

Servo Chatter

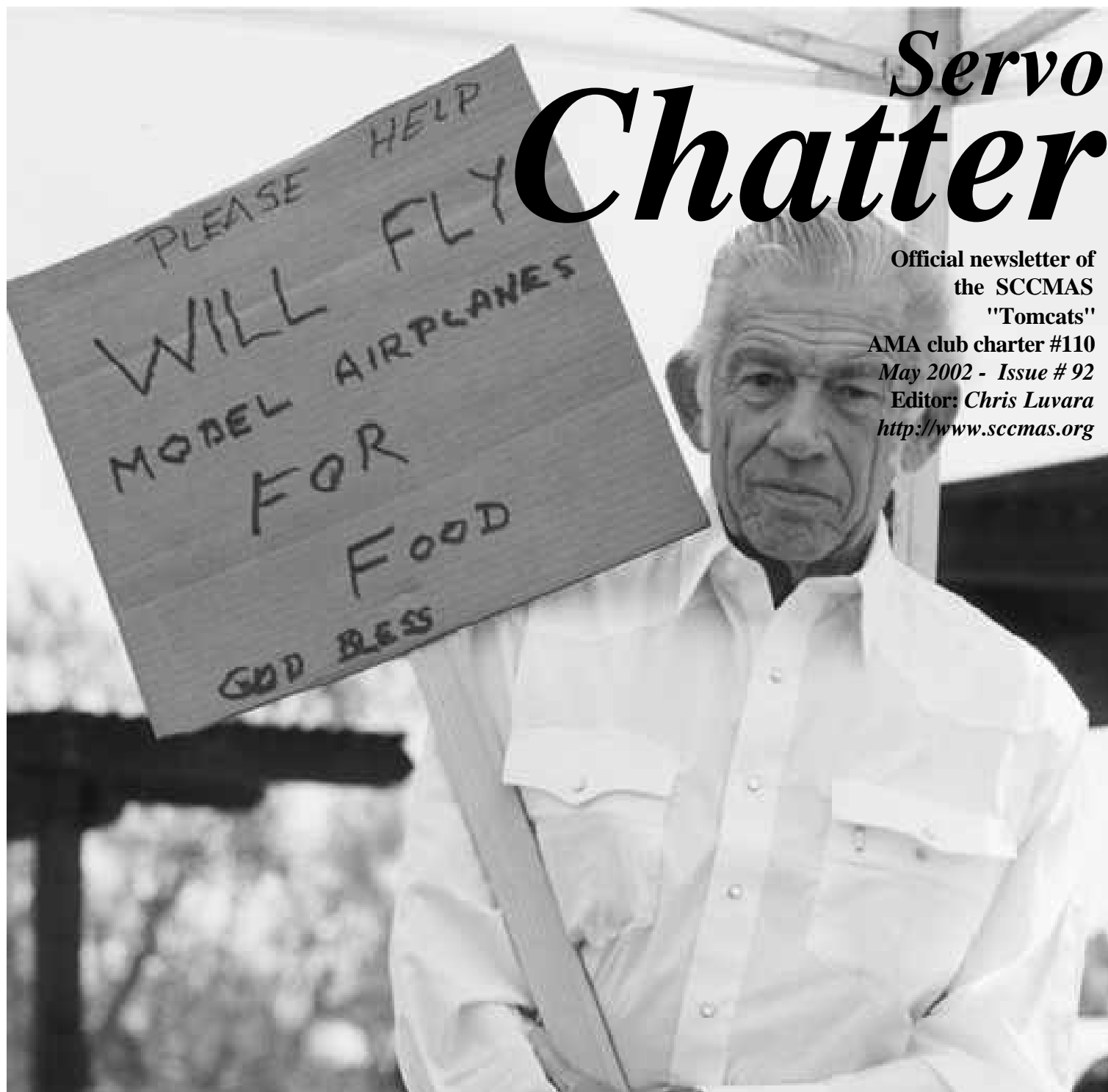
Official newsletter of
the SCCMAS
"Tomcats"

AMA club charter #110

May 2002 - Issue # 92

Editor: Chris Luvara

<http://www.sccmas.org>



NEXT MEETING: Wednesday, June 12th @ 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: Bob Bennett has found a new way to coerse others to fly their airplanes. (Photo by Jim Caparelli)

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From the Editor

by Chris Luvara



Well I want to thank everyone that sent stuff in for this month's newsletter. For once I was overwhelmed with stuff to put in! Thank to everyone that sent stuff in!

Sorry to Steve Snell, our new webmaster, who sent in an article

about the website for the last issue. I kinda lost it in my inbox, but I got it in this time around.

I'm gonna keep mine short again this month, have fun and fly safe!

Chris



An unidentified DC-3 taxis out, while Tam Ngyuen smokes up the runway in the background with his turbine kangaroo. (photo by Steve Snell)

Flyin Fast..The VP's News

by Michael Luvara



On behalf of the SCCMAS I would like to thank those members that attended our work party on Saturday, March 16th. While the weather was a little poor, the winds and cold didn't discourage the group of 36 people who showed up to help perform a large field maintenance and clean up. The collective group tackled

installing four jet-blast pads, a helicopter landing pad, reworking the ends of the runway, mowing the lawn, de-weeding the field, cleaning the pits, repairing items in the snack shack, and much more. Below is a list of those whom helped. Please forgive me if anyone is left out. Be sure and contact me if you are not on this list and were present. Your name will be put into a yearly drawing for a radio given by the club. Anyone who helps at an event will be entered into this drawing.

Ejab Aljandali, Chris Huhn, Mike, Pat, & Rich Luvara, Chris Belden, Reggie Del Aquila, Clift Anderson, Fred Celsi, John Ribble, Robert Pairman, Dave Brodsky, John Growden, Tony Ramirez, Jack



Patterson, Scott Giotta Sr & Jr, Don Lijana, Jim Mongiello, Dan Petroff, Larry Arcadi, Ray Brown, George Black, Dave Leppard, Tony & Tyler Flores, Filip Morovich, John Gaines, Albert Lam, Billy Duning, Kurt

Dorsey Greg & Thomas Uhlendorf, Richard Groen, Pat Rose, & Tom Rouse.

Thanks again to all those that came and helped. The SCCMAS is comprised of some 400 individuals and these members are what make up the SCCMAS. I'm proud to be a member of such a great group of people.

While the work party on March 16th tackled a lot of the "to-do's" at the field, there are still are more items to cover. We have scheduled a second work party for Saturday, May 11th. This work party will see us paint the snack shack inside and out, cover the sun shades with a green mesh and a new attachment system, aside from doing more general field cleanup. The board has also approved bypasses from the pit area to the outer taxiways. These 3' wide paths will be installed to alleviate the concerns of maneuvering large aircraft into the startup area and give them direct access to the outer taxiways. The water faucet near the light pole was recently broken when a car backed into it. We will be repairing this on the 11th. Please come on out and give us a hand at this work party. We'll have coffee, donuts, and lunch provided on the house. Please note that

(continued on page

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

From the Secretary's Building Board

March meeting notes:

- 49 members present
- New solos reported:
None
- New members present:
Murle Culp
Dave Bengal (visitor)
Richard Groen

by Rich Luvara



This month, we have to thank *Slot Cars Unlimited* 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.**

Show and Tell.....

Jim Patrick - Brought his World Models Rambler ARF. Has retractors, weighs 6 lbs, uses a Thunder Tiger .46, and even though the fuselage was assembled with 2 left fuselage sides originally, it's a good flyer!

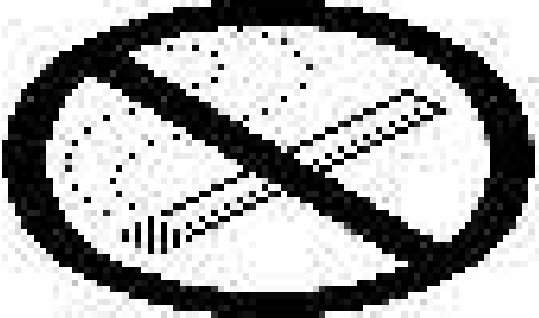
Tom Uhlendorf - Brought his modified Zagi arf which sports a .49 instead of an electric motor. Says it doesn't fly inverted!

Dumb Thumb

Winner: Jack Sunzeri



NOTICE!!!



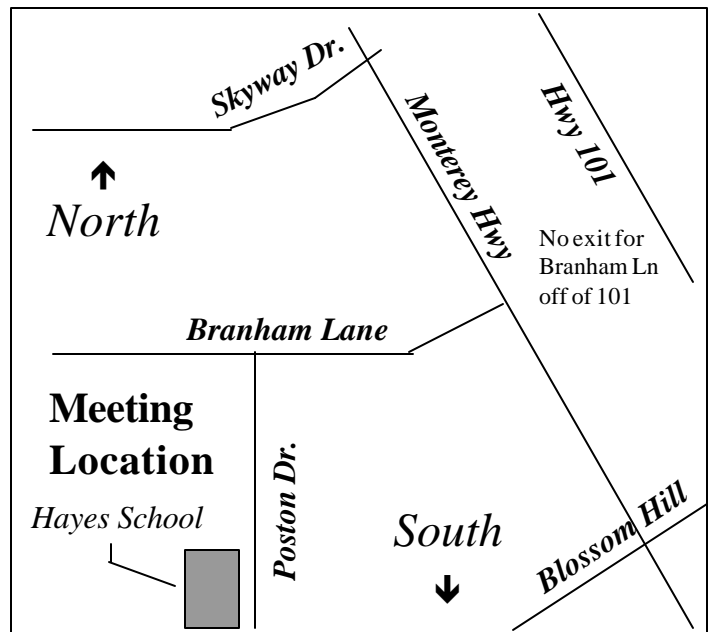
No Smoking on anywhere on the Hayes school grounds, inside or out.

Raffle



- Radio- Kevin Murphy - Don't forget the Donuts, Again!
- Engine - Richard Groen
- Kit - Tom Uhlendorf
- Fuel - Jacob Raquet
- Gift Certificate - Tom Uhlendorf
- Gift Certificate - Richard Groen
- Gift Certificate - Mike French
- Power Panel - Murle Culp
- Tailwheel - Harold Klose
- Fuel pump - Todd Vender
- Ni starter - Alex Francesini

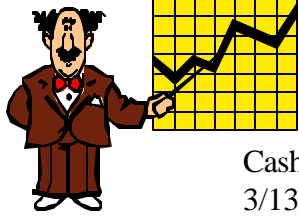
Meeting Location Map



Drawing not to scale

Trea\$urer's Report

by Babe Caltabiano



Cash Flow Report
3/13/02-4/28/02

INFLOWS

Dues
Vending

TOTAL INFLOWS

OUTFLOWS

Acme Sanitation
Club area maint.
club membership
Donations
Food Exp.
Garbage
Permits
Pest
Pitney Bowes
Printing
Repairs
Soda Purchase
Stamps
Trophies
Utilities, Phone

TOTAL OUTFLOWS

OVERALL TOTAL

Mail or fax your ads to:
SERVO CHATTER
1365 Buchanan Dr
Santa Clara, Ca 95051
Voice (408)246-9583
Email: servochatter@sccmas.org

“Classified Ads for our Members”

No ads recieved this month.

Safety/Training

by Jim Patrick



Safety

To maintain our site all of us have to be aware of the safety rules concerning where we can and can not fly.

We all know the red or no fly zone is anywhere behind the runway. Some pilots are making low passes too

close to the entrance road and the ponds on the north end of the field. Make sure you do not swing too far back into this corner of the field when making passes from the left.

Our no fly zone also includes the 101 freeway. It is very difficult to fly a 40-size plane over the freeway, but the very large or very fast planes can make it that far easily. One of our very large IMAC planes was seen flying close enough to 101 to cause drivers on the freeway to put on their brakes. Be aware of your ground track, using a spotter will help.

Remember to get help when you have to retrieve a plane from off field. A member recently slipped, hurting himself. He required the help of others or he would not have made it back to the pits. Also, we are beginning the warm season when rattlesnakes will show up. So, NEVER go alone to retrieve your plane.

New startup pads

The new concrete pads along the taxiways have been built primarily for the turbines. These allow the required 25-foot separation between other planes and spectators. We have to maintain this minimum separation. The pads also keep the grass from getting burned. If the pads are not being used by turbines, they can be used by the large planes that have difficulty using the startup area. Because our taxiways are a bit narrow, pulling large planes off the edges of the taxiways keeps the planes out of the way. By doing this, other planes can taxi by on their way to the runway.

Center taxiway congestion

We have three taxiways, but most pilots want to use the center. Our taxiways are small so two large planes cannot pass each other on any one taxiway. If you have the option, use the downwind taxiway to taxi for takeoff. This will reduce traffic and keep the taxing on the runway to a minimum. You don't see full size airplanes taxi to the center of the runway and then taxi down the runway to the far end.

Training

This is the start of a busy training season. The students and instructors need help. You only have to be a signed off member to help with training. Many of our members were taught by other members, not by dedicated instructors. The students need more than just an instructor, they need a fellow member to take them under their wing to show them the many aspects of flying radio control airplanes. A good hanger flying session can teach a new flyer how to build that new plane, or repair the old one. Don't be shy, help out anyone who needs it. If you have questions how you

may help, talk to me at the field or call me at (408) 356-0817.

Spotters

I keep bugging flyers to use spotters when flying. Many clubs require the use of spotters for all flying. Many of the problems and complaints I receive could be reduced significantly if the persons used a spotter. Most of the mid-air collisions we have would be avoided by using a spotter.

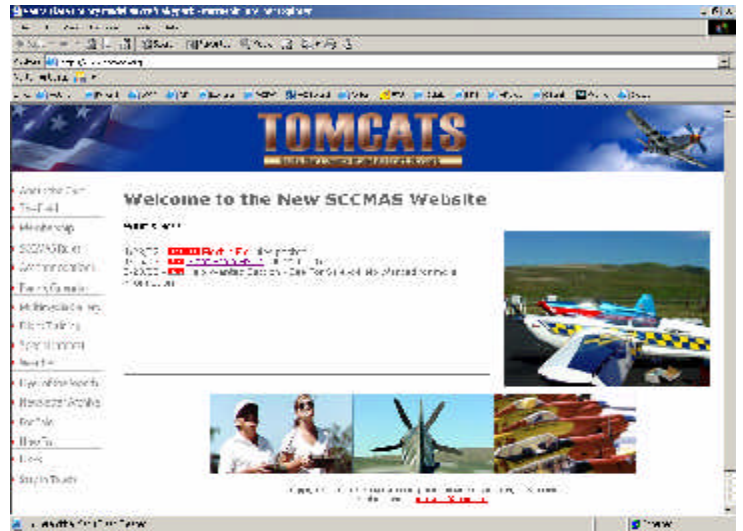
Many flyers don't understand what a spotter is. It is important to know what the spotter should do. A spotter is a fellow flyer who stands by you when you fly. He acts as an air traffic controller, also as a ground traffic controller. The spotter does not just watch you fly, you can do that yourself. It is much easier to fly in traffic if your spotter does his job. You can concentrate more on flying your plane when you don't have to watch everything going on around you. Your spotter can watch for impending mid airs, telling you to pull up. Your spotter can let you know when it is clear to land. Your spotter can even let you know if it is clear to take off.

When you are the spotter, watch traffic around the field when the pilot is taxiing out to take off. While he is running up his engine, watch traffic in the pattern. Let the pilot know when it is clear to take off. While the pilot is flying, watch where his plane is flying with respect to other planes in the air. Be ready to tell the pilot when he can and can not fly into a particular area. This is very important when flying near the busy runway. When the pilot is ready to land, watch traffic near the runway. As the spotter, you have to coordinate the pilot's landing. Let the pilot concentrate on his approach while you watch traffic. You can help with lineup on final and avoidance of the trees. Not only is this arrangement more comfortable, it promotes safety at the field.

Have fun and fly safely, Jim



Part of the Thursday group on a chilly and sunny April Thursday! (photo by Bill Gaunt)



NEW SCCMAS WEBSITE

Hi guys (and gals). Steve Snell, new webmaster here. Why not show off your latest fab creation to your fellow club members and the world at large by sending me a digital picture. I'll post them on the world wide web. Here's what you need to do:

Photos

1) Take a photo.

2) Process

- If you're using film, print the photo then scan it with a flatbed or other type scanner. The scan resolution only needs to be 72 ppi (that's 72 pixels per inch) so please don't send me a file suitable for magazine reproduction!

- If you're using a digital camera, you're good to go.

3) Write a description - IMPORTANT

- Write a one or two sentence description of what's going on in your photo. At a minimum, list the aircraft owners name and the type of aircraft. I won't post pictures without captions.

- If you have a group of pictures (let's say an aircraft taken from many angles), just write one description for the group.

4) Email to webmaster@sccmas.org with the title "Photos for sccmas.org website" While my email server has no size limitation on attachment sizes, yours might. If the photos are larger than, say 3 megabytes, the smtp mail server may reject them and return them to you as undeliverable. If this happens, notify me at webmaster@sccmas.org and I will give you an alternate method of sending them to me (an FTP site). At some point, I'll announce this FTP area to the club in a special "Members Only" area but security has not yet been established for this area.

That's it. Easy. I try to post on Sunday mornings so please be patient if your photos don't show up minutes after sending them to me. We now also have the capability of hosting streaming movies. Check the website for information on how to do this (again, check the members only area).

Happy Flying!

Steve

this work party will not close the field as no major maintenance to the runway areas is needed. However, there may be some occasional times of need to be on the runway.

Some areas help is needed in: Painting, mesh installation on shades, impound cleanup, runway and field de-weeding. The painting will be the largest task, so if you can help here, throw on



some dirty clothes and lend a hand.

Common Sense. Please exercise it at the field on a daily basis. Know that others are around you and the fact of how you or your plane's actions affect them.

At the last work party, we installed jet pads for startup of turbines. These areas were installed to alleviate safety concerns with the running of turbine powered aircraft. The pads are for the primary use of turbines, however, large aircraft may use the jet pad areas when so needed. The AMA requires 25ft separation between a turbine aircraft and spectators (anyone not involved with the operation of the aircraft). This is the reason that the pads are out on the side taxiways. If a turbine is starting up, please give them the right of way to start. Turbines have the priority for using these pads. Please DO NOT store any type of aircraft on the pads. Please see Jim Patrick's article for more details.

SCCMAS webcam! The SCCMAS will soon (pending any technical problems) have a webcam which uploads photos to our website in approximate 20-30 min intervals. This will allow individuals to check the weather at the field, giving them a good indication of current conditions.

The SCCMAS has a great lineup of events scheduled at the field for 2002. The next is our Jet Fly In which will comprise of many jet pilots from many areas (word has it one is coming from Florida!) and lots of spectators. The SCCMAS needs help in the snack shack on these two days and if you can lend a hand, please give Pat Luvara a call at (408) 246-3857.

Airshow 2002 is right around the corner. I need some help in planning, setup, etc for the event. Specifically, anyone wishing to help with publicity, promotion, setup, errand running would be great. We have several individuals whom have stepped up to the plate already. Some of the new additions to this year's show will be a

public relations booth and how to fly booth. Members are needed to staff the public relations to answer questions, manage the raffle, and take care of loose ends. The how to fly booth will be one that has a plane handy with a transmitter, etc and shows people how an R/C plane works and informs the public how to get into the hobby. Along with this, volunteers are needed to help with the noontime training.

Lastly, on the topic of events, the SCCMAS is looking for an enthusiastic individual willing to take on the contest coordinator position. Preferably on a long-term basis (≥ 2 yrs), if possible. This individual would work with contest director to set up events and figure out what is best for the members and the public. It's a rewarding experience to help put on great events and see the smiles of members at the field. Please contact a board member or myself if interested.

Anyways, enjoy the sunny days and the upcoming events and I wish you good landings.

Michael



A NEW ULTRA-HIGH LIFT VTOL AIRCRAFT WITH HIGH SPEED TRANSPORT CAPABILITY

I have been working on composites manufacturing methods in general and recently (since the last SAMPE conference) have been focusing on aerospace applications including RLV etc.. In the course of this research I have developed a new design concept for ultra-high lift VTOL that has high speed transport capability as well.

Developing this capability will involve only the integration of some technologies that are developed & available in usable form at various gov. labs and programs) . Once the basic capability is integrated and demonstrated it will be a relatively economical development path to fielding very high payload capacity VTOL aircraft transport.

The first applications will probably be in such area's as fire fighting, logging, construction in remote locations, cargo transport, RLV, etc., followed by commercial passenger transport. If this is of interest please contact Dave Bengel, 408-829-0018, cell/msg., 408-374-1247, office, Bengelcomposites@yahoo.com

Update, March 25, 2002

By the end of the week there will be 4 major aerospace companies in both the U.S. and Europe, both aircraft, UAV, and helicopter divisions, will be reviewing this proprietary design information through PIA. This level of commercial interest has been achieved in part because of high interest from the military (and the Forest Service, etc.) in various potential applications such as Strategic Lift, Tactical Lift, Tankers, Infiltration/Exfiltration, Lethal & Non-Lethal Weapons Systems, etc. There is presently a growing recognition that this technology can provide solutions for all the military services (all of whom I can talk with freely because of their far sighted Intellectual Property policy). I am very interested in establishing working relationships to address a wide range of potential applications (and I have a good starting list of people to work with and whom to sell to). Basically, there is no substitute for working partners that can take a pro-active approach to development (no substitute, that is, but me—I have been doing most everything so far). Please let me know if you would like to review this opportunity.

Thanks,

Dave Bengel
Bengel & Associates

OIL-TO-GASOLINE RATIOS

The 2-stroke, air-cooled, giant-scale engines we use to power our models do not have separate oil tanks (unlike full-size aircraft engines), so we must add the oil to the gasoline. Your engine manufacturer provides a mixture ratio recommendation in the engine's operation manual. Here are some common ratios.

Ratio	Ounce of oil per gallon of gasoline
100:1	1.28
90:1	1.42
75:1	1.7
64:1	2
50:1	2.5
40:1	3.2
32:1	4
24:1	5.3
16:1	8



Salinas Area Modelers
Annual

IMAA Mini Festival

August 30 - September 2, 2002



IMAA/AMA Sanctioned
Landing Fee \$15
Free on-site camping
(no hookups)

SAM Web Site: www.redshift.com/~modeler

John Midgorden, Contest Director
E-mail: jomidg@earthlink.net

Inter-Club Fun Fly

April 20th, 2002

By Mike Luvara

Those that came out and participated in the rescheduled Inter-Club Fun Fly on April 20th were sure to tell you that they did some unusual things! Starting off with the "SCCMAS Drag Strip" (what do you mean a drag strip?), and finishing with "Musical Planes" (huh?), the events were packed with fun, laughs and excitement. The inter-club fun fly idea was set up between the Bayside and SCCMAS fields back in the early 90's. It pits clubs against one another in a typical fun fly competition and lets them earn bragging rights for the year for the club with the highest average score. The club with the highest score takes home the trophy for bragging rights. Top five individual placings earn trophies to fifth place.

The morning started off with a new event for 2002 dubbed the "SCCMAS Drag Strip" which placed a pair of cones approx 25 feet apart down the runway for a length of around 200 ft. Contestants were asked to start their airplane from a complete stop at the starting line and then burn rubber down the runway as fast as possible WITHOUT taking off until the finish line. For every second in the air, a penalty of 10 seconds was applied. The purpose was to taxi fast down the runway (INBETWEEN the cones). This event was thought up with the notion of being a simple event. "How hard could it be to steer a plane straight down the runway at a decent speed and gain points?", I thought to myself while brainstorming. WRONG! Surprisingly, this event saw the most carnage out of the day, destroying two aircraft. In the infamous human pursuit of speed, two entrants proceeded to veer off course and pile into the nice, soft, orange safety cones which made up the drag strip wall, totaling two t-34s. This certainly opened the day up! Numerous other participants damaged aircraft while trying to make it down the course, while at least half obtained DNF's because they veered into the "wall" (cones) and killed their engines. The orange cones were like magnets! Jack Sunzeri left a pair of landing gear on the runway (In a taxi event? - ask Jack how he did it). Record time for the course was approximately 4.6 seconds, but this was completed with a plane that took off after 1 second on the course, and conveniently added 40 seconds to their time. Fastest legal time was by Doug Field from Bayside at 6.62 seconds.

The second event was "spot landing". Since the ground taxi events were so damaging, I thought that we should just jump into the airborne stuff and get on with things. Only damage here was a few bent landing gears, broken props, and one competitor whom forgot to take out the down trim put in for the taxi event and proceeded to run off the end of the runway at full throttle and into the weeds. Winner here for best spot landings was Scott Giotta of the SCCMAS whom gained 6 out of a possible 9 points.

Third up was "Death roll and land". The object here is to take off and climb to sufficient altitude in 30 seconds. After or before the 30 seconds, competitors had to kill their engines and then perform a deadstick roll. After completion of the roll, the next step was to land on the runway, rolling to a complete stop as close to the center

circle as possible.

Fourth event - Beans in a cup. Given a Styrofoam cup, a couple of skewers, and some rubber bands, pilots had to secure the cup to their planes. When ready to fly, 10 beans were placed in the cup and they were asked to take off, perform a loop, and then land. Depending on how many beans were left in the cup, points were assigned. The key here is to keep positive g's on the plane at all times. (Think like you were on a roller coaster and how it feels - that's what the beans undergo).

The last and final event is my all time favorite of fun fly events, coined as "Musical Planes". What in the world is that you might ask? Remember musical chairs back in your early school days? Apply that to airplanes. Put five of them in the air, turn the music on, let them fly. When the music stops, see them all make a mad dash for the runway. Last one down is out until one is left and the winner gets top points for their heat of five.

So, if you've never done a Fun Fly, you ought to consider next year's event. Ask those that competed in this one. I think they had a blast! Both Fresno and Bayside are considering inter-club fun flies like this one for 2003.

Final Standings:

Best Club overall: Bayside R/C

1. Bayside R/C- 15.87 avg points
2. Fresno R/C Modelers - 14.75 avg points
3. SCCMAS - 14.04 avg points
4. Livermore Flying Electrons (LFE) - 10.16 avg points

Individual Placings:

1. Scott Giatto (SCCMAS)
2. John Lockwood (Fresno Radio Modelers)
3. Mark Glanville (Bayside)
4. John Gaines (SCCMAS)
5. John Ribble (SCCMAS)
6. Colin Rhodes (Bayside)
7. John DeProspero (Fresno Radio Modelers)
8. Jacob Raquet (SCCMAS)
9. Chris Belden (SCCMAS)
10. Doug Field (Bayside)
11. Dick Gardner (SCCMAS)
12. Reggie Dell Aquila (SCCMAS)
13. Wes Slack (LFE)
14. Jim Schneider (LFE)
15. Jim Breen (Fresno Radio Modelers)
16. Jack Sunzeri (SCCMAS)
17. Joel Ledain (SCCMAS)
18. Craig Roberts (Fresno Radio Modelers)
19. Ben Jensen (Bayside)
20. Rich Luvara (SCCMAS)
21. Dan Slack (LFE)
22. Bob Ortman (SCCMAS)

It's BACK!!!

by Rick Maida

I built an 1/4 scale P40N Warhawk from scratch. 102" wingspan, 42 lbs, powered by an old Sachs Dolmar 5.8 c.i. w/magneto. My own plans. Retracts, flaps, detailed cockpit that took about 20 hours to make, wingtip lights etc..... I kept track of all the hours that went into building this aircraft. 1500 hours. It was a labor of love.

Then while my trailer was in RV storage someone decided to break in and the plane along with a bunch of other stuff was stolen. Trailer was kept at a facility in Almaden Valley. This was a year ago December. The year 2000 was not a kind year to me. Went through a divorce. Had to put to sleep both of my pets from old age and then the P40. Doesn't get any worse I hope and things do come in threes. If any of you need a weight loss program, these will do it bigtime.

After picking up my heart and putting it back into my chest I started to get busy with flyers and sending out notes to fellow modelers etc. It took 2 days for the word of my stolen plane to go from coast to coast. News traveled like wild fire. I received a whole bunch of condolence type letters saying, sorry for the loss and that all is looking out for this plane. The SJPD had posters up and even Fugitive Watch ran an article in their paper and also aired it on TV. So now we have a very hot P40 sitting somewhere. It was pretty amazing how word traveled. I mailed in a police report listing all the items stolen. No investigation would happen probably due to no body count. Well, let me tell ya, if I would of caught these guys in the act there would of been some serious casualties afflicted. Unfortunately I wrote the airplane off as a total loss never to be seen again. I also put a flyer down on the bulletin board at the clubhouse. At one point in time the flyer came off or someone took it off and threw it away. Well, thanks to Reggie, he pinned it back up. THANKS REGGIE !

So the more I thought about this aircraft the more furious I became. I was one pissed off dude. On something like this it is not the money, it is just all the time that it takes to build something like this. Now the decision to be made is can I build another one. I decided yes. So now the chore of collecting all the items again. What a job being it took the first one 3 years of collecting stuff for the project. In the meantime I still went to some of the meets. Flew a bit, but there was a big empty spot not only in my trailer but in my heart. I found out that it really took the wind out of my sails and I was thinking about getting the hell out of this hobby. Tic Toc Tic Toc time went by, about 9 months worth. My girlfriend was trying to get me back into building and flying and so was Denny Baker my racing partner. Well, they succeeded.

Now, about 9:30pm on a Thursday eve. I was in bed sawing logs. The phone rings. My girlfriend, Merriam is downstairs checking on the cats. She answers it. The voice on the other end asks to speak to me. He does not pronounce my name correctly so she assumes it is a sales person. So she queries him about what he wants. He says that his name is John Smith. Merriam is not about to wake me up for a sales type call and she tells him that. Finally the guy says that Rick really needs to hear what I have to say and that

is I have got his P40. Wow!!!!!!!!!!!!!! Merriam says, "I'll go wake him up for that".

So, I am talking with this guy and he tells me that he does not want to meet face to face and that he does not want to get involved in this situation. He is not the one that stole the plane in the first place. Sounds like it has gone through a handful of people. It would of been interesting to have a video camera and a tape recorder to see and hear what this plane had gone through.

We were on the phone for about 5 minutes. I mentioned to him that there was a cash reward and he was not interested. No questions asked I told him. He told me that about 15 minutes ago he dropped the 2 big boxes off at a light rail depot on hwy 87 and Alma.

I Threw some clothes on and onto 101 heading towards town. Doing about 100mph in my big truck, get the hell out of my way. Got to the place and we searched high and low. Boths lots. Nothing. So close and yet so far away as they say. There was a policeman sitting there and we went over and told him the story. Now he is out looking for 2 large crates. Merriam and I finally got out of the truck and just started walking around the VTA station. Nothing. The cop comes back and nothing. Kept looking. Merriam was on one end of the lot and I was on the other. Merriam walks by the pay phones and one starts ringing. Come to find out later that it was a fax tone from somewhere. Anyway, I am talking to a couple of VTA garbage guys asking if they have seen a couple of large crates. Nothing. By this time the cop comes flying up with his lights going and yells, "Rick, I've found them". I jumped in the truck and followed him to a third unlit parking lot. Meanwhile Merriam is at the other end of the lot answering the pay phone.

The cop leads me over to these 2 crates. Attached to each crate was a note, Property of Rick Maida. Well, needless to say I got pretty emotional. I regained my composure and opened the end of the crate that contained the wing. There it is. The cop tells me that he was going back over to pick up Merriam. Says, "she was on the phone". I am thinking, what in the hell is she on the phone for. Oh well. The cop picks her up and tells her that Rick is pretty emotional over the 2 crates. She kids with him telling him about my priorities. Just leaving her in the parking lot. Whoops, sorry dear. I told her it was the heat of the moment. Got a little excited to say the least. We loaded the crates up and headed home. The crates were ready to go somewhere. Probably some bar in Mexico. Anyway, we uncrated the plane and looked at it. Pretty beat up. Mostly cosmetic type fixes, but all is there.

I left it on the workbench for about 3 weeks just looking at it and thinking that it is hard to believe that it is back. A few days later the guy calls me back and is worried that I am out looking for him. I've got his fingerprints from the crates and there is going to be a hanging tonight. I reassured him that I am not pursuing him at all. I told him again about the cash reward. He was not interested and felt bad about having the plane.

His story is that he bought it from a friend of a friend type of thing (still no names have been mentioned) and that he took it down to the SCCMAS flying field to find someone to help him figure out how all the systems work. It is a plumbers nightmare in there. Servowires, air lines for the retracts, wing tip lighting and dual batteries with 2 switches and 2 charge plugs. This was his first big airplane so it was really confusing to him. The plane is still unflown. Nobody was there to help. He has got the plane in the crates still. He walks over to the bulletin board and sees the flyer

that Reggie pinned back up. Like I said before, THANKS REGGIE !

He got the phone number off of the flyer and called me. Isn't that great. Again I reassured him that I was not after him. He did tell me that the guy he bought it from said that he got it from another person and that the owner was going through a divorce and needed some fast cash.

What a coincidence huh. Boy, if I ever find out that the person who originally stole my plane knows me. Well lets just say he will get his and leave it at that. He also told me that if he sees me at a meet with the aircraft that he will come up and introduce himself. I told him please do so that I may shake his hand and thank him from the bottom of my heart. We need more nice guys like you in the world. So, there you have it. A dream of building and completing this project turned nightmare by it being stolen to having it returned to me. A great ending to this story.

Hope you all enjoyed this article.

Happy flying.

Rick Maida

2002 Contest and Fly-in Schedule

NCRSC - Northern California R/C Society

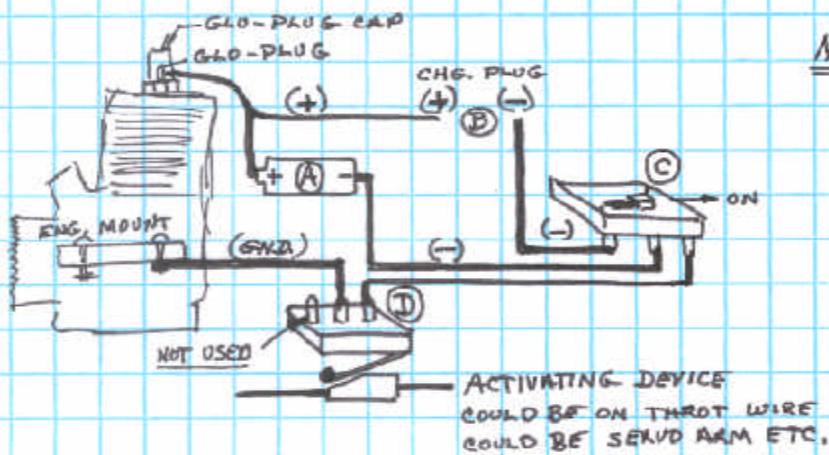
May	3-4-5	Scale Helicopter Contest @ Bayside R/C, Fremont, CA.
	4-5	49'er Scale Masters Qualifier @ Woodland-Davis, CA.
	11	Lady Hawks Fly-In @ DVRC, Pittsburg, CA.
	11-12	Vertical Challenge Helicopter Fly-In @ FRM, Fresno, CA.
	18	Flea Market/Swap Meet @ FRM, Fresno, CA.
	18	Warbird Races @ Madera R/C, Madera, CA.
	19	IMAC Basic/Sportsman/Intermediate (100 dB Max) @ EBRC, Livermore, CA.
	18-19	Jet Fly-In @ SCCMAS, Morgan Hill, CA.
	18-19	SCAT @ Prado Dam, CA.
	18-19	Pattern @ Las Vegas, NV.
	24-25-26-27	IMAA West Coast Festival @ Castle Airport, Atwater, CA.
	25-26	Pattern @ FRM, Fresno, CA.
June	1	Electric Fly-In @ SCCMAS, Morgan Hill, CA.
	1-2	Dan Sullivan All Scale Contest @ Ukiah, CA.
	1-2	IMAC @ Albuquerque, NM.
	1-2	SCAT @ Buttonwillow, CA.
	8-9	IMAC @ NBRC, Skaggs Island, CA.
	8-9	Pattern @ El Toro, CA.
	15	7/11 Fun Fly @ DVRC, Pittsburg, CA.
	15	IMAC Basic/Sportsman @ LFE, Livermore, CA.
	15	World Models T-34 Races @ Madera R/C, Madera, CA.
	15-16	Giant Scale Fly-In @ SCCMAS, Morgan Hill, CA.
	22	Warbird Races @ Tokay R/C, Lodi, CA.
22-23	South Bay Scale Masters Qualifier @ EBRC, Livermore, CA.	
July	6-7	IMAC - includes Mini-IMAC (100 dB Max) @ EBRC, Livermore, CA.
	13	Open Combat @ EBRC, Livermore, CA.
	13-14	12 th Annual Gian: Scale Fly-In @ FRM, Fresno, CA.
	13-14	Annual Invitational Air Show @ SCCMAS, Morgan Hill, CA.
	15-20	IMAC Nationals @ Muncie, IN.
	20-21	SCAT @ Salinas Area Modelers, Salinas, CA.
	22-26	Pattern Nationals @ Muncie, IN.
	27	Flea Market @ SCCMAS, Morgan Hill, CA.
27-28	WW II Wings of Victory @ Woodland-Davis, CA.	

HOW DO YOU TURN SOMETHING ON?

WELL, I WONDERED ABOUT THAT ON SEVERAL DIFFERENT APPLICATIONS. SINCE THEN I HAVE LEARNED A FEW THINGS. IN R/C AS EVERYTHING ELSE, YOU CAN DO SOMETHING THE EXPENSIVE HIGH TECH WAY OR; YOU CAN DO IT MORE ECONOMICALLY.

BELOW IS A SIMPLE DRAWING SHOWING HOW TO MAKE SOMETHING OPERATE. IT COULD BE USED TO OPEN A DOOR OR CANDY, MAKE A PILOTS HEAD MOVE, TURN ON LANDING LIGHTS ETC., I'M SURE YOU CAN ADD TO THE LIST. LETS SAY WE WERE GOING TO USE THIS ACTIVATION SYSTEM, AND THATS ALL IT REALLY IS, AS AN ON-BOARD IGNITION SYSTEM, OUR OBJECTIVE WOULD BE TO SUPPLY VOLTAGE (1.2 VOLTS) TO THE GLO-PLUG IN ITS OPERATION BETWEEN IDLE AND APPROXIMATELY $\frac{1}{4}$ THROTTLE. KEEPING THE GLO-PLUG AT A NICE ORANGE GLO IS EVEN MORE IMPORTANT IF YOUR USING A 4-STROKE ENGINE. THESE ENGINES ONLY IGNITE FUEL HALF AS OFTEN AS A 2 STROKE ENGINE.

OK; WHAT WOULD THIS ACTIVATION SYSTEM LOOK LIKE:



NOTE: CHARGE SAME AS RECEIVER BATTERY (SWITCH OFF)

HOO UP WIRING EXACTLY AS SHOWN.

USE #16 COPPER STRANDED WIRE TO REDUCE VOLTAGE DROP IN SYSTEM. ROSEN CORE SOLDER ONLY.

I FOUND THIS IN AN OLD MODEL MAGAZINE AT THE LIBRARY AT THE SAN MARTIN AIRPORT MUSEUM THE WIRE TRACE WAS NOT CORRECT BUT, AS SHOWN ABOVE IT IS CORRECT.

WHAT ABOUT COST?

WELL YOU MAY HAVE THE WIRE, SOLDER AND CHARGE PLUG IN YOUR STUFF.

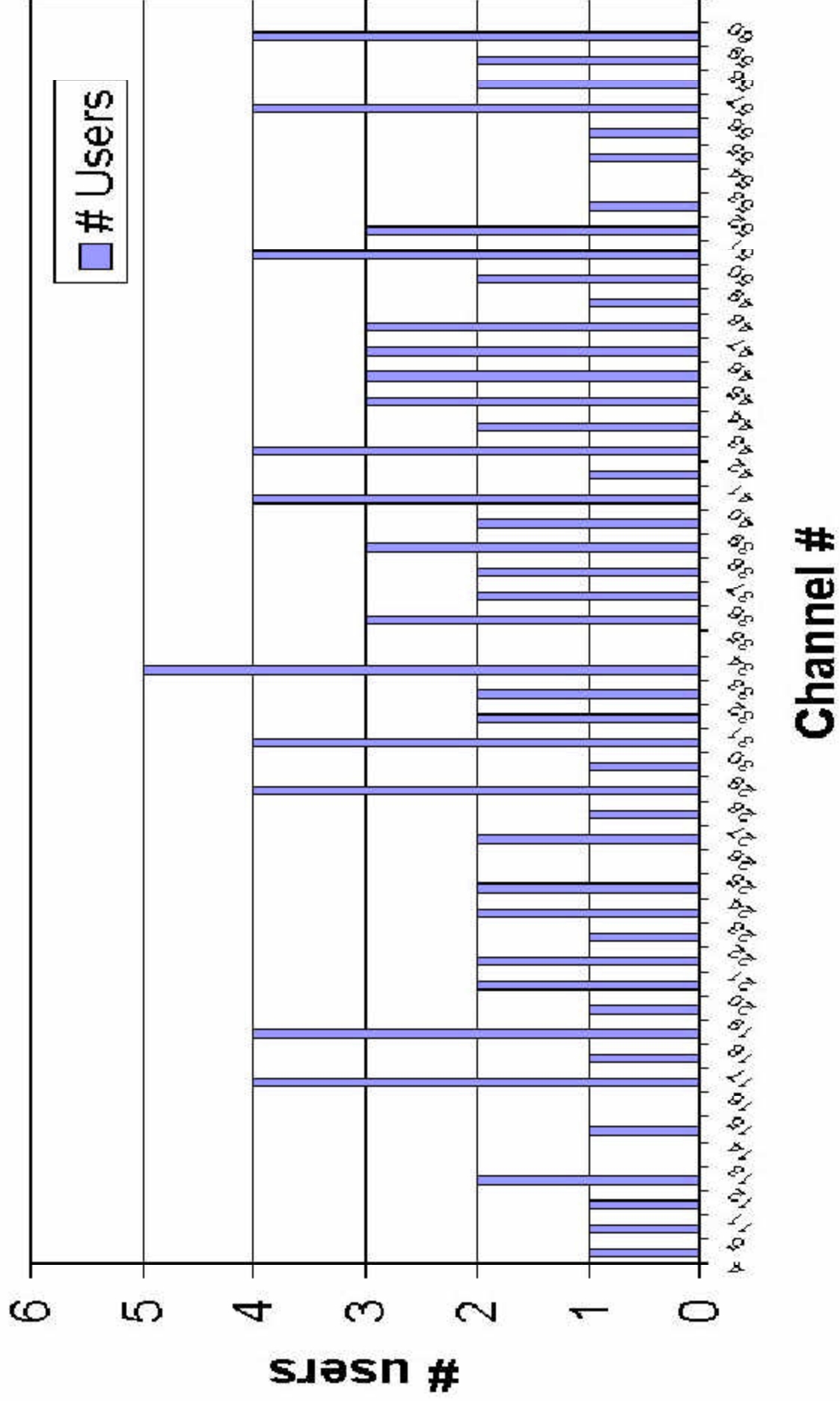
THE REST:

- (A) RADIO SHACK # 23-141 W/SOLDER TABS 1.2 VOLTS 1400M.A.H. C-CELL RECHARGEABLE \$3.50 EA
- (B) CHARGE PLUG (YOURS)
- (C) RADIO SHACK # 275-403 MASTER ACTIVATION SYSTEM ON/OFF SWITCH \$1.49
- (D) RADIO SHACK # 275-017 LEVER SWITCH (ACTIVATION DEVICE) \$1.69

LET YOUR IMAGINATION GO. HAVE FUN!!

FRANK SANDERS

2002 SCCMAS Frequency Survey (based on 28 survey returns)



GIANT SCALE

Presented by the Santa Clara County Model Aircraft Skypark
SCCMAS "Tomcats" Field - Morgan Hill, CA

Fly-in

June 15th-16th, 2002

Registration Fee: \$15.00

Flying starts @ 9 am

A trophy for "Best of Show" will be awarded

SCCMAS Facilities:

Runway 520'x60', paved, with grass overruns.

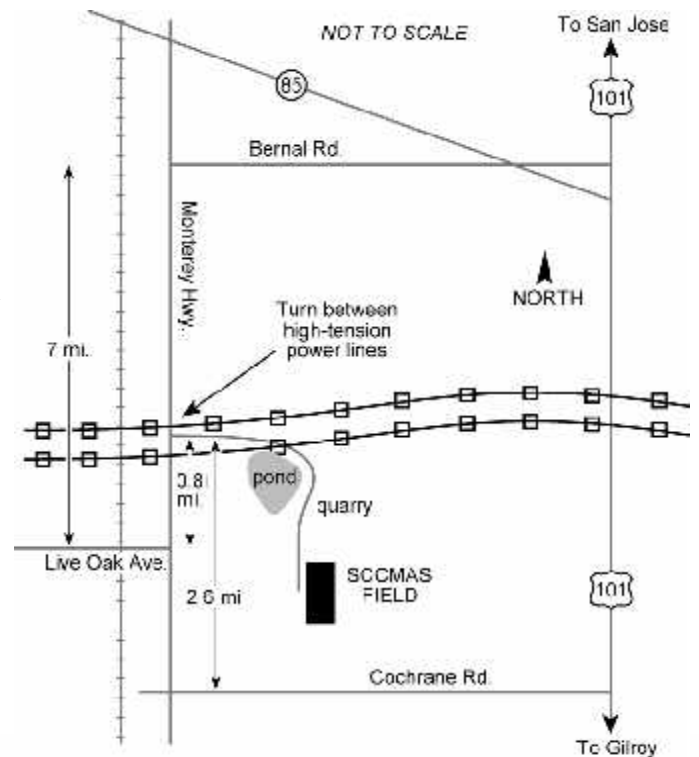
Paved, partially shaded pits, Full-service snack bar. Portable toilets.

Camping/RV's allowed w/ limited hookups.
Please call ahead.

For more info contact:

CD - Lynsel Miller - (408) 374-9358

SCCMAS business line - (408) 292-1212



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

Radio Controlled

AIRSHOW 2002

July 13th and 14th

Schedule of Events

- 9:00** - Pre-Airshow activities
10:00 - Opening Ceremonies
10:05 - **Gliders** and **Slope Soaring** demonstrated by the South Bay Soaring Society. Features will include Aero Towing for that extra touch of realism.
10:30 - **Electric Flight** - See some very fast and quiet electric powered aircraft.
10:55 - **Control Line Aerobatics** - See some of the best in precision aerobatics and combat!
11:20 - **Giant Scale** - See 1/5 scale and larger aircraft including many types of warbirds such as P-51's Spitfires, Hellcats, Corsairs, Bombers, and many others expertly flown through the air.
11:45 - **Mystery Routine** - Shh... We have a surprise in store. Don't tell anyone!
12:00 - **Lunch Break** - Check out the airplanes and talk to the pilots up close on open static display. You can even try your hand at flying an R/C airplane with an instructor and trainer plane (**FREE**).
1:00 - **Snoopy vs the Red Baron** - Snoopy's flying doghouse goes head to head with the Red Baron!
1:15 - **Helicopter Flying** - See scale and aerobatic helicopters put through their paces doing things that seemingly defy the laws of gravity!
1:45 - **High Tech Jets** - Witness 200+ mph action as ducted fan and turbine powered jets strut their stuff.
2:15 - **Fly Fast and Turn Left** - Experience racing action as many high speed racing designs buzz through the sky at speeds in excess of 190mph!
2:40 - **Aerobatics** - Watch the Bay Area's top aerobatic pilots crisply put their aerobatic machines through the IMAC, Pattern, and out of this world Freestyle sequences.
3:15 - **Airshow Conclusion**

Directions to skypark on back side

For more information:

www.sccmas.org
(408) 292-1212




Free Admission!

Food and Refreshments

will be available at our full
service snack shack

Schedule and times shown are a guideline only and are subject to change without notice, including the addition of fill-in acts.



ANNOUNCING
The 26th Annual
**DAN SULLIVAN
MEMORIAL
CONTEST**

June 1st & 2nd 2002

Sponsored by
THE UKIAH PROP BUSTERS
Retech Flying Site

- Fun Scale: Novice & Expert
- Sport Scale: Sportsman Expert
(Combined)
- Team Scale Non B.O.M.

AMA SANCTION # 02-0804

Entry Fee \$25.00

\$10.00 each Additional Plane

Barbeque included

Non - Pilots \$10.00

PRIZES-TROPHIES

For information or Pre-registration contact: **Dave Lovitt - Contest Director**
5820 Ridgewood Rd. Willits Ca. 95490
707-459-9320 dlovitt@zapcom.net

THE WORLD MODELS MFG.

presents

TRIANGLE SERIES 2002

T-34 CHAMPIONSHIP SERIES

AMA REQUIRED

DATES:

APRIL 27, 2002 @ TRCM (LODI, CALIFORNIA)
JUNE 15, 2002 @ MARCS (MADERA, CALIFORNIA)
AUGUST 24, 2002 @ TRCM (LODI, CALIFORNIA)
OCTOBER 5-6, 2002** @ SCCMAS (MORGAN HILL, CALIFORNIA)
(* Series finals held over 2 days)

CLASSES:

NOVICE & EXPERT

ENTRY FEE \$ 20.00
ENTRY FEE \$ 30.00**
\$10.00 FREQUENCY & RACE NUMBER REGISTRATION(ANNUAL)
LIMIT 65 PILOTS

** CHAMPIONSHIP RACE IN OCTOBER

INDIVIDUAL PLACINGS

1ST-5TH GOLD EXPERT
1ST-5TH SILVER EXPERT
1ST-3RD BRONZE EXPERT

1ST-5TH GOLD NOVICE
1ST-5TH SILVER NOVICE

CHAMPIONSHIP POINTS PLACINGS

1ST-5TH EXPERT CLASS

1ST-5TH NOVICE CLASS

Aircraft: World Models T-34 Mentors A.R.F.
Engine: O.S. 46 FX
Fuel : Power Master Fuels 15%

FOR RULES , PILOT PACKAGES AND INFO, CONTACT KEVIN NORRED @
408- 626-9851
T34RACING@AOL.COM

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CASTLE HOBBIES
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MARCS (MADERA)
SLOT CARS UNLIMITED RACEWAY
POWERMASTER FUELS
APC PROPS
PENN INTERNATIONAL CHEMICALS
HOBBYTOWN USA-FRESNO
APC PROPELLERS

SCCMAS Electric Fly-In

Come, bring your planes and enjoy flying in events like:

Slow/Park Flyer

- Slalom
- Aerobatics

Scale & Semi Scale
Racing

- Zaggi
- Open

All up, last down

Entry Fee: \$10 / Pilot
rules will be posted on
sccmas.org
May 15, 2002

June 1, 2002

Time: 08:30 - Sunset

For information email:

bahman@mac.com

AMA membership Required

open flying before start of event and during lunch break

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

General Manager	Brian Nelson	408-463-0604 (Email: nelson711@aol.com)
Vice President:	Mike Luvara	408-292-1212 (Email: mike@sccmas.org)
Contest Coordinator:		
Newsletter Editor:	Chris Luvara	408-246-9583 (Email: chris@luvaraairracing.com)
Treasurer:	Babe Caltabiano	408-578-9014 (Email: babe007cw@aol.com)
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Construction Mgr:	Don Coulter	408-972-0825
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Webmaster:	Steve Snell	831-438-7624 (Email: steve@bigbop.com)

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On site Field Telephone	408-465-2236
SCCMAS Business Office	408-292-1212



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

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<h2 style="text-align: center; color: red; font-family: cursive;">SlotCars Unlimited RACEWAY</h2> <p style="text-align: center; color: red;">Andrew Douglas</p> <p style="text-align: center; color: red;">1711 Branham Lane #A14 San Jose, Ca. 95118 (408) 265-1830 Fax: (408) 265-1831 Cell: (408) 832-2214</p>	<p>AMA Intro Pilots (These pilots can fly-non AMA members) Certain restrictions apply.</p> <p>Reggie Del Aquila Jim Patrick Jack Sunzeri</p> <p>SCCMAS WWW address: http://www.sccmas.org</p>



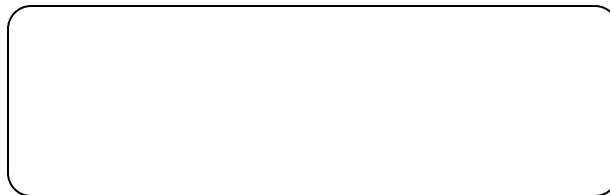
*Looks like Don Koelfen had a little mishap..
(Photo by Bill Gaunt)*

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

**FIELD WORK
PARTY:
SATURDAY,
May 11th
8am-1pm**



*Next meeting: Wednesday, June 12th @ 7:30pm
Location: Hayes School, Poston Drive
(see page 3 for a map)*

Notice: NO SMOKING on Hayes school premises!