

# Servo Chatter

May 2008, Issue #129

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

[www.sccmas.org](http://www.sccmas.org)

AMA Club Charter #110



**Next Meeting: Thursday, May 15, 2008 at 7PM. Location: Hayes Elementary School, San Jose, CA.**

**Cover photo: Michael Radu's B-25J on it's maiden flight. Plane was built from a Top Flite Kit. Julie Radu photo.**

## Governing Board Members of the S.C.C.M.A.S “Tomcats”

---

<b>General Manager</b>	Brian Nelson	408-463-0604	nelson711@aol.com
<b>President</b>	Michael Luvara	408-292-1212	mike@sccmas.org
<b>Newsletter Editor</b>	Pat Rose	408-910-9421	servochatter@sccmas.org
<b>Treasurer</b>	Jim Patrick	408-356-0817	treasurer@sccmas.org
<b>Contest Coordinator</b>	Steve Smith	408-234-0095	contests@sccmas.org
<b>Secretary</b>	Richard Luvara	408-246-3857	secretary@sccmas.org
<b>Safety</b>	Tim Jones	408-281-2915	safety@sccmas.org
<b>Flight Instruction</b>	Mike French	408-373-5301	training@sccmas.org
<b>Webmaster</b>	Dean Sala	408-244-2153	webmaster@sccmas.org
<b>Field Weather (automated)</b>		408-776-0101	
<b>On Site Field Telephone</b>		408-776-6844	
<b>SCCMAS Business Office</b>		408-292-1212	
<b>SCCMAS WWW address</b>		www.sccmas.org	

**AMA Intro Pilots** (These pilots can fly non-AMA members once, certain restrictions apply.)  
 Reggie Dell-Aquila, Mike French, Jack Sunzeri

<b>In This Issue</b>	
Governing Board Members.....	2
B-25J Maiden Flight.....	3
From the Editor.....	4
Meeting Announcement.....	4
Secretary’s Building Board.....	5
Safety.....	7
Training.....	8
Contest News.....	9
Treasurer’s Report.....	11
Safety Related Incident.....	12
Meeting Map.....	13
Stuka.....	14
Event Announcements.....	15
Sponsors.....	17

## Here is a message from Michael Radu concerning his B-25J's maiden flight.

Pat,

Yes the B-25J Mitchell that I flew was on its maiden flight! It was slightly tail heavy and when I retracted the gear (the mains are already behind the CG), the mains move the CG even further to the rear. I was having trouble getting her straight and level. She munched through the air. After a little trim, oh, who am I kidding, a ton of trim, I was able to fly the B-25J and keep her in the pattern. Then even with all the gusts I lowered the flaps a little at a time and once I had them at full I ran into trouble! The plane went into a full stall and spin! I had to do all I could just to focus on the orientation! She tumbled and rotated more than I had planned on this first maiden flight. She looped and rolled as if being shot at or down! (See below. Ed) I was able to regain control with gear down and flaps up! The wind was gusty and blowing hard. I had one go around and landed the

20.3 lb aircraft a little harder than I would have liked. However, with a little prop strike and no damage, I was happy and needed to rest!

I had help from a lot of members and if you would like I have progress photos and details of how I converted the plane to electric. Special thanks to club members Jeff Mohn, Lynsel Miller, and Reggie Dell-Aquila.

Here are the specifications:

Top Flite Kit: B-25J Mitchell.

Wing span: 88.5 inches.

Weight with batteries and without bombs: 20.3 lbs.

Motors: Eflite Power 60 x 2, about 3 hp.

ESC: Eflite 80 amp with built-in BEC x 2.

Batteries: TP 6S 4500 mAh packs x 2.

Robart retracts and wheels.

Props: Master Air 16-10 (3-blade) counter rotating.

Aces of iron pilots x 3.

Michael



Julie Radu photos.

Ed: Its amazing how Julie kept her cool and took these photos. I witnessed the flight and thought the plane was a goner.





## From the Editor

By Pat Rose

### Conversion to a 2.4 GHz Radio.

I'm finally using my Futaba 7C 7-channel 2.4 GHz radio. I find it easier to program than my Hitec Eclipse radios, and I never have to worry about turning on without a frequency pin.

**The Good:** Lighter than the Hitec radio, responds much faster, easier to program, expo on the throttle, and the timer activation can be programmed to work with throttle position.

**The Bad:** The transmitter neck strap ring is located too high so the transmitter swings bottom down instead of balancing level, the power LED washes out in normal bright sunlight, and the receivers are pricy at around \$100.

**The Ugly:** My transmitter was recalled by Futaba as one that possibly shipped with a duplicate transmitter code. I took it in and had it checked at D & J. Hey! One of the reasons I moved to a 2.4 GHz radio was so I would not have to worry about interference, and here the factory creates an interference

situation. See the discussion of the Futaba recall in the Forum.

**Summary:** For myself, I'm convinced that the best way to transition from 72 MHz to 2.4 GHz is to simply convert all planes in the stable, since I am slow to purchase new planes. I transposed the Hitec settings (EPA, Dual Rates, Exponential) and really only had to deal with the trims. As mentioned in The Good, the Futaba radio responds much faster than the Hitec, so you can expect some surprises when doing snap rolls etc.

### Michael Radu's B-25J Mitchell

Michael gives a real good description of the plane's maiden flight on page 2. I witnessed this flight and was amazed that the plane was saved.

The photos of the plane were taken by Julie Radu, Michael's wife. Good photos!

### Missing President's Column

Michael is on vacation so we'll have to forgive him for missing this month's issue of Servo Chatter.

•

---

## Upcoming Meeting: Thursday, May 15, 2008, 7 PM

Raffle prizes will include the usual - a radio, a kit, adhesives and lots of other stuff.

Bring your latest project for show and tell and receive a free raffle ticket. Hot coffee and donuts during the break. See map on page 13 to Hayes school.



## From The Secretary's Building Board

By Rich Luvara

### Meeting Notes for Mar. 19, 2008

There were 28 members present; no new members or new solos.

#### Dumb Thumb

The dumb thumb was won by Dick Sheller....low clouds...too much altitude... guess what comes next?... Lost in the clouds!!!! What goes up must come down .....eventually, and it did.... in pieces.

#### Show and Tell

Robert Mc Reynolds brought a Hanger 9 P-51 powered by an E-Flite 160... 2-5000 mAh battery packs in series at 37V. Flies for 10 min. @80% power. Weighs 18# with 18# of thrust...retractable tail wheel and 2 position flaps. When fired up, sounds like the real thing.

Carl Quinn brought a Ben Howard Racer..DGA-5 ..scratch built from AMA plans, stick all balsa construction, powered by an OS-56 four stroke. ..56" span...Nice job !!

Ron Marier showed an old timer he resurrected from the dumpster (airplane that is) and eventually used to solo with after he solved its tendency to ground loop...a little toe-in did it.

#### Raffle

John Ribble-foam  
Bervin Britt-foam, hex wrench set  
Carl Quinn-epoxy  
Chris Tryhorn-kicker,CA,Servo-Setup  
Steve Smith-kicker,CA  
Robert McReynolds=kicker  
Larry Spector-covering  
Murl Culp-wheels  
Bob Pairman-Xacto  
Dave Salac-Xacto  
Don Coulter-Xacto  
James Gale-hemostat  
Lyndsey Beall- Radio

•

#### Member Meeting Photos Courtesy of Ron Marier



Ron Marier showed an old timer

## SHOW AND TELL



Carl Quinn brought a  
Ben Howard Racer



Steve Smith holds for Robert Mc  
Reynolds



## Safety

By Tim Jones

Time for my annual reminders for the new flying season (Like

painting, a bit of carpentry, a little landscape tune up, clearing some brush along the road and eating some hot dogs and hamburgers. Just a few short weeks after that, we've got the annual airshow on July 12 and 13. While it might be a bit early for these reminders, the next newsletter will probably not provide enough notice for you to mark your calendar and plan accordingly.

our flying season ever ends!).

Again watch for and introduce yourselves to new fliers. Offer tips and a friendly second opinion for inspections and help with first flights of new planes. Also a reminder to be aware of people on the bike path along the south end of the field. If you think of it, I'd like to suggest that all take a walk along the bike path at the south end and just watch other fliers from there for a few minutes. The altitude is often surprisingly low along the bike path for many planes making a short approach to the runway. I think you'll be surprised. And I think that once you see from that vantage point, you might like to learn how to adjust your approach to avoid scaring people on the path.

I've been watching the use of the 2.4 GHz frequency pins and it seems that their use is going well. At the rate that the 2.4's are showing up at the field, we may have to generally switch the pin boards around to make the 2.4 pins easier to reach and make the 72 Mhz pins the exception. Certainly I'm flexing my humor muscles here a bit, but it's meant to point out and voice my personal pleasure to see the 2.4 pins being used for the benefit of all in demonstrating proper frequency control safety, even with radios that advertise that this control may not be necessary anymore.

We've got a work party day coming up the first Saturday in June, the 7<sup>th</sup>. Come on out and join in helping with the annual tune up of the field. We'll be looking for help doing some

Finally, I asked my son if he might have any suggestions for us from a safety standpoint. His words? "Don't do stupid stuff." I thought about that for a minute and said you know, some of the most fun we have involves riding the edge of "Doing something stupid." One of the realities in our hobby is the boyish joy we often feel as we "Play" with what some people see as "Toys." However, we must be careful that we don't do something too stupid and forget the sometimes forgotten obvious dangers in "Playing" with our "Toys". Use your gloves. Use eye protection when working in the shop. Keep covers on paint cans. Don't store paint or gasoline in the garage. Maintain ventilation when working with glues. Use dust masks when sanding. More often than not, when we ask someone to explain what happened in reporting on some sort of small or large event, often the first sentence is "Well, I know this was stupid, but....".

Here's a tip that I saw in Mike Luvara's shop; start pouring your excess epoxy into a larger disposable plastic cup. Just keep this cup in a corner of your bench. As you change Exacto blades or razor blades, toss them into this cup. As you pour the next batch of excess epoxy in this cup, the used up but still potentially dangerous sharp blades are contained for easy safe disposal when the cup is deemed full and disposed of.

Until next time,  
Tim ●



## Training

By Mike French

I have had the pleasure of working with a new SCCMAS student, Paul Calvi, these past few weeks. Paul is using a T-28 foam electric as his first fixed wing aircraft trainer. It was a new experience for me as well. I have had an opportunity to compare this plane's flight and training characteristics against more traditional gas engined trainers. There are definitely trade offs to be considered. The T-28 shown below is a foam aircraft with the exception of its 1800 mAh Li-Po battery pack and electric 25A brushless ESC motor. By virtue of its very light weight, it is extremely sensitive to wind conditions. Landing the plane under turbulent winds is a challenge. The battery pack lasts for about 10 minutes versus 20+ minutes for its gas equivalent. This makes the training sessions much shorter. Each session has to be pre-planned carefully. The thrust to weight ratio of the plane is much higher than conventional gas trainers, which allows for very quick and steep take offs. The plane simply doesn't have a stall characteristic; it simply flutters down. The disadvantage to the light weight is that the maneuverability, although extremely responsive, is unrealistic in the sense that the plane lacks the mass to complete loops using its momentum as it has so little.

Paul is an experienced helicopter pilot and handles the T-28 well. A less experienced pilot might tend to over control the plane. Short flight times means that we will run through the four expensive battery charges within an hour. Normal gas powered aircraft

training sessions last upwards of two hours, giving the pilot more stick time. The advantage of foam planes is that they are easily repaired compared to repairing standard gas trainers. The cost of the foam trainers is also considerably less and requires less support equipment to get airborne. One can damage a finger as quickly by inserting it into the spinning propeller as a gas plane. But being hit by a foam plane accidentally is potentially a less hazardous experience which is a significant safety issue. This T-28 is definitely not a "park foamy" in that it is a full four servo system. Paul's T-28 has a lovely 2.4 GHz system inside.

My reaction to this plane is that it is a transitional plane for beginning pilots. Not having any weight will alter the response and planning times necessary to fly heavier planes. That these types of planes are the "wave of the future", to me there is no doubt. They will require a change in training plans that will be needed to support our future pilots. SCCMAS' training program will have to include a transitional phase to heavier planes when the pilot is ready •





## Contest News

By Steve Smith

Spring has arrived; there's nothing like kicking off the contest season with a Fun-Fly. On Saturday March 22<sup>nd</sup>, with 21 registered pilots, planes in hand, the games began. This was the largest Fun-Fly in years. Some of the events flown: 60 second flight, balloon bust, air bowling, and "I can't fly 55"... Trying to pop a helium filled balloon on a string with an R/C plane is harder than it looks. Highlights of the Fun-Fly are on YouTube (search for "sccmas"). I would like to thank Don Coulter for his efforts in making the Fun-Fly a success. On Saturday April 26<sup>th</sup> buyers and sellers met up at the SCCMAS spring R/C swap meet resulting in another successful event with bargains galore.

On Saturday May 10<sup>th</sup> the SCCMAS will host the Warbird Fly-in. This event will be open to all pilots of any skill level with any R/C Warbird aircraft from any era; any size with any engine; electric, glow, gas or turbine. Trophies will be awarded for several categories. Visit our web site [www.sccmas.org](http://www.sccmas.org) for more information.

The SCCMAS will be participating at the Watsonville Airshow on Saturday May 24<sup>th</sup> and Sunday May 25<sup>th</sup>. Volunteers are needed to help manage the booth, answer questions, provide R/C aircraft for the static display and perform a short flight demo. If you are interested in volunteering, contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org).

**The field will be closed to flying on Saturday June 7<sup>th</sup> from 8AM to 1PM for maintenance.** Bring out those handyman skills, painting skills, toolboxes, gardening tools and we will have the task for you. Free BBQ lunch at 1:00PM for all helpers. Contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org) for more information.

On June 14<sup>th</sup> the SCCMAS will host race #2 of the Sport Warbird Pylon Series. Three classes of racing, Modified .46, Stock World Models and Unlimited. Come out and enjoy an action packed day of intense racing. This year it is the responsibility of the host club to manage the entire race event. Volunteers are needed for registration, generating the race matrix, managing the points during the day, lap counters and setup and tear down. No experience needed. If you would like to volunteer, contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org). Additional information about the race series is available at [www.t34racing.com](http://www.t34racing.com).

Preparations for the annual Airshow on July 12 -13 are underway. With just two months remaining, the Airshow is approaching fast. Many positions are available for both Saturday and Sunday. We are in need of volunteers for field setup/tear down, additional shack help, beverage tent help, BBQ help, flight boss, schedule staging coordinator, transmitter impound monitors, information/answering questions, policing the static aircraft display, raffle booth help and glider building booth help. If you would like to be a part of this prestigious event contact Mike Luvara or Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org).

2008 is another busy contest year for the SCCMAS. Volunteers are always welcome at any of these events. We need additional shack helpers, BBQ help, pylon judges, lap counters, helpers for field preparation, etc.

See you at the field,  
Steve

o

*See Contest Calendar on page 10.*

Contest News continued from page 9.

The Remaining events for the 2008 season:

May 10	Warbird Fly-in
May 24-25	SCCMAS at the Watsonville Airshow
June 7	SCCMAS Field Maintenance Day
June 14	Warbird Race
July 12-13	Annual Airshow
August 23	Electric Fun Fly
September 20	SCCMAS at Reid Hillview Airport
September 27	Pattern
October 11	Triangle Series T-34 Race Finals
November 1	RC Swap Meet
December 7	Toys-For-Tots



# Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss  
Cash Basis  
March 1 through April 23, 2008

Ordinary Income/Expense	
Income	
Contest entries	200.00
Food sales	166.00
Membership dues	1,785.00
Total Income	2,151.00
Expense	
Bay Alarm	85.00
Computer supplies	29.77
Dues and Subscriptions	220.00
Equipment Rental	75.00
Food	507.93
Garbage service	368.54
Insurance	
Fire Insurance	1,023.43
Total Insurance	1,023.43
Office Supplies	4.97
Postage and Delivery	189.46
Printing and Reproduction	265.68
Repairs and Maintenance	
Equipment Repairs	385.27
Janitorial Exp	60.00
Total Repairs and Maintenance	445.27
Sanitation service	1,010.48
Supplies	525.30
Telephone	126.45
Trophies	580.74
Utilities	
Gas and Electric	111.51
Total Utilities	111.51
Total Expense	5,569.53
Net Ordinary Income	-3,418.53
Net Income	-3,418.53

## The following safety related incident report supplied by Don Coulter

Hi Pat:

I have been corresponding with a friend in England who has built a ¼ scale Anderson Kingfisher like the one I am building. His name is Kevin Routledge. He has been in the hobby for over 30 years and is a very accomplished builder and pilot. We were talking about a recent accident that he had and I asked him if I could share his story with our club. I would like to submit this for our newsletter as I think we could all benefit from it.

Don

### The Report

As to my accident - I had just re-engined my big Stearman, removing the 44cc Tartan Twin engine and fitting a Fuji 96cc gasser. After tea I saw that it was a superb flying evening - no wind, warm, and with the tide out, lots of sand exposed on the beach. So, I thought, I'll have a couple of hours with the Stearman. Off I went to the beach, rigged the model, and went a few hundred yards onto the sand.

I broke two of the golden rules of flying big models that night - never fly a big model on your own, and always secure the model at the back end. I usually do secure my models for starting, but that evening in my rush to get out, forgot to take my dog skewer and rope.

Well, I got down on my knees - as you do -- and flicked the prop. The engine started right away and I put my left hand up to the top wing to restrain it and WHAM!!!

I had forgotten that with the new engine, I had fitted a 24" prop (original was 18") and the

prop tip sliced my forearm wide open halfway between wrist and elbow. There I was, totally alone on that isolated beach, bleeding like a stuck pig. I dragged the model and gear back up the beach to my car (well I wasn't going to leave a good model !!) and wrapped a kitchen roll round and round my arm, while I managed to de-rig the Stearman with one hand! Then I drove home, with blood soaking the car carpets and gearlever.

I should add that I was dressed only in an old shirt and shorts, and sandals without any socks, and my legs and feet were caked in a mixture of blood and sand.

When I got home, my wife was relaxing watching TV in her dressing gown, half asleep. I burst in full of blood and sand and telling her to get me to the hospital right away!!

Anyway, to shorten what has turned out to be a long story, I was transferred to a specialist hospital, as the docs. at my hospital were worried about severed nerves in the arm. The doc. there said I was very lucky to be alive, if the cut had been a couple of millimetres deeper, it would have cut the main artery and it would have been bye bye miss American Pie for me. The artery could be seen pulsing away at the bottom of the gash.

I now have a nice scar halfway around my arm, and the feeling is just coming back into my wrist. Amazingly, all my fingers still work OK, so I guess I am very lucky to be here, with all parts working.

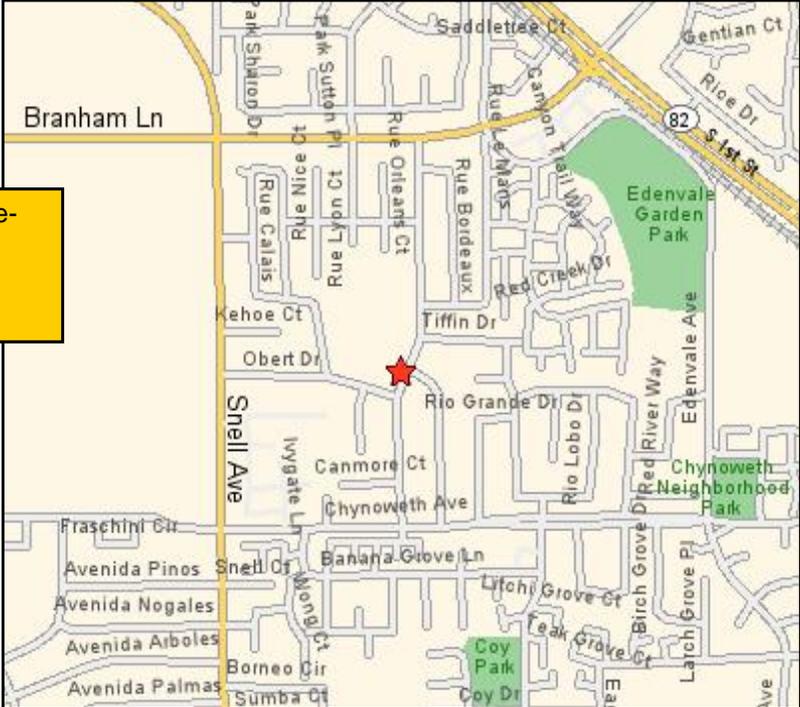
Moral to the story - **Never get complacent, and you just can't take any chances with any model!** I have certainly learnt my lesson, the hard way.

Kevin



Michael Radu's F4U Corsair that he later lost in a mid-air. Julie Radu photo.

Map to Hayes Elementary School, 5035 Poston Dr., San Jose.



Jeff Mohn's 80 inch wingspan Stuka.

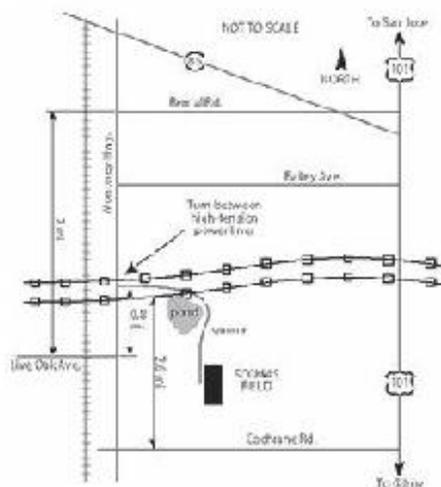


Pat Rose photos.

# Warbird Fly-In 2008

Saturday May 10th

Tomcats field Morgan Hill



Open to all AMA members with any size of R/C Warbird aircraft; prop or jet from any era; any engine type; gas, glow, electric, turbine.

Awards for best in class WWI, WWII, Modern, Electric and best of show.

Registration: 9:00AM

Entry Fee: \$15

Noon time BBQ

Awards: 3:00PM

More information is available at [www.sccmas.org](http://www.sccmas.org)

Sport Warbird Championship Series

# Warbird Race

June 14, 2008

Morgan Hill, CA



## **Three Classes:**

**MODIFIED .46 WARBIRD**  
475 sq in minimum / .46 engine

**W.M. STOCK WARBIRD**  
W.M. Warbirds / O.S. 61 FX engine only

**UNLIMITED WARBIRD**  
520 sq in minimum / max 1.6 engine

## **Sponsored By :**

World Models Mfg / Airborne Models  
APC Props / Bob Smith Industries  
O.S. Engines / Hobbico  
Johnson Racing / Norred Aero Products  
California Hobbies / Hobby Town USA  
Onsightsigns.com / RCAT Systems



Come see Radio Control Pylon Racing at its best. See aircraft push speeds of up to 180mph.

All races Require AMA insurance

Pre-registration of Frequencies required

RV Parking available by appointment only  
– limited hook ups.

FOR MORE INFORMATION, CONTACT KEVIN NORRED @ 408-482-5437 OR VISIT [WWW.T34RACING.COM](http://WWW.T34RACING.COM)

Please help support these companies and organizations as they help to support us:



7367 MONTEREY STREET, SUITE 101, GILROY, CA  
Phone: 408-842-0450  
jim\_everitt@verizon.net  
www.flyingfortreshobbies.com

**HobbyTown USA**  
World's Largest Hobby Store Franchise!

BRIAN FERRARIO  
OWNER

Sunrise Plaza Phone (408) 229-1972  
638 Blossom Hill Rd. Fax (408) 229-1948  
San Jose, CA 95123 htusanjoseca@yahoo.com  
www.hobbytown.com

**HobbyTown USA**  
Where Hobbies Begin!

TIM & LORI ARNEY  
TERRI APPLEBY  
OWNERS

585 E. El Camino Real  
Sunnyvale, CA 94087  
(408) 738-9600  
Fax: (408) 738-5900  
http://sunnyvaleca.hobbytown.com

**Lightning Ever**  
Toys for All Ages!

**Norred Aero Products**  
www.norredaeroproducts.com  
408-482-5437

**SHELDON'S HOBBIES**

Store Hours:  
MF 10:00-6:00  
Sat 10:00-6:00  
Sun 10:00-5:00

2130 Trade Zone Blvd.  
San Jose, CA 95131  
408-946-3801

... for all your R/C and hobby needs  
www.sheldonsobbies.com

**AeroMicro**  
The Source of Electric RC Supplies

**Perry Lee**

2090 Duane Avenue  
Santa Clara, CA 95054  
U. S. A.  
Phone: 408-496-6699  
Fax: 408-496-6669  
info@aeromicro.com  
http://www.aeromicro.com

96 N. San Tomas Aquino Rd.  
Campbell, Ca 95008  
Phone: (408) 379-1696  
Fax: (408) 379-1652

Web: www.djhobby.com

**D & J Hobby and Crafts**  
Your Hobby and Crafts Shop

**PIC** Penn International Chemicals  
A Division of PIC Adhesives, Inc.  
A California Corporation  
PO Box 4202  
Mountain View, California 94040

**Reggie Dell-Aquila**  
President

(800) 722-GLUE  
(650)322-1030 ph/fax

**RC World of Planes**

**Kris Gholamipour**

520 Lawrence Expy. Suite 307  
Sunnyvale, CA 94085  
408 732-9029 Phone  
408 732-9046 Fax  
kris\_gh@yahoo.com

On line ordering  
www.rcworldofplanes.net



**California Hobbies**

R/C Planes-Helicopters-Cars-Boats  
1702 Meridian Ave, # 1  
San Jose, CA 95125  
408-448-1449  
www.california-hobbies.com



Reggie Dell-Aquila 's  
plane takes a hard turn.  
Pat Rose photo .

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. Views expressed in Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The SCCMAS is a non-profit organization. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



Servo Chatter c/o SCCMAS  
16345 W. La Chiquita Ave.  
Los Gatos, CA 95032-4610



Next meeting: Thursday, May 15,  
7 PM, at Hayes Elementary School.