

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

November 2001 - Issue # 89

Editor: Chris Luvara

<http://www.sccmas.org>



NEXT MEETING: Friday, November 30th @ 7:30pm.

Location: Hayes Elementary School, located off of Poston Dr in San Jose. See page 3 for a meeting map.

Future dates: TBA

Program: 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 as usual.

Cover Photo: Gorgeous P-51 at the cancelled Reno Air Races flying the American Flag .
(Photo by Chris Luvara)

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From the Editor

by Chris Luvara



Small short newsletter this month, in order to get us back on track. Nothing from me.

- Chris

Flyin Fast..The VP's News

by Michael Luvara



I realize that this newsletter appears in your mailbox close to the date of the November meeting and apologize for the short notice. The October meeting was behind schedule and the November meeting puts us back on our normal bi-monthly cycle. I would like to address some areas in this month's newsletter that are essential to the daily

operation of the field.

Memories of Jack Baggot

Jack passed away on Nov 1, 2001 and was buried Nov 6, 2001. He had cancer.

Jack joined the SCCMAS club in Spring of 1992 and got signed off Nov 11, 1993. Jack was part of the Tuesday and Thursday Senior cadets "Nitro for lunch bunch." He enjoyed flying and ki-bit-sing with his friends. As you all know Jack loved to sit and talk. He always talked about his two twin sons Leigh and John (who are Col's in the Army), his daughter, Dona, his wife Betty and his grandchildren. Jack was a very kind and considerate man and never talked badly about anyone.

Jack's wife Betty asked me to sell off his flying equipment and I was able to sell everything except for a few items his grandson kept.

Jack laughed about the times we crashed into each other, and that was quite frequently.

Even though the weather kept us from flying at times, we still enjoyed each other's company of the "Nitro for lunch bunch." When ever someone would call out Jack, we both responded. To stop the confusion someone came up with "Car Jack" for Jack Baggot because he had a car dealership and "Heart Jack" because I had a heart transplant.

We'll all miss Jack,

Sincerely,
Jack Sunzeri

Remember, if you've got any submissions, send them to:



Servo Chatter
1365 Buchanan Drive
Santa Clara, CA 95051-3950

Email at: servochatter@sccmas.org
Call voice at: (408) 246-9583

Maneuvers/aerobatics close-in to the pilot stations. Several complaints have been brought to the board's attention regarding hovering, close in aerobatics, and activities which are deemed unsafe at the SCCMAS field, especially when others are present. It is imperative that we as members use sound judgment when flying. Close-in hovering of aircraft near other pilots does intimidate them and definitely begs questions about safety. We ask that you please use discretion when flying aerobatics anywhere near the flightline and runway with the concern of others around you in mind.

Electrics have become a fast growing part of the R/C hobby in recent years. With "park flyers" and small, lightweight electrics popping up everywhere, they have made their way into many accomplished modeler's hands. Some people have chosen to fly these small models in the infield area and even in above the pit areas. These type of flight operations are not to occur at the SCCMAS field as they occur into the red-zone areas. A red-zone diagram is provided below for your convenience. The red-zone is any area behind the closest edge of the runway. You may launch small electric or similar aircraft from the far north or south ends of the infield (close to the runway), but please fly them in the normal pattern as you would with any other plane. Your cooperation on these matters is appreciated.

Another important issue that I wanted to touch on was the fact of calling out your intentions while on the flightline. Please mention "landing", "on the runway", "taking off", "low pass left to right" or any other maneuvers that other pilots should hear. Communication is key to helping cause accidents and confusion out on the flightline.

One of the largest pieces of feedback that we have been receiving lately is regarding the run-off areas of the north and south ends of the runway. The pigs are back and digging at the grass again, which is creating a lot of holes in the ground. One area that I intend to put time and concentration into is getting the ends refined into smooth runoff areas. We will most likely hold a work party in the early part of 2002 to alleviate this.

Renewal notices will be going out in the mail soon - most likely in mid December. Dues are due on February 1st. This year will be different from that of the past as you will receive a personalized renewal form in the mail that includes your information as it is in the SCCMAS database, rather than a blank form to fill out. This way, you can review the

(continued on page 4)

From the Secretary's Building Board

March meeting notes:

- 44 members present
- New solos reported:
Jim Blum
- New members present:
Ton Rouse
Jim Under

by Rich Luvara



Show and Tell.....

Paul Hasselbach - Divine Turbulent, scratch built, 9 lbs, O.S. 91 four stroke.

Howard Sosbee - 1.2 sized RCV engine

Dumb Thumb

Winner: Jim Shadwick



Raffle



Radio- Don Pedrazzi - Don't forget the doughnuts!

Kit - Bob Ortman

Engine - Ray Fraser

Flight box - Howard Sosbee

Fuel - Babe Caltabiano

Ship - Chris Luvara

Fuel - Bob Sweeney

Z bender - Mike Lobosco

- Tony Flores

Epoxy - Chris Luvara

Ship - Ian McCollom

Epoxy - Chuck Pringle

Fuel - Tom Rouse

Epoxy - Babe Caltabiano

Epoxy - Chuck Pringle

Glue - Dave Barmore

Glue - Jacob Raquet

Epoxy - Duane Klose

Epoxy - Jim Blum

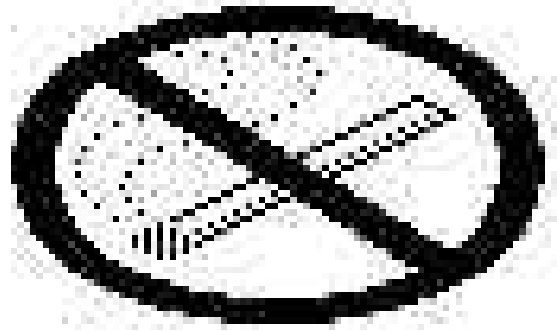
Donated back - George Black

Donated back - Bob Sweeney

Fuel - Alex Francesini

This month, we have to thank *Sheldon's Hobbies & Pic Glues*. 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.**

NOTICE!!!



No Smoking on anywhere on the Hayes school grounds, inside or out.

Club hats!

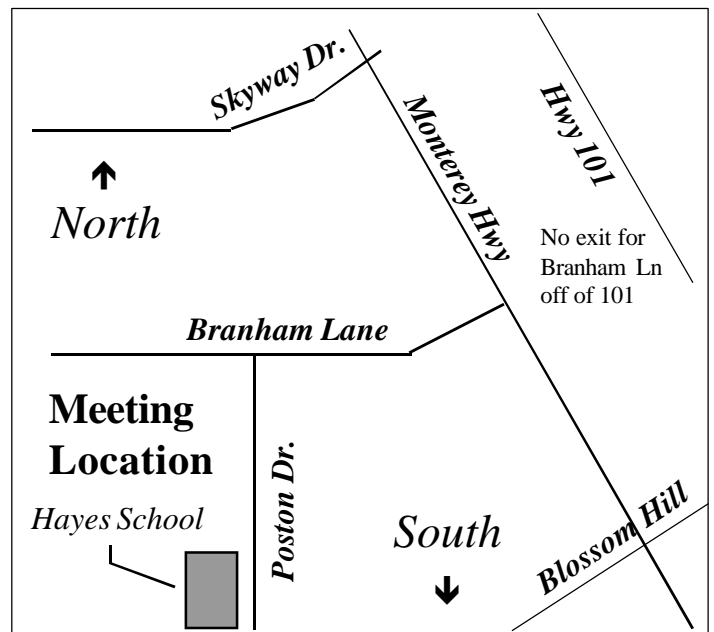


Club hats are available. Royal blue with our club logo embroidered on them, they are only \$13.50.

They can be purchased at the field whenever the snack shack is open. If

the shack isn't open, you can also see a club officer to set up details on how to purchase a hat.

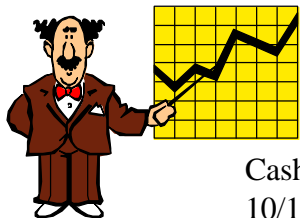
Meeting Location Map



Drawing not to scale

Trea\$urer's Report

by Babe Caltabiano



Cash Flow Report
10/1/01-11/21/01

INFLOWS

(continued from page 2)

information and make changes if necessary. This will help us in processing cards so that we don't have to check compare the database to what you wrote down. Remember that you can receive the electronic version of "Servo Chatter" via email notice rather than the paper version. If you would like this option, please select it on the renewal form. Be sure that you send in your AMA renewal so that you are current for the 2002 flying season.

The flea market fundraiser held on November 10th was a success, raising some \$700 dollars which will be sent to New York. Thanks to those that participated. There were a lot of deals to be had and many buyers to go along with it.

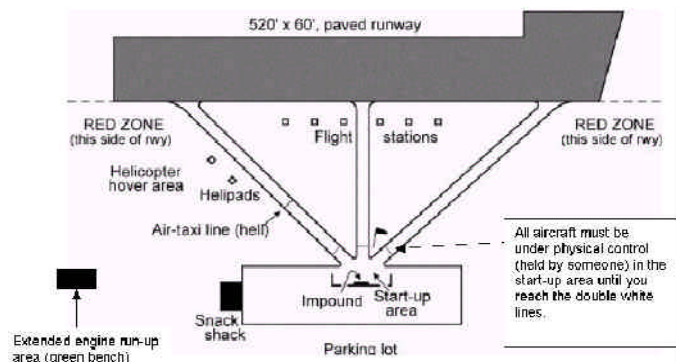
The 2002 events schedule for the SCCMAS will be published in January. Kevin Norred, our contest coordinator for the past 3 years, will be resigning effective the end of the year and we are currently in search of a replacement at this time. Kevin has done a wonderful job in coordinating our events and has certainly taken them to the next level. Thanks Kevin! Many good events are lining up for next year and there are thoughts about holding new events such as an electric fly-in in the spring. Share your thoughts or ideas with us.

A few months ago, we set out to find a webmaster to control the SCCMAS website and see that it was refreshed to match the current trends and technology in the internet arena. Club member Steve Snell stepped up to the job and has been spending significant time behind the scenes on a new look for the website. We should have it online around the time that you read this. Check it out at www.sccmas.org. Steve will be looking for photos and any other submissions that members have. Got a photo of your favorite plane? Send it to him. We want you on the website!

On a sad note this month, long-time club member Jack Baggot lost his battle to cancer in early November. Jack was a great friend and will be sorely missed at the field. He flew with the weekday "kadet" group and was well known for his Taube and multitude of Kadets. Jack's signature was pulling up in his vintage Ford Mustang to the field with trailer in tow. Blue Skies Jack...

At the net meeting, we will announce a new incentive program for instructors and have some great raffle prizes as usual. Don't miss out. If you have a demonstration at any of the meetings that you would like to give, feel free to contact us. We are always looking for guest speakers or topics. In closing, I wish everyone a happy and safe holiday season.

Michael





Dear, SCCMAS

Enjoyed my visit to your flying field, met Paul Steiner who together with other members made me very welcome. You are very lucky to have such superb weather and facilities. If ever any of your members come this way, please get in touch, perhaps they might come here to see the T.T. motor bike races.

Best wishes,

John Martin, Manx Model Flyers, Isle of Man.

A day in the life of an SCCMAS MEMBER....

A funny thing happened to me the last time I moved to California. I ran into the Santa Clara County Skypark. I was already flying model aircraft...but learned a new appreciation for that and more.

My wife has always complimented the company that I kept at the airfield...as determined by her infrequent visits to the field and based on the many stories I came home with. "Hey Bob!" I would yell in example, "ya got a tailwheel that we can throw on this Stearman?" ...lo and behold my two new friends would help me usher my plane into the air that day for another great time at the field. Those stories happend all the time...no! not that I would always head to the field with an airplane that was not air-worthy...rather, my visits with fellow fliers always seemed to enrichen some part of the day, offering me hope that I returned the same...

For family reasons, we moved to Georgia after a stint in the South Bay area. I literally cried like a wimp on my last drive to the field. My wife observed that the worst part of leaving California was the experience at the Santa Clara County Model Airplane Skypark.

From the trainers to the giant scale airplanes, from the electric to jets, the gentle people who fly them at SCCMAS appreciate what is there. I offer a humble congratulations and a hearty thank you.

So inspired by all of you and with the thrill of flight, I beat down the doors at a model airplane manufacturer from Georgia. We are a humble operation and the pay is bad...but from what I see, to make a business in your hobby field, then things aren't that bad. I don't offer who they are, because this isn't a sales pitch. Just a thank you again.
Safe flights, happy landings
David Roberts

Below: a couple of photos submitted by club member Ivan Cifuentes. (no information given)



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Classified Ads for our Members"

For Sale: Complete Tiger Trainer 60

Completely built, balanced, and checked out by Jim, but never flown. Perfect condition, includes Tiger .61 engine and Airtronics VG 400 radio. Visit: <http://www.angelfire.com/rnb/rcplane/> for pictures and complete info. \$275 - Contact Brent at 408.927.9272 or email bjbstewart@yahoo.com.

30% Scale Godfrey Extra 300S, 98" span. Ready to fly, just add 3W70 engine and reciever. This is the famous Damon Parker's purple plane that I bought 2 years ago, and haven't flown it yet. It is in excellent condition, for fun or serious IMAC - \$1100.00. I also have the same airplane 90% complete, with wings and tail surfaces finished and fuselage only needing minor setup and covering. It is set up for a 3W70 engine. \$500.00.

Call Bob Lutz @ (408) 778-9996

Toys For Tots Fun Fly



December 15th at the EBRC field
Come on out and support the kids

*The admission to fly that day will be:
An unwrapped gift for either a girl or boy*

Or

A cash donation



All toys collected will be
taken to the Fire Department.

They will distribute them to children who might
not otherwise get a toy for Christmas.



If you have questions,
please call Bob Donleavy @ 925-829-5549

The Mars Airplane Project

By Bob Hogan

As many of you know, I am the chief of the Space Projects Division at NASA Ames Research Center. My job is at times exciting as we see new projects launched and at times boring as we deal with administrative issues such as OSHA safety visits, etc.

My duties took a new twist about 2 months ago when I was asked to serve as the pilot for a carrier aircraft designed to carry a proposed model of the Mars Airplane during flight testing. As this happens to be one of my favorite projects, I really had little choice, so I said yes. It also helps that our contractors chief pilot is Bob Parks who flies with the Tomcats and he knew that I would be interested. Bob and I began flight testing in June and have now had several test flights. Except for the first day, I have managed to land the airplane without damage. The first day was not a good one for me. First, with the exception of my 1/4 scale Sig Cub, I have never flown a really large airplane. I am used to flying a Tower Kaos 40. So, for my first flight at Moffett, I flew the Kaos 40. Taking a 40 size aircraft off from a 200 foot wide runway, flying into the sun and trying to land without looking like a dweeb in front of many of my employees was indeed exciting, but it went ok.



After landing the Kaos, I was introduced to the carrier, which you can see in the pictures has a span of about 14 feet and is powered by an OS 3000 with a tuned pipe. Since this is a carrier, it is not designed to fly alone, but my instructor forgot to mention this fact. On my first flight, I found that I had to hold a lot of down elevator, fly at no more than half throttle, and operate a set of flaps controlled by a slide switch on a Multiplex radio that I had never used. In addition, the radio was mounted on a transmitter tray which is held in place by 2 giant steel straps which go over your shoulders. Other than that, no pressure at all for someone who has flown for over 20 years. Well, I managed to do a smooth takeoff and soon got the feel of holding down elevator and managed a pretty smooth flight. Now it's time to land. So, I managed to find the slide switch, get the flaps down and proceed down toward the runway. What I finally figured out was that this plane was big, so I kept it out to where it

looked about the size of my Kaos, so the damn thing is almost a 1/4 of a mile away! Not wanting to land short, I hit the throttle and suddenly found that with full flaps, the plane will immediately go nose up and then just as quick, go to full stall. At 10 feet of altitude, it did not take long for the plane to land very hard. I not only broke a new 24x10 APC prop, I bent the 2 aluminum wing 2 tubes into a C shape, and fractured the wing socket.

So, back to Bob's shop for repairs (that's why we hire contractors) and also some quick lessons for yours truly on how to fly really big airplanes. Bob also managed to reprogram the radio so that instead of operating the slide switch, the flaps are now controlled by the throttle. At 20% throttle, I have full flaps, at 21% and above, I have no flaps, so now the airplane is getting fun to fly. The next 4 flights went very smooth. I even managed to land dead stick twice without damage as we played with getting the right glow plug. We tried several types of OS plugs, all resulting in dead sticks, then we returned to the good old Fox plug with an idle bar and no more problems.

Then, we proceeded to attach the glider underneath the carrier and begin the actual flight test. Bob took the combination off for the first flight and I had the glider radio. We were going to make the radio switch after gaining some altitude, but instead, we had a problem. The tuned pipe coupler blew and we lost muffler pressure so the engine quit. Bob was forced to release the glider and guess who had the radio? It turns out that the glider is very stable and will stay up easily as it is all lifting surface (required at Mars) so I flew the glider while Bob landed the carrier.



After a quick trip to Sheldon's we got the coupler fixed and finally managed to get a good flight in with release of the glider and successful return of both aircraft. Our testing will continue for the next few weeks and then the team will travel to Tillamook Oregon for a balloon drop of the glider from an altitude of over 100,000 feet to simulate the Martian atmosphere. If they are successful, they will establish a new world record and we will proceed to develop a proposal for a new space mission. During that trip to Sheldon's, Bob also managed to purchase the new GWS Tiger Moth. We have had a ball flying this foam airplane at an amazing speed of 8 mph down the Moffett runway. The controller is not sure what we are up to, but we tell him it's all part of the test.

Sorry I can't tell you more about the Mars Airplane, but we do have competition. Needless to say, I plan to stay in this job for a while.

Bob Hogan - October 2001

reprinted from San Jose Wavemaster's CROSSTALK Newsletter.

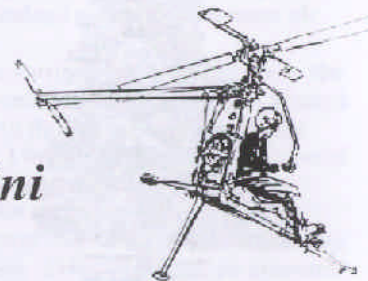


Join the
Peninsula Channel Commanders
For an
Evening at

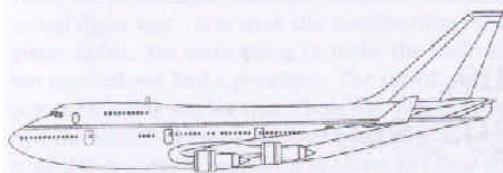


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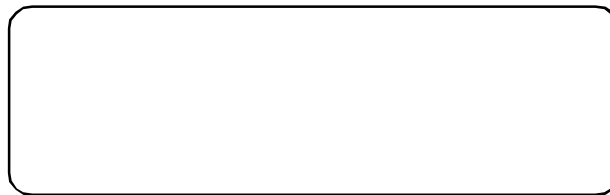


*Jeff Kennemers PBY being “shot down” over the ocean.
(Photo by Jim Caparelli)*

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.



Servo Chatter c/o SCCMAS
1365 Buchanan Dr.
Santa Clara, CA 95051-3950



*Next meeting: **Friday, November 30th** @ 7:30pm
Location: Hayes School, Poston Drive
(see page 3 for a map)*

Notice: NO SMOKING ON SCHOOL PREMISES!