

Servo Chatter

May 2005 - Issue # 110

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

Editor: Chris Luvara

<http://www.sccmas.org>



Next Meeting: Thursday, May 19th, 2005 @ 7:30pm

Location: Reid Hillview Airport -Hangar M1, 2500 Cunningham Ave. San Jose, CA 95148
See page 3 for map.

Meeting Program: Guest Speaker Martin Newell, will demonstrate his Micro R/C aircraft and will do an indoor demo. (<http://mnewell.rchomepage.com/index.html>)

Raffle prizes will include the usual - a radio, an engine, a kit, glues, and lots of other neat stuff! Bring your latest creation for show and tell and receive a free raffle ticket. Coffee and Donuts during the break.

Cover Photo: Hieu Truong brings his P-47 in for landing. (Photo by Chris Luvara)

In This Issue:

From the Editor.....	2
VP News.....	2
Secretary's Building Board.....	3
Treasurer's Report.....	4
Contest Corner.....	4
Training.....	5
Safety.....	7
Washout.....	6
Lessons for Veteran Beginners.....	8
Tomcat Code of Ethics.....	9
Event Flyers.....	10-13
NCRS Contest List.....	14

From the Editor

by Chris Luvara



I'm actually going to take some time in my little writing space to say thanks. First off, thanks to Tim Jones and Mike French who keep going above and beyond to write extra articles for the newsletter. Thanks guys, I know I appreciate it and I hope all the members that read the newsletter appreciate it too.

Secondly, thanks to everyone that came out to the work party last weekend. Although I wish we could have more people come out and help, I understand that it's not required and you might have some condition that you can't work. I didn't get the list in time for the newsletter, but anyway - THANK YOU! This club wouldn't be what it is without the dedication of the members.

You'll see below my article that we've been invited back to do a demo at the Watsonville airshow. If anyone can help, please contact Mike Luvara. We need both static and flying demos.

That's all from me, fly safe!

Chris

Watsonville Fly-in

We have been invited back to the Watsonville Fly-in on May 28th and 29th to do static display and r/c flight demos. Interested parties should contact Michael Luvara mike@sccmas.org or 408-292-1212



Send submissions to:

Servo Chatter

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Flyin Fast - VP News

by Michael Luvara



Welcome again to another issue of Servo Chatter. While the weather has certainly been mixed, there has been a lot of flying going on at the SCCMAS lately. Hopefully the odd weather patterns will soon subside and we'll return to the usual spring weather. As I write this, we just finished a successful work party on May 7th. Many members came out to give us a hand spreading rock in the parking lot, installing new spectator benches, cleaning the shack, and general field cleanup. The stop sign on the entrance road by the bike trail was also relocated to a much better position. Thanks to all that helped!

I'd like to take most of this month's column and go over the SCCMAS's annual survey results. But first, a few other items...

Please note that our meeting this month has migrated back towards Reid Hillview Airport. Mark Kadrich has graciously allowed us use of his hangar again. Our meeting last year at the airport was well received. Please note that we cannot park out on the tarmac next to the hangar. This is an active airport that has aircraft moving around. If you need assistance getting to and from the hangar, we will be having someone shuttle those in, if necessary. It's not that far of a walk. If you have an airplane for show and tell, you can drive out, drop it off, and then park in the lot.

Renewals. If you have not yet renewed, this will be your last issue of Servo Chatter. We are quite alarmed this year by how many individuals have chosen to continuously fly without being a member of the club. Please note that the club relies on its income from the membership in order to maintain and improve the facilities. It is important that we remind those who decide to skirt the rules how they are taking from others who pay their fair share in dues and at club functions. Also note that guests are allowed "one" visit to the field before they are asked to join. They must have current AMA insurance, and must fill out a "guest form". It is the member's responsibility to return this form to the club.

Our annual airshow is right around the corner... July is almost here and we will need the membership's assistance for the show. Contact Rich Groen if you can provide assistance at the event. It can be in the form of helping staff the show,

(continued on page 6)

Training Vouchers

Contact
Mike French
for more
information



From the Secretary's Building Board



by Rich Luvara

Club Meeting Notes- December 3rd, 2004
Members Present: 45

New Members:

Mark Siminoff
 Al Slechta

New Solos :

None

Show and Tell

Don Loughridge - Brought his red and yellow Rearwin Speedster, built from a Bridi kit. On it's 4th repair job after a crash at the Castle show. Powered by a Zenoah G-23 and covered with Super Coverite.

Lynsel Miller - Scratch built 1/3 scale machine guns for his Fokker Biplane. Built from PVC and brass.



Dumb Thumb

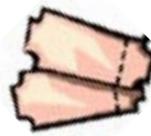
Winner:
 Tim Jones

Tim rebuilt the club trainer... went to the fun fly (which was postponed because of rain) and Bervin said, hey, let's try bowling since no one is here.... end result, Tim swung the ball into the fence and the airplane was on a tether... As Tim says "Then gravity took over."

April Trivia

Answer 2 out of 3 questions correctly and receive a free raffle ticket at the next meeting!

1. From April __ to the __, 19__, the Space Shuttle Columbia conducts its first orbital test flight.
2. On April 21, 1918, fighter pilot Baron Manfred von Richthofen, otherwise known as the _____, was shot down and killed.
3. On April 1st, 1960, the first weather satellite, _____ was launched.

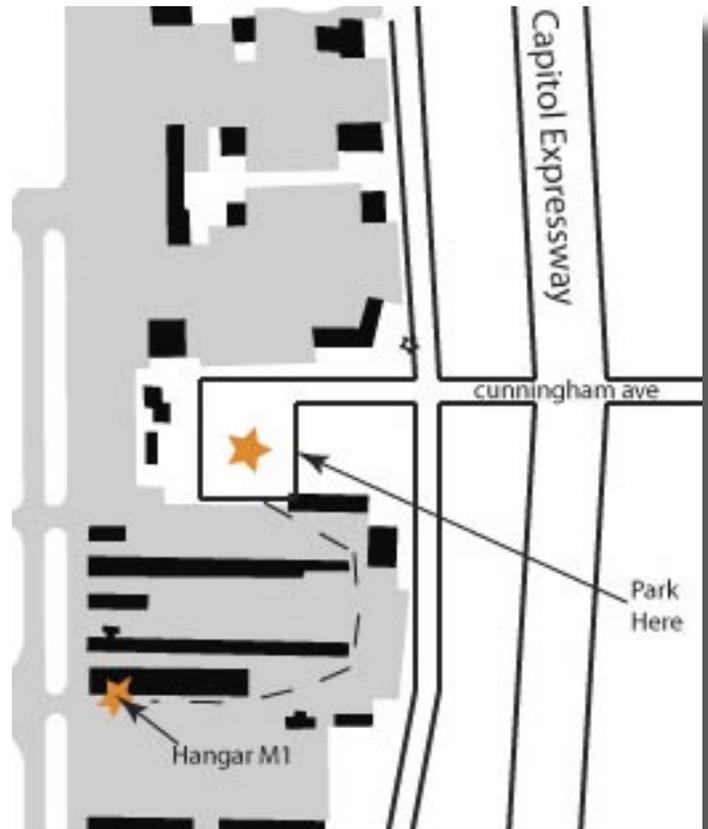


Raffle

Kevin N	Radio
Mark Siminoff	Kit
Tim Jones	Fuel Glue
Harold Klose	Motor
Dick Gardner	Screws
Alain Lauderach	Epoxy
Dale Barnett	Screws
Pat Rose	Covering
Mike French	Screws
Mike Mussard	Cowl Screws
Larry Spector	Nylon Bolts
Don Loughridge	Screws

This month, we have to thank DJ hobby and RCAT Systems for their help with our raffle. Without contributions from sources like this, our raffle would in no way be possible. Please support all of our local hobby shops that are listed on the back cover of the newsletter. Remember, the local shops are the ones that donate to our club. The mailorder ones do not.

Meeting Location Map



Meeting Location address: 2500 Cunningham Ave. San Jose, CA 95148

Please park in the parking lot next to the terminal building. We will shuttle people in as we did last year. Please do not drive on the taxi-way!

Treasurer's Report



by Jim Patrick



SCCMAS Profit & Loss 1/9/05-3/9/05

Income

Apparel Sales	40.00
Contest Entries	255.00
Donations	10.00
Food Sales	248.00
Membership Dues	3,485.00
Student Vouchers	50.00
Vending Machine	199.00
Total Income	\$4,697.00

Expenses

Dues and Subscriptions	240.00
Equipment Renta	75.00
Food	335.57
Garbage Service	333.70
Insurance	1024.18
Postage and Delivery	329.83
Printing and Reproduction	740.53
Equipment Repairs	252.15
Janitorial Expenses	100.00
Sanitation Service	676.09
Supplies	1,124.54
Telephone	256.92
Gas and Electric	140.69

Total Expenses **\$5,714.85**

Net Ordinary Income **-\$1,017.85**

Net Income **-\$1,017.85**

Contest Corner

by Rich Groen



I usually start and finish this article looking for help... Well, this time it's THANKS !!!! It appears all events now have a shack manager to run the food. WOW what a relief... Thank you to all who volunteered, so far things have been running very well. Remember those people will need some help and they may still call you. Thanks also to all at the work party on May 7th, there were 22 people in all. Looks Great !!!

As far as contests and events... the schedule is getting busier. This month the electric fly-in is May 21st. This will be an all electric only day. Invite your AMA friends from other fields, should be a good day. Also I have noticed some T34's practicing. The racing has already begun in the Triangle series. Next month on June 11th, the event arrives to Morgan Hill. Get your forms into Kevin early to get your frequency. If you need detailed rules e-mail me and I will send you a copy. Richdutch@sbcglobal.com

Shortly after the T34 race comes the Giant scale fly-in June 25th. Lynsel Miller will be CD'ing the event. Check out the flyer for more info. Last and certainly not least the Annual Air Show is just around the corner. This year we have some great flyers, professional full color, take some and give them to your friends.

Our club is busy, Thanks to Dan Walsh he organized a group from SCCMAS and we demonstrated RC flight at Moffet field for some 2000 NASA Aero Expo visitors. Thanks Dan for making that happen. Also come Memorial weekend we will need more pilots to help with the Watsonville air show. Another chance for SCCMAS to show the community RC flying is good.



Steve Smith and Don Coulter running the March SCCMAS Fun Fly event.

The Art Of Crashing Your Plane

You have undoubtedly seen a fellow R/C warrior returning through the grass with the shattered remains of his "Thing of beauty and a joy [not quite] forever." You probably thought, as I have, that there but for the grace of the R/C Gods go I. Well, if you fly long enough, your apprehensions on this matter will probably be fulfilled. The problem becomes how to prepare for this event. I am not going to tell you that you can build a shatterproof plane. Ain't goin' to happen. I am going to tell you that there are a lot of things you should do to reduce the likelihood of crashing. You can minimize the damage when it does occur. Here are some unprioritized suggestions on the matter.

Inspect everything,

trust nothing (1)

Check the battery voltage of the receiver and transmitter before each day's flying. I

have lost planes from unwitting receiver battery exhaustion. Remember to not

fly with less than 4.8 Volts on the receiver's battery. (2) Inspect the servos, linkages, hinges, mounts and control horns before each days flying.

Control failure is not an uncommon cause of disaster. If it doesn't look, feel, smell, wiggle or squeak properly, you are asking for it. (3) Check the electrical connectors inside the plane. Loosing the battery connection to your receiver in flight will almost certainly spoil your whole day. (4) Check your landing gear. Loosing the nose wheel steering linkage is common. Touching down with the nose wheel pointed 90 degrees to the flight path is not recommended. Loosing one or more of the screws on the brass collars holding the wheels on the wire landing gear causes many wheels to roll solo down the runway without the plane attached. (5) Check the fuel lines to the engine and the bolts to the muffler before each flight. Fuel lines vibrate off their attachment posts. If the fuel line to or the muffler itself suddenly disconnects, the fuel tank is no longer pressurized which precipitates engine failure at [under Murphy's Law] the worst possible moment. (6) Retract the antenna of your transmitter before a flight and then have someone watch the control surfaces as you walk 100+ yards away seeing that they still respond correctly. It's called a Range Check. Do it once a month. The system had better work!

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Build For Disaster You know that your plane will probably crash. What you want is to have a plan for ordered destruction in minor mishaps. There are items in the plane, which are cheap to replace and easily repaired. Props, spinners, landing gear wires, landing gear brackets and plastic wing bolts are all items that can absorb damage at low cost of repair. What



you want to protect is the firewall, fuselage, wing spars and empennage. One of the weak points of most planes is the fuselage just before the tail. It is not designed to tolerate the sudden twists of impact. The tail section will typically fracture the fuselage. So as you begin assembling that new ARF trainer, (1) double the firewall and fuselage up to the wing with at least 3/32" 3 ply sheet. Tearing out the firewall with the nose landing gear is painfully common. Let the nose wheel wire bend or its bracket fail. (2) Strengthen the fuselage before and underneath the tail with the same 3-ply sheet. It doesn't add much additional weight but will help enormously in keeping your plane airworthy. (3) Put 1/16" diameter dowels through the elevator and aileron plastic hinges. I have had too many elevators separate in flight because the improperly glued hinges have pulled from the horizontal stabilizer.

Follow Crash Procedures When you know that something has failed or that you are about to crash, there are a few basic rules that you should try to follow. (1) Pull power before impact. Bring the engine to idle at least. If you have enough time to shut the engine off, do so. You will not want to break a crankshaft. The spinner will absorb much of the impact, sparing the engine. (2) Aim Your Plane Into The Wind. If you are able to orient the direction of the plane at all, fly into the prevailing wind in the last seconds. (3) Don't Stall. If you have any control, maintain that control to the end. It is better to fly the plane into the ground wings level than to let the plane stall and fall to impact. (4) Check Control Options. Some types of in flight failures which seem at first fatal, aren't. Loosing aileron control is sometimes recoverable if you are trained to handle it. The rudder will serve to control the direction of the plane even though the ailerons aren't working. If you have time and the presences of mind, try to control the plane's direction with rudder only. (5) Think First Yes, your plane has crashed. It isn't going to go anywhere soon. Before you run head long across the runway, dodging planes left and right, visually mark the exact location where it crashed. Get someone to help you search for parts. (6) Declare "On The Runway" BEFORE you walk across. Remember that this statement is a REQUEST and not a command. Everyone on the flight line must know and approve that you are about to cross an active runway. I have seen too many people violate that rule and scare the wits out of others and me. Make the same request coming back the other way. (7) Watch for rattlesnakes under foot! They are there! (8) Don't climb that tree in the orchard to fetch your plane. That's called compounding a problem. Talk with a club staff member to discuss options first. The wedged remains aren't going anywhere. God help us if anyone has been hurt, struck by a plane or serious property damage has occurred. (9) Contact a club director and medical assistance if required but not necessarily in that order. Phone numbers are posted on the clubhouse.

Take flight training periodically. We are all students even if we have flown for 60 years. Expand your skills by training with others. We are not too old to learn something new. And who knows? We might fly crash free for 61 years!

(continued on page 3)

setup/teardown, piloting, static display, etc.

In the next few weeks, it is hoped that the high grass in the field will have been knocked down for fire prevention. While it should not hinder access to the field, we will do our best to inform you of any such closures.

Each year we ask the members to take some time and fill out a survey on the SCCMAS. Members rate the SCCMAS on a scale of 10 and submit comments where they feel necessary. Below is a summary and highlight of the returns.

The SCCMAS Governing Board met in March to go over all of the surveys returned. This was by far the largest return that we have ever had with a 38% return rate. There were several themes that developed from the comments and I've listed the popular ones below. I'll interject some comments where applicable in the following paragraphs.

Summary

38% survey return rate (Excellent)

Total combined years in R/C: 2419

Average years in R/C: 17.4

Saturday and Sunday most popular days for flying

Does the SCCMAS meet your expectations? 9.03/10

Does the SCCMAS Field meet your expectations? 9.17/10

Do the SCCMAS Club meetings meet your expectations?

8.82/10

Does the SCCMAS Newsletter meet your expectations?

9.12/10

Does the SCCMAS Website meet your expectations? 8.7/10

Frequency survey was published in last newsletter.

Grass

This is a tough one. We cannot mitigate the population of squirrels and gophers, other than by natural selection. With that said, we could smooth the existing field, and re-plant, in the hopes that it is better leveled. The odds are however, that the ground hogs and squirrels will continue to dig up the ground. Some have often joked that they wonder what the underground cave structure looks like and if the ground will one day collapse! Nevertheless, we have and will continue to explore ideas for improving the runway runoff areas, although they have gotten better in recent years. Some ideas included mat-like surfaces. Your comments and ideas are of course welcome.

Training

This is a seemingly ongoing issue that relates to demand and supply. Simply put, we cannot seem to supply enough volunteer instructors to help students out. If you would like to help instruct, please contact Mike French so that he can help coordinate students with you. We have tried many methods to stimulate flight training, including gift certificates. The option of paid instruction is not necessarily an option and brings up many legal ramifications for those involved. As new and old members alike, please give us some comments and feedback on what you think would help provide a better training system. Training can be a rewarding process for both the student and instructor.

Website/web cam

The comments presented have been reviewed and given to the SCCMAS webmaster. Most are relating to the web cam

reliability. It is apparent that the web cams are very popular and many now make decisions on whether or not to go out flying for the day. The current system is setup with the two cameras and weather station on a mac computer located at the field. This system dials out to the internet (dialup, over phone line) and uploads the information approximately every 10 minutes. We have tried unsuccessfully to gain access to higher speed internet access, which would help solve some of the current reliability issues. Unfortunately, we cannot obtain this at the SCCMAS's remote location. Wireless options were explored and are just not feasible at this time. The web cam server, located at the SCCMAS field is on its last leg and we will be working to replace it in the coming months. This has contributed to a large part of the reliability issues. Bear with us on this as we are all volunteers in this and trying to achieve better reliability.

Transmitter Impound

Several members have volunteered on this project and will be working on developing a new impound with the features requested (i.e. larger slots, shelves on bottom, lower pockets/pins).

Ponds/Overflight

This issue is not subject to change. For those not familiar with the ponds issue, the area north of the field was once a quarry that over time filled with water. The quarry pits were supposed to be filled back in, never were, and were then declared as wetlands after a significant amount of time went by. In doing so, this has become a protected area and we have to abide by the stipulations set forth by the California Dept of Fish and Game. This means no over flight of the area. Continued disregard of these regulations will put the SCCMAS field in jeopardy!

Bathrooms

The bathroom project seems like it has been going on for an eternity. It is tied in with a long term lease that we have been working on for seemingly longer than the term of the lease. At this point, we have signed a new lease agreement, which kick starts the bathroom project. In this agreement, the club and the county each bear one half of the bathroom construction cost and the county takes care of all maintenance. However, the county has elected to put us in with the new 20 year plan along the coyote creek parkway. This move better aligns the SCCMAS in the long run, but further delays the bathroom project kickoff at this point in time. On May 4th, I attended a meeting a County Commission meeting where a presentation was given on the Coyote Creek Parkway Master Plan. The SCCMAS was mentioned very favorably within the park system as a high usage field and organization that has put much effort into developing its facilities. Interestingly enough, along the coyote creek trail system, the number one complaint is lack of bathrooms. We are one of the few stops that the public can take a break at and use restroom facilities. In fact, the county and park rangers are very happy that we provide these for the public to use. While the restrooms project it is not happening as fast as everyone would wish, I believe that we will certainly see permanent restroom facilities at the SCCMAS in the future.

Enforcing Rules

Some commented that the SCCMAS is too lax in enforcing rules. Oddly enough, others felt that we are too strict and

(continued on next page, second column)

Safety

by Tim Jones



Winter is gone, spring is here and summer is coming. This may not mean a lot at our field, as with the weather that we have here, we can fly at some time through most of the winter. But with the clearing weather, we will see more new fliers at the field. There are several new solos emerging from the winter weekends. Certainly there are some new planes emerging from rainy days browsing E-bay, Tower Hobbies, Sheldon's and more. I've got a few. Many of these new planes will be the second or third additions for the newer members of the club. If you see a newer flier with a new plane, take a few minutes to check with him or her and offer help in a preflight check, range check and first flight of a new plane. This will be very helpful and a good time to remind the new fliers of the need to do a proper range check. I know that we can often get so excited about a new plane that we can forget these necessary tasks. We've all seen a new plane take a nasty roll in the wrong direction on takeoff, resulting in total destruction, due to reversed ailerons. A friendly offer to give a second look might have saved it. Hopefully we can save a few in the future.

There is a report of a plane at the field that lost radio control and got away recently. From my understanding, this plane was piloted by an experienced flier, and everything that I am aware of him flying uses the best equipment available. I have not had the opportunity to speak with this person directly yet. But the report is that this plane somehow lost radio communication and proceeded on its own for some time before impacting terra firma. This type of incident further amplifies the importance of maintaining AMA and club membership for insurance reasons. Fortunately, there is no report of any personal injury or property damage in this incident. I'll get more information in the next newsletter. I note this incident because it is different from the typical mishap that occurs, such as landing mishaps or disorientation. This is the type of incident that is completely out of the pilot's control. All the more reason to keep your eyes open and be aware of what's going on around you.

Steve Culp presented a suggestion that immediately struck me as a great idea. I presented it to the board members and all felt it was a great idea. So, at the field now bolted to the side of the soda machine enclosure, is a new enclosure. Inside this enclosure is a first aid cabinet with bandages and antiseptic materials. This enclosure has a padlock on it. The padlock is the typical padlock and combination used on the club gates. So this makes first aid supplies available to all members at any time while at the field. Up to this time, the first aid cabinet was available only if someone with a key to the shack was at the field. So, I'm sure we can all see the benefit of this cabinet being available at any other time. There are additional materials in a larger cabinet in the shack as before. Once installed, it was discovered that there was a bit more room in the locked enclosure than expected, so there is also a fire extinguisher available in the cage. Hopefully none of these supplies are needed. But if they ever are needed,

their availability will be greatly appreciated.

At last writing, the subject of flying small park fliers, or "Foamies", in the Helicopter hover area, was being discussed. This discussion involved many people and included consideration of several suggestions. These discussions resulted in the decision to maintain the present rules regarding the use of the helicopter hover area for low level helicopter hover practice only. All fixed wing, radio controlled aircraft are to be flown beyond the safety net area. Helicopters may be flown in a low level hover practice only, in this area. The description of low level hover was further defined as below eye level only. Any "flight", other than low level hover practice, of helicopters is to be kept over and beyond the runway, as with all fixed wing craft. So, those are the official rules at this time, regarding the use of the helicopter hover area for small electrics.

Finally, a couple of reminders. Hold your planes in the startup area, there is no taxiing out of or into the startup area. We had a visit from one of our local park rangers recently to notify one of our members that he was flying his plane over the pond area. This notification seemed to imply that this is being watched more closely again. If you are becoming a bit relaxed in respecting this airspace rule, you should probably expect additional notifications from other members and the park rangers. **STAY AWAY FROM THE PONDS!!!**

That's enough for this time together. The weather is coming along nicely so, let's go play outside!
Tim

VP News (continued from page 6)

heavy handed within the organization. This contrast is quite interesting. The SCCMAS was formed in the early 1980's in order to form a club that was non-political and had minimal rules. This is evident by the SCCMAS's structure where board members are appointed (no elections) and rules very limited. Most rules stem from incidents or actions that we have encountered over time. The goal of the SCCMAS and the governing board is to provide a safe, convenient flying site and be open to any person willing to comply with SCCMAS and County Park Regulations. At the core, the principles are very simple and in extreme cases, the club has shown that it is prudent in protecting itself from those that endanger its assets and choose not to follow the simple regulations put forth.

I would also like to announce that the SCCMAS has regained its status as a Gold Leader club within the AMA. This is the highest level of club recognition the AMA gives to qualifying clubs. Congratulations to everyone within the SCCMAS whom has helped make the club what it is today.

In closing, we thank you very much for your support of the SCCMAS and time in returning the surveys. These are used as a rudder for the organization in guiding its overall path.

Until next issue,
Michael

More Lessons for Veteran Beginners

By Tim Jones



I've been learning lessons, as I've written earlier, from the moment I gave serious consideration to giving this hobby a shot. So, I've been having fun with this for a couple of years now. As I'm still a beginner in many aspects of this hobby and I've got a couple of years now, I consider myself a bit of a veteran and a beginner. So, "Veteran Beginner".

The basic beginner lessons are still there. I've improved on them. I haven't dinged my finger with a prop in a long time now. But I do continue to glue my fingers to balsa wood. I continue to see that veterans enjoy and helping a beginner. But if a "Veteran" of any caliber, messes up a take off, steps on his antenna, flies off with the glow driver still hanging on his plane or snags a bowling ball in the safety net, there is no mercy in nominating him for Dumb Thumb. I've gotten several dumb thumbs already. I feel "Accepted". I consider Dumb Thumb a badge of honor. Every Dumb Thumb has a good time attached to it. I've improved my talent for applying covering. But my choices for color section have a ways to go. I continue to enjoy sharing laughs at the field. The more time I spend at the field, the more I get to laugh, often at myself. The trees at the south end are still taller and closer than they appear. The weeds are often taller than they appear. Sometimes, the runway is shorter than it appears. These are some of the lessons learned in the very beginning. They continue to be very valuable lessons.

Now for the more lessons part. I've learned that there

is some truth in the saying that you can't have too many planes. Though this is a debatable statement and hard to defend, it appears to be true. Somehow, I always have some twisted justification in buying another plane. I've learned to work different angles in explaining this justification to my wife, although, it is getting tougher to do. I've learned that the dining table is not a place to store parts, assemblies or materials, or a convenient place to work on propeller balancing or fitting engine mounts. (That one was for Wendy.)

I've learned that it is not uncommon to have several spare engines, airplane ARF kits, servos and receivers, just in case the urge hits you to put something together. I've learned that if you have several of the same spare prop, they will be with you at the field in your box. But if you have only one spare for the plane you took with you on any given day to the field, it will be at home on the bench. If, while you're driving to the field, you wonder if you remembered your transmitter, you have a fifty - fifty chance that you have it with you. If, however, you think about it and are sure you remembered it, you will have to go back home to get it or enjoy the day "Hangar Flying".

I've learned that there is always a deal somewhere at the swap meet. These deals will often present the opportunity to work that talent for the twisted justification for bringing another project home. I've learned that E-bay and Tower Hobbies are not good places to browse around when you have idle time. You're much better off using that time to assemble one of the kits you already have, or repairing one of the planes you've set aside to repair another day. I've learned that if everything you have is repaired or built, your computer internet connection will be down, so you can't browse for another project. So, you have to buy something while you have the opportunity, just in case.

Overall, all of the lessons are fun. Helping a new flier at the field get signed off and watching him smile when he successfully completes his first one hundred percent solo flight is one of the most rewarding experiences in the hobby. I've found that there is no word that can truly describe the feeling of a greased tail dragger landing on the mains and flying the tail down the runway for a soft tail set down and taxiing back to complete a flight.

I'm learning more lessons. I'm getting into racing. I've got twelve points on the series so far. But, that's another list of lessons. Stay tuned.....



A Tomcat's Code of Ethics (Etiquette)

By Mike French

SCCMAS prides itself for having only a few rules needed for safe operation. We pride ourselves in having a wonderful facility dedicated to ALL people who simply enjoy the art and hobby of RC model aviation. We will welcome every guest and member who wishes to use our field responsibly, courteously and safely. The few rules that we do have are simple and designed to provide a guideline for the safety and R/C recreational enjoyment of everyone. Yes, there is the occasional individual who does not show consideration for others, who fly recklessly or who is heard to profane loudly in the presence of other people who might have brought their young families to the field. The AMA who is the chartering organization for our field also stipulates that no alcohol is to be brought on the premises. This rule has been violated only on rare occasion, as we know.

All of us have to be aware of safety hazards when we use the field. Insuring that no one is ever injured is our first priority. We love small children but not unattended in the start up area. We love dogs but not off leash anywhere within the SCCMAS area. We fly within the permitted flying area and never in restricted airspace. We are particularly concerned about not flying over the heads of bicyclists who use the path leading to Morgan Hill or flying over the restricted ponds north of the field and the heads of the Park Rangers that patrol this area.

Administering the rules rests upon the attending member field users. We do not have club police or a Director of Rule Enforcement. We do have a Director of Safety but his job is to see that field operations are as hazard free as possible. If a genuinely dangerous or confrontational situation does occur, members should call the Santa Clara County Park Ranger [Mike Bacon @ 408-779-3634] or the Santa Clara County Sheriff's Department [Headquarters Division 55 West Younger Avenue, San Jose, CA 95110 Phone: (408) 808-4405 Fax: (408) 286-1787] and tell them that you are at the field at coyote creek at 10250 Monterey Rd. Instances of requiring that degree of response are rare indeed. A club director should be contacted if this becomes an issue.

The principle idea that has to be engrained in each of us is that our facilities, as lovely as they are, possess a certain degree of fragility. We serve the communities of the Bay Area. Although there are always hazards in flying radio-controlled aircraft, we do so responsibly and in such a way as to not be a hazard to public safety. But that commitment must remain as an essential part of our Tomcat Code of Ethics as we extend this degree of etiquette to everyone affiliated with our club and our flying field.

Fun Fly Pictures



Left: Joe Alves does a pass during the bowling event.



Above: Bob House and Walt Colby adjust the motor on Walt's Telemaster.

Left: Frank Goto, the only contestant from Bayside, grabs the balloon during the balloon popping event.

The Santa Clara County Model Aircraft Skypark presents a Radio Controlled

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July 9th & 10th

2005



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SCCMAS - Morgan Hill

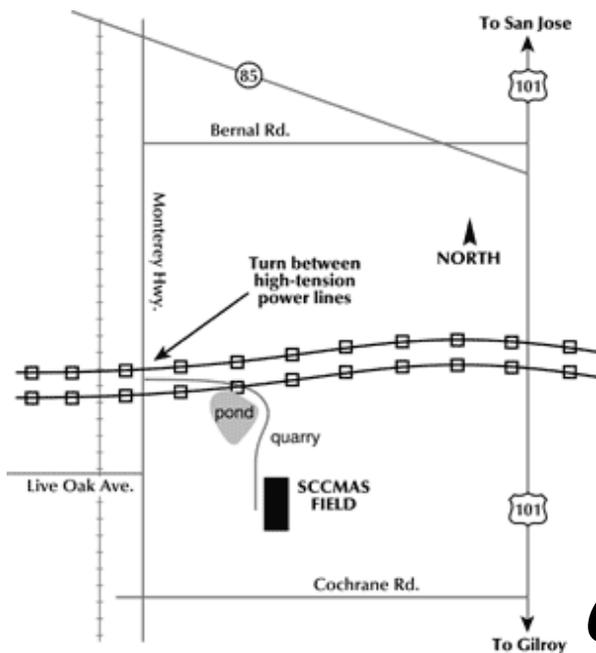
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Registration Fee: \$20.00

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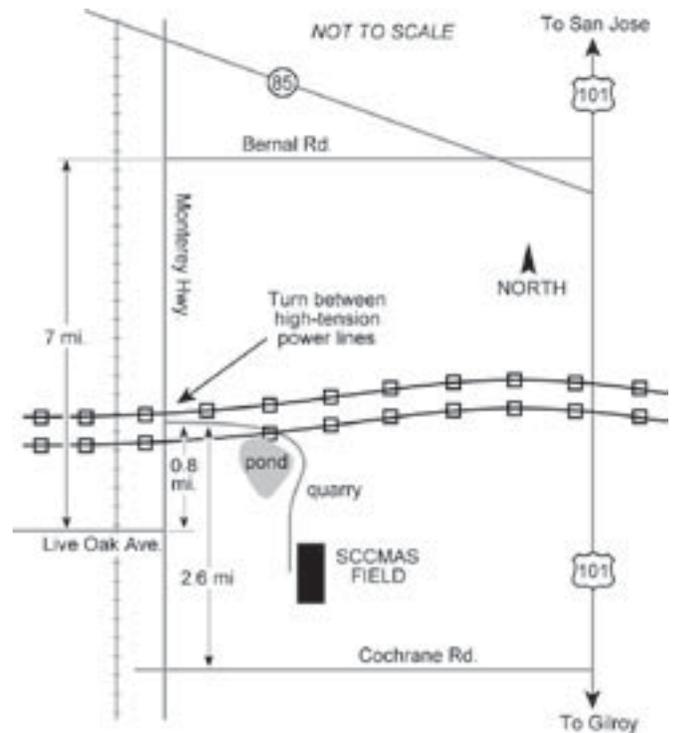
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For more info contact:

Lynsel Miller - (408) 374-9358

SCCMAS business line - (408) 292-1212



Web Address - <http://www.sccmas.org>

2005 Contest and Fly-In Schedule

NCRCS - Northern California R/C Society

May	7	49er Scale Masters Qualifier @ Woodland-Davis, Davis, CA.
	12-13-14-15	Circum-Generation International Helicopter Contest @ Bayside R/C, Fremont, CA.
	14	IMAA Giant Scale Fly-In @ FRM, Fresno, CA.
	14-15	IMAC @ Riverside, CA.
	15	Electric Fun-Fly @ SAM, Sacramento, CA.
	21	Fly-In @ LFE, Livermore, CA.
	21	Electric Fly-In @ SCCMAS, Morgan Hill, CA.
	21	T-34 Triangle Series @ Madera, CA.
	21-22	Pattern @ Wavemasters, Hollister, CA.
	21-22	Pattern @ Las Vegas, NV.
	22	5 th Annual Memorial Fun Fly @ Delta Valley Modelers, Stockton, CA.
	27-28-29-30	IMAA West Coast Festival @ Castle Airport, Atwater, CA.
	June	4-5
4-5 ***		IMAC @ Salinas Area Modelers, Salinas, CA.
10-11-12		13 th Annual NorCal Regional Float Fly @ NorCal R/C Unlimited Flyers, Red Bluff, CA.
11		T-34 Triangle Series @ SCCMAS, Morgan Hill, CA.
12		All Scale Contest @ Vaca-Valley R/C, Vacaville, CA.
18	Pattern @ SAM, Sacramento, CA.	
*** - Tentative Date		
June	18-19	IMAC @ Whittier, CA.
	25	Giant Scale Fly-In @ SCCMAS, Morgan Hill, CA.
	25-26	Q-500/ QM-40 @ Sepulveda Basin, CA.
	26	2 nd Annual Bee Fly-In @ Delta Valley Modelers, Stockton, CA.
July	2-3	9 th Annual Giant Scale Fly-In @ RC Fliers Unlimited, Oakdale, CA.
	5-8	IMAC Nationals @ Muncie, IN.
	9-10	IMAC @ EBRC, Livermore, CA.
	9-10	Annual Invitational Air Show @ SCCMAS, Morgan Hill, CA.
	10	Fun-Fly BBQ @ SAM, Sacramento, CA.
	10-15	Pylon Nationals @ Muncie, IN.
	16	Memorial Fly-In @ Salinas Area Modelers, Salinas, CA.
	16-17	South Bay Scale Masters Qualifier @ SACRC, Union City, CA.
	16-17	IMAC @ Camarillo, CA.
	17	100 Lap Race @ Vaca-Valley R/C, Vacaville, CA.
	17-21	Pattern Nationals @ Muncie, IN.
	23	Open Combat – Mount Diablo Face Off 1 @ EBRC, Livermore, CA.
	24	Warbird Races @ SAM, Sacramento, CA.
30-31	Wings of Victory @ Woodland-Davis, Davis, CA.	
August	6	Flea Market @ SCCMAS, Morgan Hill, CA.
	13	T-34 - Triangle Series @ FRM, Fresno, CA.
	13-14	IMAC @ San Diego, CA.
	13-14	Pattern @ Whittier, CA.
	19-20-21	9 th Annual Bayside/Century Heli Jamboree @ Bayside R/C, Fremont, CA.
	20	Combat – F-27's Only @ Woodland-Davis, Davis, CA.
	20-21	Q-500/ QM-40 @ Medford, OR.
	20-21	Fun-Fly @ SACRC, Union City, CA.
27	Junkyard War @ SCCMAS, Morgan Hill, CA.	

Current Governing Board Members of the S.C.C.M.A.S. "Tomcats"

General Manager	Brian Nelson	408-463-0604	<i>nelson711@aol.com</i>
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On site Field Telephone		408-776-6844	
SCCMAS Business Office		408-292-1212	
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Lynsel Miller's GeeBee in knife edge (Photo by Chris Luvara)

The Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. For info E-mail: servochatter@sccmas.org. Views expressed in the Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. The SCCMAS is a non profit organization. The Servo Chatter welcomes all letters and comments. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



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This will be your last issue of Servo Chatter if you have not yet renewed!



*Next meeting: Thursday, May 19th @ 7:30pm
Location: Reid Hillview Airport, Hangar M1
(see page 3 for a map)*