January 2017. New Emergency Procedures will be printed on the back of your 2017 PCC Card.

See you at the field,

Jeff



MEETING MINUTE

Jeff Mate

Like Aircraft Batteries that need checking, my flash recorder for the minutes failed early during the last PCC Meeting. (I guess we will give that duty to Lew now!bc)

Here is a summary.

New PCC Secretary



Please welcome Lew Chee as your new PCC Secretary. Many of you know Lew as an active flying member of PCC. Lew has many great ideas to help move our PCC Operations and Rules documentation forward. Thanks Lew, for taking over for Dennis Lowry as the new PCC Secretary.

New Members

We had a few new members attend the first PCC Meeting at Peter's Cafe. At last count we had 142 members based on the Roster count, however this does not reflect active flying members and new member applications since the last meeting.

Financials for August

Our PCC Checking - 9,713.08

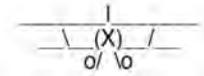
Our PCC Reserves - 10,773.36

Total Accounting - 20,486.44

PCC CD Accounting for August/September

PCC CD Balance - \$53,724.98

Jeff



UPCOMING EVENTS

September

3 SCCMAS Summer Swap Meet.

5 **Labor Day.**

9-11 41st Crash N Bash, Schmidt Ranch, Elk Grove

21 **PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae. 7:30 pm**

24 SAM21 Clash of the Titans, Livermore Flying Electrons, Livermore.

October

10 Columbus Day

19 **PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae.. 7:30 pm**

Holy Spirit Church, 37588 Fremont Blvd, Fremont, CA 94536

31 Halloween, watch out for the gremlins on the road!

November

6 Daylight saving time ends.

11 Veteran's Day

16 **PCC Meeting @ Peter's Cafe, 10 El Camino Real, Millbrae. 7:30 pm**

24 Thanksgiving Day.

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

FIELD SAFETY:

Field safety is everybody's responsibility! When you see anything that is unsafe, speak up. Remember, it is every member's responsibility to keep the flying field safe. Please do not let carelessness lose the field.

FIELD EMERGENCY PROCEDURE

Since we are no longer having a landline telephone at PCC field, the only way to call for help is using your cell phone in case of emergency. Cell phone calls do not show the 911 operators where you are calling from. Thanks to Mike Klass, we now have a proper procedure when calling 911. Mike has arranged with the HMB emergency services to how we identify ourselves when calling 911 for emergency responses. We are now known as the "PCC Radio Control Airplane Flying Field." The following are the procedures to use. There are several placards at the field showing the same information.

EMERGENCY PROCEDURES

1. **Call 911** and state your emergency.
2. Your location is "2475 Cabrillo Highway" (aka Highway 1) or "PCC Radio Control Airplane Flying Field" in Half Moon Bay.
3. Stay on the line with the 911 operator and follow their instructions.
4. Try to handle the emergency the best that you can until emergency personnel arrive.
5. If there are other people present, direct someone to go to the entrance gate to guide emergency responders to our site.

There are first aid supplies in the shed or transmitter box.

NON EMERGENCY PHONE NUMBERS

Coastside Fire Department: 650-368-1421

San Mateo County Sheriff's Office: 650-363-4911

You can print this out and keep it in your toolbox or take a photo of this with your cell phone and keep it in the photo library.

For non-life threatening emergency, you can go to the Seton Medical Center Coastside. They are located in 600 Marine Blvd, Moss Beach.

Telephone: 650-563-7100 (non-emergency);

Call 911 for real Emergency

Operating Hour: 24/7

Staffing: 1 doctor and 1 RN; 7 beds in ER; Basically a skilled nursing facility
Lab & X-Ray available.

FOR MINOR INJURIES ONLY (lacerations, etc)

Cost: Very High!!!!

** If possible, use Mills-Peninsula, Stanford, or Kaiser Hospitals



Map to Seton Medical Center from PCC.



HOW TO SELECT YOUR FIRST RADIO

Part 1 of 2

by Ed Anderson

If you go through the beginner section on any of the major forums you will frequently see this question, or some version of it. And you will see it in the advanced flying sections, too. That's because a radio is the most important tool you will use to fly your model aircraft. Without the radio-control system, there is no RC flying. So, how to choose?

If you are new to the hobby, have never flown, and if you plan to learn without a buddy box, I recommend an RTF package that includes the airplane, radio, and all of the electronics already installed in the airplane. It typically includes the battery and charger, too.

This eliminates so many decisions, considerations, and points of confusion. It allows the pilot focus on learning to fly.

Which RTF? That is a question for another discussion but there are plenty of good ones out there. They all come with a radio that should be adequate to the task of flying that aircraft. And the value of the radio, in that package, is typically so small that even if you never use it for anything else, that's okay.

When you have mastered your basic flying skills, it's time to consider what you want and need in a radio. You may have begun to learn about the aspects of RC flying from other pilots. You should be better prepared to understand the information below and to address the questions we will ask as we try to guide you.

Standard vs. Computer Radios

A standard radio is one without model memories and few, if any, mixing capabilities. The Spektrum DX5e or the Hitec Laser 4 would be examples of standard radios. These are fine when you get them in RTFs or if you plan to have a dedicated radio for each airplane. Otherwise, purchase a radio that has model memories. (This is typically called a computer radio).

Brands vs. Off Brands

There are plenty of good radios out there. The major brands in North America are Futaba, JR, Spektrum, Hitec and Airtronics. I am going to add Tactic here because it is sold and supported by Hobbico, a major distributor/retailer that also distributes Futaba. I don't think Tactic's market share is all that big, but I think it will grow. All others have relatively small market presence, but that doesn't mean they are bad.

The major brands are all safe bets and have great service. You will find those who love one over the other, and those who hate one vs the other. But in the end, they all have good products. If you use different brands you may get a great radio too, but the level of service and support may not be up to the standards of the aforementioned brands.

If you choose an off brand, consider where you will get help if you need it. This could be easy if your friend has one or if you a member of a forum with plenty of users of this radio.

Budget

How much are you willing to spend? As you shop for radios notice that they often come packaged with other stuff. That might include receivers, servos, cables, switches, etc. When you evaluate the price of one radio as opposed to another, you must take into account what is included in the package. A \$150 radio is not cheaper than a \$180 radio package that comes with a \$50 receiver.

The more you can spend the more capable radio you can buy and the less important the rest of the questions become. After you get over \$400 for one of the brand-name radios, they all can do what you likely will need to fly nearly anything, as long as they have enough channels.

You will get various opinions from advanced pilots as to what is better for what, but they are talking shades of gray here. If you can spend \$400 or more on a major-brand radio, then buy whatever you like, whatever your friend has, or what you see the champion pilots flying in the radio ads.

If you don't have \$400 for a radio, then you have to be more selective. But you can still get a capable radio for less than \$250. You have to be more specific as we start finding limitations. Of course, these limitations may not matter to you.

When discussing budget, state a number. Asking for an inexpensive radio means nothing. When considering my needs, I consider \$250, for the radio alone, an inexpensive radio. How about you? No matter what it is, start with a number. Does your budget include a receiver? Servos? State a number and then define it.

Naturally, there are plenty of used radios. Buying a used radio is similar to buying a used car; it may be great or it may be a lemon. When you buy used you take a risk. As

long as you accept that, you can consider used. My two main radios were purchased used.

Last, forget about the "best" radio or the one that will last you for the rest of your flying career. There is no best and we all tend to want to trade up after a while. But even a basic six-channel computer radio can serve you for decades of flying fun if your needs are basic.

I have friends who have been flying for decades, who are instructors, and who are flying with radios that they love but that would not meet my needs.

Trainer Port

Trainer ports have two main uses: working with a simulator and attaching to a buddy box. Will you be working with an instructor using a buddy box? If so, what radios will work with your instructor's radio?

If you are buying a simulator and want it to work with your radio, make sure the trainer port on your radio will work with that simulator. Buying a cool radio then not being able to get flying instructions or use it with a simulator is disappointing.

Types of Aircraft

Computer radios typically have software for airplanes and helicopters. This programming can range from basic to advanced, and the more advanced the software the higher the price. Many do not include specific software for sailplanes/gliders. That does not mean that you can't use them to fly gliders—gliders are simply specialized forms of airplanes. What it means is that the radio's software will not include the special mixes that many glider pilots want. If you plan to fly gliders, you may want to look for a radio that includes glider mixes. If gliders/sailplanes are in your plans then read this article:www.flyesl.org/forums/topic.asp?TOPIC_ID=223.

There are also quadcopters, aerial photography, and FPV as other forms of flying. They may require special software or extra channels. Before you buy a radio, talk with people who do this type of flying. It would be disappointing to buy a radio only to find it can't fly the aircraft you purchased.

How Does it Feel in Your Hand?

For many pilots, this is the deciding factor between multiple radio choices. Let's face it—we each have different hands and how the radio feels matters. One of my good flying buddies purchased the same radio I have. I love it. However, he hates how it feels in his hands so he purchased something else.

If possible, try to pick up several radios and see how they feel. Can you easily put the sticks in the far corners? Are the switches convenient? If it has side or rear sliders, are they convenient to work and reach? Don't overlook the feel. For many this is *the* key factor.

This is Part 1 of a 2 parts article; Part 2 will be published in the October Newsletter.

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LABOR DAY BBQ @ PCC

Prez Jeff called for a BBQ at the field on the Labor Day weekend, many members responded and many brought food to share. The weather was not the best, so more time for eating and chitchatting!



PCC junior pilots: Cruz, Mateo, Ryan, Melanie & Christian.



Prez Jeff and Greg cooked and cut the tri-tips. There was plenty of food on the table!



Steve, Greg, Ray (finger pointing!) and Jeff!



Jeff with the Apprentice, a plane he donated to the club to be used as a trainer. Thanks Jeff!



Gray sky, plenty of time to eat before the sun burns through!



Matt launches Lew's DF FunJet.

OVERNIGHT CAMPING @ PCC

Per our new lease with the landowner, **NO** overnight camping is allowed at PCC Richardson Field.

Also **NO** commercial operation is allowed. The lease is for recreational usage only.



Lew's Funjet on final.



Rick's foam rendition of the Andrews Trixter Beam.



The Razon clan with the Medford Jenny. Christian, Richard, Ray and Siena.



The Trixter Beam, free plan available at http://www.outerzone.co.uk/plan_details.asp?ID=2864 Designed by Lou Andrews and kitted by Guillow's in 1953 for \$6.95. 51" wing span.



Not sure how Bob and Ladybug became part of the Razon family!



Greg's helicopter "photo bomb" the two Rays formation flying photo.



Robert's DF jet with nose.



Robert's DF jet without canopy and nose!



Greg's helicopter, he flies it like an airplane.



Brian with his T-28 after the maiden.



Robert, Cruz and Matt. Not sure what they are waiting for...



Another flight of the T-28. Mate photo.



Sunday Peanut gallery members, Ray, Jim and Ray.



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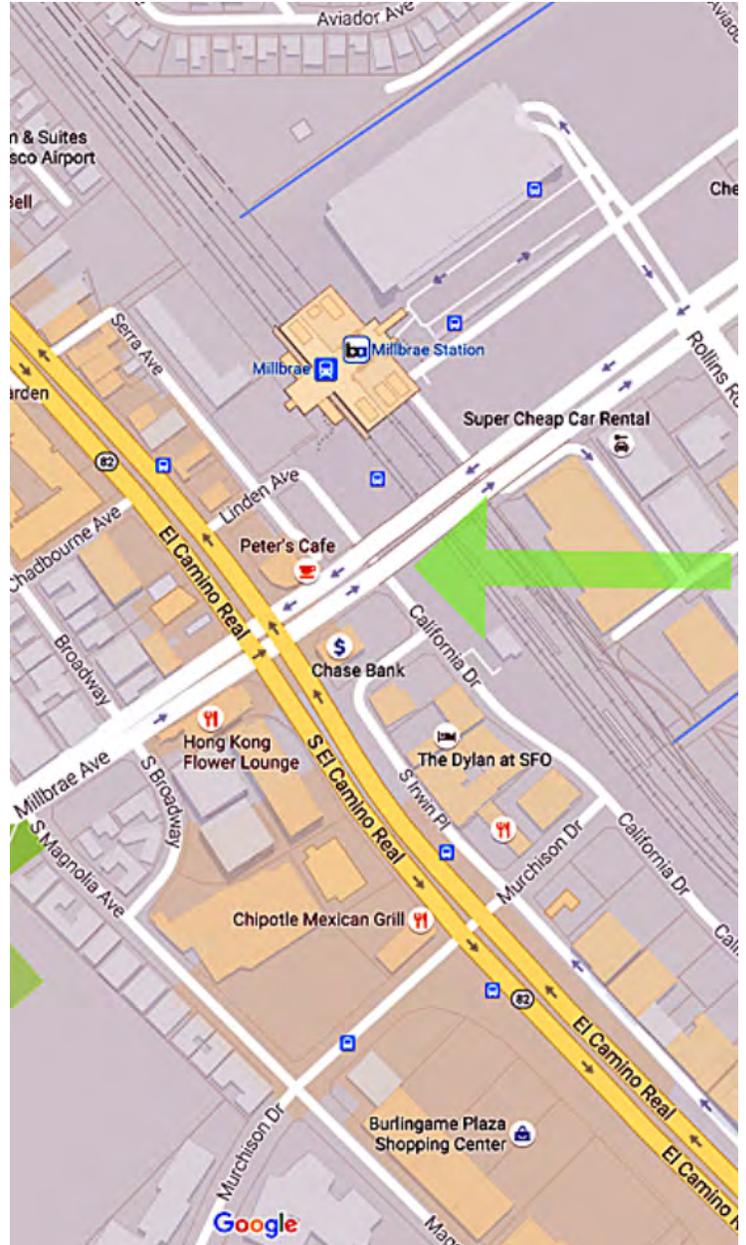


<http://www.flypcc.org>

Next Meeting:

***September 21st,
 2016***

***Map to the new
 meeting place.***



***Peter's Cafe
 10 El Camino Real, Millbrae.***