

# Servo Chatter

November 2008, Issue #132

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

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

AMA Club Charter #110



**Next Meeting: Wednesday, December 3 at 7 PM.**

**Location: Hayes Elementary School in San Jose.**

**Cover photo: Richard Spicer on landing approach with his Sukhoi 29S 2 Place Aerobatic which he scratch built to 33% scale. Pat Rose photo.**

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

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## Flyin' Fast - President's News By Michael Luvara

Renewals were put in the mail in late October. If you have not

received one, please let us know and we will get another copy mailed out. Please ensure that you sign the front and back of the renewal page, along with sending a copy of your AMA card.

I need to take some time here to discuss turbine aircraft operations at the SCCMAS. In order to operate a turbine aircraft (or helicopter), you need to possess a valid turbine waiver as issued by the AMA. What does this mean? You cannot operate a turbine aircraft without one. If you have a turbine waiver, we suggest that you supply a copy of it with your renewal so that we have it on file. This link will take you to the AMA document outlining the safety regulations. I recommend that all members read it. <http://www.modelaircraft.org/PDF-files/510-A.pdf>

Some of you may have noticed the CHP aircraft is frequently flying over the field while doing speed trap runs down hwy 101. Please remember to keep your aircraft in our boundaries at all time, and especially down low while they are patrolling. We need to do our part in keeping our aircraft at a reasonable altitude. This is another reason to use a spotter and is highly recommended. Please contact myself directly if there are any contentions over this issue and we will deal with it directly. We are trying to work with the CHP and further open up a dialogue over this issue.

We are coming to the close of another year rather quickly. I'd like to take this time to thank everyone who donates their valuable time at the SCCMAS. From the simple tasks like emptying the garbage cans to keeping the field in order, it

does not go un-noticed. The event helpers, barbecuers, pylon judges, etc. It takes a lot of effort from our members and of course the governing board, who are all volunteers in what they do. Many give an untold number of hours to the SCCMAS each year. I smile each time that I think of the SCCMAS. It's such a wonderful club, comprised of so many outstanding people. It really exemplifies the fundamentals of the SCCMAS. One of the primary goals when the organization was founded was to make a non-political club that provides a flying site at a reasonable cost to its members. With as few rules as possible, our goal is simply that- a fun place to fly. We've been at our location for 22 years now, and I can't think of too many clubs that have succeeded at that feat. We really believe that our members get a great deal for their money at the SCCMAS. So, once again - a tip of the hat to all of those that have helped make the SCCMAS what it is today. Each time I'm at the field, I know that I am thankful and fortunate to have the wonderful facility of the SCCMAS.

With the year closing, we don't have too many items on the calendar. We have delayed the reslurry sealing of the runway due to the cost of oil as prices were astronomical. Thankfully, the price of oil is coming down and we should be well prepared to perform this task either before or after the rainy season.

Lastly, I hope to see everyone at the annual Toys for Tots event on Sunday, December 7<sup>th</sup>. The Boy Scouts are slated to be back again this year serving up another great pancake breakfast! Bring a new, unwrapped toy to the field and support this great charity event.

Until Next Issue,  
Michael





## From the Editor

By Pat Rose

### Need Newsletter Contributor(s)

This month I posted a message on the SCCMAS Forum soliciting photos for this newsletter. I gave as an example the titled photos "Seen at the Field" as seen in the Palomar Flyers newsletter found at [www.palomarrflyers.org](http://www.palomarrflyers.org). These photos consist of a photo of the pilot standing or kneeling next to their plane, with the pilot providing a big smile. The photos are captioned with the pilot's name and a short description of the plane. It is not necessary that the contributor be a member of the club or even an rc pilot..

The deadline for emailing the photos to me is three weeks before the next member meeting, so for the January 22nd meeting it would be January 1.

Just now I am having problems with the [servochatter@sccmas.org](mailto:servochatter@sccmas.org) email address, so I ask you to email the photos to [patros-erc@aol.com](mailto:patros-erc@aol.com).

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## **Upcoming Meeting: Wednesday, December 3 at 7 PM.** **Location: Hayes Elementary School.**

The meeting will be held at Hayes Elementary School located at 5035 Poston Dr., San Jose, CA 95136. Future meeting dates include Jan 22nd, Mar 25th, and May 21st.

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. Coffee and donuts during the break.



## From The Secretary's Building Board

By Rich Luvara

### Meeting notes for Oct. 9, 2008

30 members present

#### Dumb Thumb

Won by Tom Cicone for knocking down the wind sock with his aircraft .

#### Show and Tell

Paul Hasselbach..brought an Astro-Hog. Paul modified it by reducing the dihedral to 4" total, added a K&B .61 for power with a 11-8 prop. Hard to believe that this type of model won the pattern championships in the 1970's.

Don Loughridge..Don brought a House of Balsa FW-190 originally powered by a Russian .061. It would not idle so he converted it to electric. Uses a 1100 MAH 3 cell pack, has not been flown as yet.

### Raffle

Larry Spector won the radio and graciously donated it back to the club, we will raffle it again next meeting.

Chris Attebery-plane stand and trim tool

Dave Salac-ball driver set

Babe Caltibiano –Servo Center

Dave Blasé-Flight box, glue

Don Loughridge –Control cable, glue and misc. parts

Jerry Roos-fuel

Mike Eaton-covering

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## Safety

By Tim Jones

Busy lately and not able to get to the field much. The time I have been there has also been pretty slow.

So with limited activity, and something of a writer's block going, I don't have much to bring up in this installment.

So, let's go with a few reminders---

- Remember to speak up at the flight stations. Repeat what you've heard to make sure that others have heard or have been heard.
- Remember to double check that transmitters are turned off and properly stored in the transmitter impound when not in use.
- Remember to offer help to others when starting up a plane by holding for them.
- Remember to use drip containers or preferably overflow tanks when fueling.
- Remember to range check new radio gear or a plane that has been repaired.
- Remember to enlist the help of another person as a spotter or be a spotter for another flier.

- Remember to clear your plane and equipment from the start-up area when you're not flying.
- Remember to lock the gate when you are the last one leaving the field.
- Remember to check for valid membership cards when you see a flier at the field whom you do not recognize.

There are certainly many more potential reminders, but mostly---

- Remember to have a good time and share the experience with someone else.

OH, and one more reminder,

- Remember to get your club card renewal mailed in. I'm busy with that too.

WHHHHEEEEEEEEEEEEE!!!!!!

Tim

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## Training

By Mike French

# Saved by T.R.A.C.K.

There are some acronyms that are born of pain. The acronym "TRACK" falls into that category. When you taxi your gas or electric powered model up to the double yellow lines separating the taxiways from the runway, standard procedure is to check your plane and electronics prior to takeoff. The acronym "TRACK" is useful as a memory tool to insure that all the critical aspects of a preflight check are covered.

**T** is for TRANSMITTER. There are three "T"s in transmitter. Time of flight start, Time remaining of transmitter battery power and Trim settings for the plane. (1) Check the elevator, aileron and rudder trim for neutral flight setting. If there are switches that need to be set on the transmitter to a specific orientation, check them at this point as well. Too many students take off with the rudder trim adjusted to maximum left or right and then wonder why they can't adjust the aileron trim to achieve coordinated flight. (2) Unfortunately there is no gas gauge available for your plane. Start your stop watch to measure how much time you have left to fly for your gas tank or battery charge. (3) Look at the displayed transmitter battery voltage indication. Will the transmitter hold up for the full length of the intended flight? 9.6 Volts is my minimum operating voltage for flight.

**R** is for RUN-UP. It is not uncommon for the two cycle engines to load up with excess fuel and choke upon application of full power. Not being able to sustain takeoff power is a principle cause of crashes. Be sure that you can

accelerate the engine RPM to max and then return to idle without having the engine complain. Be sure in the initial setup phase of the aircraft that you can achieve zero power while in flight. Not being able to shut the engine down with the transmitter leads to a genuine operating emergency.

**A** is for ANTENNA. I have participated too many times in planes losing control because the pilot(s) forgot to extend the antenna to maximum length and the aircraft flew outside the viable transmission range. Best check that the antenna is fully extended each time before flight. Spread spectrum transmitters fortunately don't have this problem.

**C** is for CHANNEL PERMIT [Frequency Flag/Pin]. Call it what you like, but one of the absolute rules of the field [any field] is that the correct frequency channel permit from the impound shed be attached to the ACTIVE transmitter BEFORE it is turned on. Spread Spectrum Transmitter Permits are in the impound as well. Regretfully, I have participated in the crash of a student's aircraft when I didn't catch and the student forget to attach the correct permit to his transmitter and another pilot correctly found the permit in the impound, appropriately attached it to HIS transmitter and then turned his transmitter on the same channel as we were flying on.

*Training continued on page 8.*

*Training continued from page 7.*

**K** is for CONTROLS [pardon the pseudo-German, *kontrols*]. It is very important that the control sense and magnitude of each control surface be verified. Left flight control stick causes the left aileron to come up. Right stick, right aileron up. Back stick, elevator surface up. Left rudder stick, rudder deflects to the left. I have personally crashed a plane in my formative years when I didn't realize that the aileron control was reversed and at-

tempted a takeoff.

There are too many ways to crash your model aircraft. We prove this every day at the field. Perhaps this acronym will help reduce the magnitude of debris that we all see in the white garbage cans as we leave.

Mike French ●

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## **How do you use your computer transmitter?**

Do you own a computer transmitter? Nice, isn't it?

When you do a knife edge, and your airplane pulls towards the canopy, do you mix in a little down elevator to offset it?

Maybe you've programmed in a bit of aileron differential?

How about landing? Any special mixes there?

Expo? Dual Rates? There is a myriad of possibilities when using this new technology. I love it!

Here's one you may not have thought of. Transfer of an airplane's program to another model memory on the same transmitter. It works the same as backing up your files on your PC at work, or home.

Let's say your transmitter is a JR model 8103. That means that you have (8) channels, (10) model memory, and (3) model types that can be flown. Do you have 10 models programmed into it? Probably not. So, we're going to put another of the transmitter's 10 model memories to work. Let's say you've spent weeks setting up your new EDGE 540

aerobatic plane. Trimming it out, making lots of the other adjustments, all to get it to fly "just right". You've got it down to where your airplane is flying just about the way you want it. Now it's time to start experimenting with it. Maybe you want to add some Expo to smooth out that loop. Maybe make an elevator travel adjustment, or maybe you want to work on that rudder? But first, let's save your initial settings. You can do this by using the transfer program in your radio. Simply follow the directions in your Transmitter User Guide to transfer all the settings you've worked so hard for to another of the available 10 model memories. You can name it EDGECOPY, or EDGE #2, or whatever you want, as long as you know what it is. What this will do for you is allow you to experiment with Mixes, Expo, Dual Rates, Control Surface throws, etc. to see if you can get the plane "tweaked" just so... If, in doing so, you get all your settings messed up, and don't remember where you started, you simply reverse the original transfer process, and transfer back your original settings from the copied model memory to your plane's main memory. What could be simpler? Even I was able to do it! This transmitter function will save you countless headaches, and lots of time, while out at the field, allowing you to enjoy the nice 80 degree temperatures we get in November.

Happy Flying... John Adams



## Contest News

By Steve Smith

Another flying season is coming to a close. With the holiday season just around the corner, the final event of 2008 will be the annual Toys For Tots/Bob Whitacre Memorial Fly-in on Sunday, December 7<sup>th</sup> from 9:00AM to 1:00PM. Breakfast will be served with the Boy Scouts cooking. The entry fee is an unwrapped NEW toy. The Tot For Tots Fly-in is open to all AMA insured flyers and all types of aircraft. Don't miss it. Come out and enjoy a Pancake breakfast and flying with other modelers. Additional information is available at [www.sccmas.org](http://www.sccmas.org).

This year has been a success for the events. Participation was excellent! I would like to thank all of the volunteers for making the events of 2008 happen. Without you these events would not be possible.

Looking back at the recent events - Saturday November 1<sup>st</sup> the RC Swap Meet was in full swing despite the rain showers in the early morning. Several vendors were present with a surprisingly large number of buyers. On Saturday October 11<sup>th</sup>, racing returned to the SCCMAS field with the final T-34 race of the season. The wind howled all day long. This brought out some very entertaining flying skills from some of the pilots, names not

mentioned! On Saturday, September 27<sup>th</sup>, Scott Covey and Luke Peng hosted a pattern practice day, bringing pattern pilots and sport pilots together for tips on improving their flying skills. I would like to thank Scott and Luke for pulling the practice day together and promoting the art of precision flying.

In closing, I'm starting the event planning for the 2009 season. If you have event requests and/or would like to CD an event, email me at [contests@sccmas.org](mailto:contests@sccmas.org). Some of the events under consideration for next year include an all electric powered jet Fly-In (this will be open to all types including the park flyer jets), the Warbird Fly-In, the Fun-Fly, three RC Swap Meets with one or two potentially held indoors, T-34 Racing and Electric Fly-In among others. More information will be available at [www.sccmas.org](http://www.sccmas.org) over the next couple of months.

Have a safe and enjoyable holiday season.

Steve





## Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss  
Cash Basis  
Sept. 8 through  
Nov. 8, 2008

Ordinary Income/Expense	
Income	
Contest entries	710.00
Food sales	237.00
Membership dues	425.00
Raffle	237.00
Student vouchers	50.00
Vending machine	950.00
Total Income	2,609.00
Expense	
Contributions	250.00
Equipment Rental	75.00
Food	168.12
Garbage service	378.18
Postage and Delivery	318.66
Printing and Reproduction	256.55
Raffle supplies	253.58
Repairs and Maintenance	
Field repairs	41.54
Janitorial Exp	57.00
Total Repairs and Maintenance	98.54
Sanitation service	1,615.32
Supplies	218.08
Telephone	
Internet	209.85
Telephone - Other	127.43
Total Telephone	337.28
Utilities	
Gas and Electric	600.60
Total Utilities	600.60
Total Expense	4,569.91
Net Ordinary Income	-1,960.91
Net Income	-1,960.91

## Lynn Hersch's Stinson Reliant



Photos by Don Coulter, aka  
"Skydanz"

Editorial note: Enlarge this  
page on your PC and view  
inside the cockpit.



**SCCMAS Proudly Presents...**

**The Annual...**

**Toys for Tots-Whitacre Memorial**

**Sunday December 7th**

**9am - 1pm**



**Pancake Breakfast**



This will be a great finale for the year. Please come help us honor Bob Whitacre's wonderful life, and help the children in our community.

**Entry Fee is any new unwrapped Toy.**

This event open to all members and guests with a current AMA status. Bring an unwrapped toy and enjoy a Pancake breakfast and a day of flying with fellow modelers.

For more info visit [www.sccmas.org](http://www.sccmas.org)

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Servo Chatter c/o SCCMAS  
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Next meeting: Wednesday, December  
3 at 7 PM. Location: Hayes Elementary  
School at 5035 Poston Drive, San Jose,  
95136.