

# Servo Chatter

*Official newsletter of the SCCMAS "Tomcats"  
AMA club charter #110  
September 2002 - Issue # 94  
Editor: Chris Luvara  
<http://www.sccmas.org>*



## **NEXT MEETING: Friday, October 11th @ 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: Mickey Crawley hangs his 3W powered Extra 330L on the prop during the freestyle competition at the SCCMAS Scat contest. (Photo By Chris Luvara)

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# From the Editor

by Chris Luvara



I've finally gotten around to doing the newsletter on my new layout software, and it looks like it will turn out pretty good! Thanks to Steve Snell and Ted Pierson for getting me some fine Adobe software to work with. As I will continue to say as long as I do the newsletter, if you have anything at all, please feel free to send it in.

Mike has written a very large article this month for good reason, he has many new issues that needed to be discussed. Please be sure to read it all, it pertains to all members of the SCCMAS.

Another item I've been meaning to mention is that I used to receive a large portion of calls on 408-246-9583, as that was the number I had listed for a long while. I have had 408-246-3857 listed for about the last year and I have finally discontinued use of the 9583 number. So if you please need to contact me, use 408-246-3857, which also can reach Richard, the club secretary. And as always, email ([servochatter@sccmas.org](mailto:servochatter@sccmas.org)) is a great way to get a hold of me, or even submit something for the newsletter (hint, hint.).

I haven't had much time to do a lot of flying, but I did get to enjoy a few fine weekends before school started up and it makes me appreciate the field we do have. I also spent a weekend away at the Reno Air Races, and another, doing a photo shoot that will hopefully make a national R/C magazine. Once I get all that stuff squared away with, I might even have some photos to share with you all too.

To finish it off for this month, thanks to Bob Parks for a great article on another of his interesting projects, and thanks to Joe Hunt for his 3D aerobatics article.

Fly Fast!  
Chris

# Flyin Fast..The VP's News

by Michael Luvara



The past summer has been a busy one. In fact, we've had quite the last few months packed with events and flying. Aside from the recent heat wave, flying this summer has really been enjoyable. The SCCMAS field is looking great and without the help of the club's membership it wouldn't be looking so good!

To start off, I have several serious points to talk about. The first is a reminder about overflight areas north of the field. As some of you know, Fish and Game took control of the ponds north of the fence by the inner entrance gate (not the first gate) to the SCCMAS and declared it as wetlands several years ago. This situation will never reverse. We need to avoid flying over this area. This means if you are flying north of the field over the ponds, you would be in violation of our red zone areas. Try and make your turn after takeoff or for final approach on the North end tight and avoid overflight of the area. We have installed poles with flags at the fenceline to help let pilots know when they approach the area. Please understand that ALL SCCMAS MEMBERS must comply with this. This matter is serious and we expect cooperation of our members. Those choosing to knowingly violate the airspace restrictions will be warned with a suspension and/or revoking of their SCCMAS membership. Continued flight over this area could result in loss of our flying site.

My second point this month relates to large aircraft and overflight areas. I have had several calls and conversations with members whom have seen aircraft flying above hwy 101 while they are driving. While we understand that there are large aircraft that members fly, this does not give one the right to fly it out as far as you wish. We have made many warnings regarding this and several people have chosen to ignore our warnings. If any board member sees gross overflight of hwy 101 or the ponds, the SCCMAS member will be warned. Any succeeding incidents will result in suspension and/or revoking of SCCMAS membership. These are serious matters and we look forward to your compliance on these issues. Flying at the SCCMAS is a privilege and not a right. We are fortunate to have the wonderful facility that we have.

Airshow 2002 on July 13 & 14 was simply amazing. The total spectator count of approximately 1600 over the two day event was slightly down from that of previous years, but the crowd cheered louder at the daily events than I can remember at any other airshow.

The opening ceremony was quite exciting and realistic as an R/C parachutist was released from Jack Sunzeri's Kadet. As the chute opened, an American flag was in tow, flying to the star spangled banner. Roger Grimm "piloted" the parachutist with great precision to the landing area on the field as Bryan Patterson managed to catch the parachutist each day.

A BIG thanks goes out to the following people for their help with the airshow (in no particular order).

**General activities** - Richard Groen, Paul Groen, Gordon McConnell, Chris Luvara, Michael Luvara, Rich Luvara, Pat

(continued on page 6)

Like helping to teach people how to fly? Good.

Call Jim Patrick and offer him help, it's the only way we can share this wonderful hobby with newcomers. 408-356-0817 (*Email: [jpqt7@gte.net](mailto:jpqt7@gte.net)*)

**Remember, if you have any submissions, send them to:**

**Servo Chatter**  
1365 Buchanan Dr  
Santa Clara, Ca 95051-3950  
[servochatter@sccmas.org](mailto:servochatter@sccmas.org)  
408-246-3857

# From the Secretary's Building Board

July meeting notes:

- 80 members present
- New solos reported:  
None
- New members present:  
None

by Rich Luvara



- Glue - Jim Shadwick
- Tailwheel - Dan Sherry
- Glue - Chris Luvara
- Brushes - Bob Ortman
- Brushes - Ben Barker
- Cups/fuel - Tom Mercer

This month, we have to thank Sheldon's Hobbies and 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.

## Show and Tell.....

**Rick Maida** - Brought his giant scale Tsunami racer. It's powered by a 290cc Herbranson motor and swings a 26x30 at 7600 rpm. It weighs 41 lbs and should scoot along at over 220mph.

**Denny Baker** - Brought his 42% formula 1 Polecat, and showed off the slide-valve carb setup on his Zenoah Z-445 race motor. Denny says the numbers are 9400 rpm with a 18.5x15 prop and 25% nitro.

**Mike and Chris Luvara** - All composite scratch built Tsunami's from their own molds. Mike's is powered by a YS120, and weighs about 9 pounds. Chris's uses an Enya R-120 and weighs too much. Both are painted with Sikkens Automotive paint mixed to match Mercedes colors. and both use a 15x14 carbon prop from Australia.

## Dumb Thumb

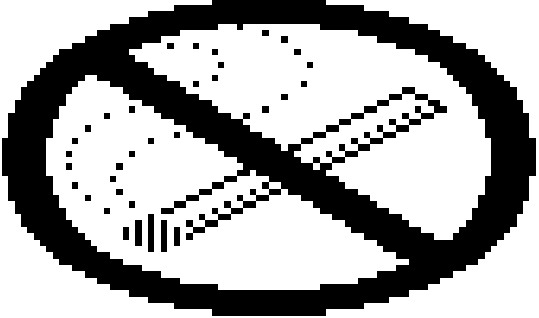
Winner: Reggie Dell-Aquila



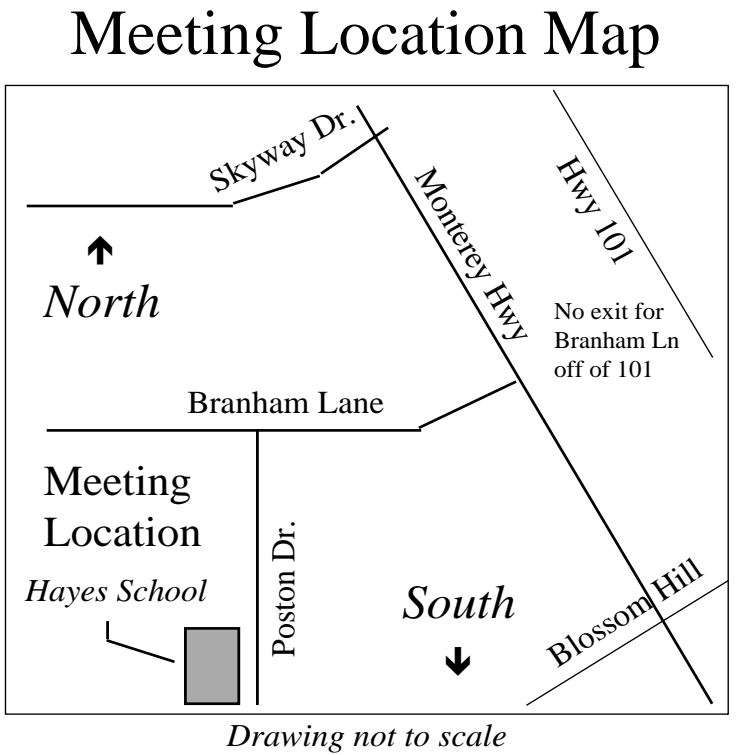
## Raffle

- Radio- Gordon Vallandighen - Don't forget the Donuts!
- Kit/meter/accelerator - Bervin Brett
- Engine - Richard Groen
- Cups/motor/glue - Bob House
- Kit/glue - Jim Infantino
- Cups - Jim Blum
- Glow charger - Carl Mey
- Pump - Merl Culp
- Glue - Ken Levy
- Fuel - Ian McCollum
- Fuel - Ray Frazier
- Epoxy/Ca/Fuel - Gary Johnson

# NOTICE!!!



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



# Treasurer's Report

by Babe Caltabiano



Cash Flow Report  
8/15/02-10/1/02

## INFLOWS

Apparel Income	\$350.00
Contest Entries	\$2,100.00
Dues	555.00
Food Income	740.00
Other income	361.00

**TOTAL INFLOWS** \$4,106.0

## OUTFLOWS

Uncategorized	0.00
Acme Sanitation	\$481.30
Bay Alarm	\$135.00
Club area maint.	\$866.71
Contest Expenses	\$1,590.84
Equipment Rental	\$77.50
Food Expenses	\$375.00
Garbage	\$159.91
Misc. Expenses	\$148.34
Office	\$265.15
Pest	\$100.00
Pitney Bowes	\$41.95
Printing	\$30.31
Stamps	\$256.12
Trophies	\$648.96
Utilities, PGE	\$504.37
Utilities, Phone	\$175.08

**TOTAL OUTFLOWS** \$5,856.54

**OVERALL TOTAL** \$-1,750.54

# Safety/Training

by Jim Patrick



The club still needs more members to help with instructing chores. Remember that any club member can teach another club member. However, only club check pilots will be signing off the students. A list of these members is posted at the field.

In an attempt to satisfy the number of new students in the club, I am going to help out on Saturday. Since, of the two weekend days, Saturday is the slowest; I will start instructing then. This will help the members already instructing on Saturday. I will need other instructors to help make this work. I don't expect a member to help every week. I also can not instruct every Saturday. But, even one day a month of your help would be of immense value to our club. If we get enough help, the work is spread out. I need to hear from members, students and instructors both, in order to arrange this activity. Any club members wanting instruction should call me at (408) 356-0817. Any club members wanting TO instruct should also call me. Leave a message if I don't answer. I will return your call.

So many times that I fly at the field I see someone breaking simple rules or guidelines, written and unwritten, that the older members have learned the hard way. Everyone could benefit from these guidelines. Learning these would save many planes and pains. These are one-liners that seem so simple. When you think of some of these, they don't seem important. But, we have members who have broken these rules and wish they had not. These can come back to literally bit you. Please review the list of do's and don'ts below. If you have any questions call me.

### Recommended guidelines;

- Never fly when you are alone at the field.
- No spectators on the flight line.
- Put your I.D. in your plane AND on your transmitter.
- Do not wear SANDALS at the field.
- Always do a preflight on your plane.
- NEVER turn on your transmitter until you have checked that you have the correct freq pin.
- Put your transmitter and freq pin in the impound between flights.
- Check all controls for direction and throw before EACH flight.
- Either tie down your aircraft or get someone to hold it every time you start the engine.
- When you rev up your engine, always stand BEHIND the prop.
- Walk to a flight station BEFORE you take off.
- During a maiden flight, have a spotter work your trims.
- Make sure that you take your Tx (without the freq pin) and your club card when you leave the field

At the club meetings we recognize students who have



just soloed and new members. We will start doing the same in this newsletter. The following people are either new members who have been signed off as such or are students who have soloed, all in the year 2002. The next newsletter will have just the most recently soloed members. This list represents new faces you will see at the field. Please make these members welcome.

Jay Brehm, Mike Conrardy, Ed Craddock, Kelly DeCoria, Kurtis Dorsey, Richard Dragovich, Scott Giotta, Richard Groen, Gary Johnson, Bjorn Lehnardt, David Leppard, David Lichtenstein, Don Lijana, James McQueen, Thomas Mercer, Paul Nickels, Paul Norman, Joe Nuxoll, Chris O'Leary, Ted Pierson, Jeff Riley, Donald Roberts, Anthony Sala, Ed Schummer, Thomas Uhlendorf, Gordon Vallandigham, Todd Vender, Dirk Verhoeven, Mike Volckaert, Wayne Wilson, Scott Wilson, Robert Wright, Jeongnam Youn

Please help keep the field clean. Pick up any debris you have left anywhere on the field. Don't leave oily rubber bands on the ground, where people will step on them. Pick up all your broken parts.

## New Training Reward Program

The SCCMAS Governing board has come up with a new system to help reward those who train new students at the field. It will be based on a voucher system and all the details will be given at the next meeting, please be sure to attend if you are interested.

## Job opportunity!



In an attempt to provide you with the best services and flying experience possible, the SCCMAS has a seasonal opportunity available for an individual willing to operate the SCCMAS Snack Shack on weekends from March through November. The position will be salaried at \$300.00 per month and involves opening the shack for 4 hours on Saturdays and Sundays during the contest season.

More details at the next meeting, so be sure to show up.

# SCCMAS WEBCAM!



As you can see, there are some sunny days....



..and there are the foggy days that you wish you would have known to sleep in!

Thanks to the new SCCMAS webcam, you can now check out the current weather and even see who's flying via the SCCMAS website. The photo is updated every twenty minutes during daytime hours. The direct link to the photo is <http://www.sccmas.org/field/livecam.shtml>, or you can find it from the front page of the site.

Chris Luvara, Michael Luvara, Rich Luvara, Pat Luvara, Bob Rich, Roger Grimm, Bob Rich.

**Snack Shack** – Pat Luvara, Jill Carr, Barbara Dionne, Bob Rich, Jan Black, Hellen McConnell, Debbie Cesena & Sandra

**Barbequers** – Bob Cesena, John McCollum, Ted Pierson, Bahman Dara, Gary Cervo, Jim Thompson, Todd Howard, & Greg Uhlendorf

**MC** – Michael Luvara

**Sound system** – Richard & Paul Groen

**Parachutist** – Jack Sunzeri & Roger Grimm

**Gliders** - South Bay Soaring Society

**Control Line** – Bill Roth & Steve Smith

**Helicopters** – Doug Peacock, Perry Kavros, Phil, & Dave Neves

**Electric** – Bahman Dara, Bob Ortmann, Dave Colbert, Kyle Mashima

**Giant Scale** – Lynsel Miller, Reggie Dellaquila, Jeff Kennemer, Bob Zuk.

**Jets** – Chris Huhn, Tam Nguyen, Gordon McConnell & Jaime Cortez

**Racing**- Ben Barker, Daniel Barker, Kevin Norred, Bob Book, Jim Infantino, Rich Luvara, Chris Luvara, & Marc Sumich

**Aerobatics** – Chris Summey, Maurice Culverwell, Mickey Crawley, & Grant Hasselbach

**Raffle** – Ben Barker & family provided the daily staffing. Without them, we would not have sold so many tickets! Sheldon's Hobbies donated several items to this raffle, along with providing a discount on many of the items. Shawn Berkheimer of R/C Blimp productions also provided some great composite parts to the raffle and that of several recent club meetings. Thanks to all who helped make this possible!

**Delta Darts** – Organized by Paul Hasselbach, we had a specific booth for airshow guests to build their own model plane for free! Many members (sorry if we missed your name!) helped at this table and we gave away approximately 200 delta darts to guests who built them onsite. Thanks to Reggie of Penn International Chemicals whom donated all the glue for building these models!

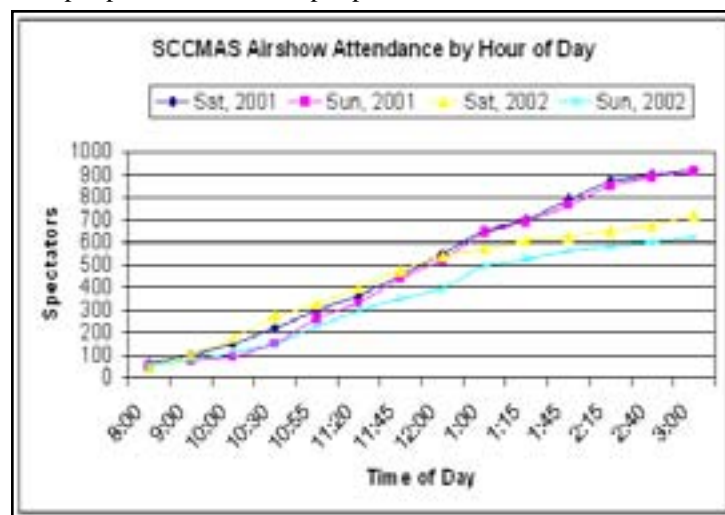
If I have missed anyone, my apologies. Please contact me so that we can include your name in the year-end worker's raffle!

Again, an awesome event! Gross, we netted somewhere on the order of \$900 for the raffle, along with approximately \$2500 in the snack shack!

The Scouts of Troop 271 have been an asset to the airshow that cannot be overlooked. At the last two year's shows, the scouts have tallied visitors over the course of the day. I took the liberty in going through the spectator stats and plotting them after this year's airshow. They are shown below. Attendance was down this year and I believe that it is attributed to several factors, all related to advertising. Some were within our control, others not.

1. We had no prior TV airshow coverage in 2002. 2001 yielded Ch 2 and Ch 11 with prime time morning coverage in the days before the show. Much of this is luck.
2. Several printed advertising avenues did not come through in 2002. One of which was the Mercury news, whom were sent the airshow press release twice for inclusion in their venture calendar, but never appeared in the Mercury newspaper.
3. The SCCMAS website was experiencing difficulties 2 weeks prior to the airshow. Since the website was down and the airshow flyer unavailable, some impact would have been seen. To what extent is unknown.

In summary, we will flag these issues and work hard next year to improve upon it. Interesting to note is that the ratio of people to cars was 2:1. This means for every car, on average it carried two people. No data for people/cars was available for 2001.



Recently, the club purchased a new frequency analyzer for use at the field. If you have a frequency which is in question, ask a club officer or individual with access to the snack shack to get the analyzer and you can check your frequency. It does most ham bands and 72MHz frequencies. Certainly a valuable tool to have at the field.

As some members experienced in June/July, we were experiencing problems with the SCCMAS's website accessibility as we changed service providers. Steve Snell, our webmaster, is working hard on completing the site revamp. We are close to populating the entire site and thank you for your patience with it. Remember, we are looking for your help – send in photos of your projects, yourself, SCCMAS events, etc to [webmaster@sccmas.org](mailto:webmaster@sccmas.org). Include a brief description of each photo. Remember, each SCCMAS board member is a VOLUNTEER and donates their time to the club on an available basis. Please respect that what we provide is on our own time and 100% volunteer work.

Webcam update – Testing on the SCCMAS field webcam was done in the late part of spring. We decided to purchase a high end, professional color camera which has been mounted on top of the light pole in the parking lot. The camera provides a spectacular panoramic view of the field from nearly 40ft in the air. Check it out at [www.sccmas.org/field/livecam.shtml](http://www.sccmas.org/field/livecam.shtml). A link is also provided under the "Field" menu. Photos are updated in approximately 20 minute intervals. We are exploring the idea of a high speed internet connection that would allow streaming images to the website. I believe that we are one of the first such R/C fields to implement a webcam from an R/C flying site. Thanks to Steve Snell for acquiring the camera and setting up the camera's server! Certainly no easy task. Also thanks to Jim Infantino, Rich Luvara, Reggie Dell Aquila Julius Chisolm and KipTurley for their assistance with installing the camera. A future automation project will be to have real-time weather conditions updated on the website alongside of the camera and the possibility of a second camera to monitor the pit area.

As many have noticed, the entrance road at the intersection of Monterey hwy no longer has those deep potholes we were all accustomed to when arriving for the day's flying. The SCCMAS put

out some funds to repair the road in June. This was done as a courtesy to the Felices, whom own the adjacent cherry orchard and entrance road. We use this road to access our field, so it is the least that we can do to say thanks.

In August, the water faucet near the light pole was restored to service. A pipe elsewhere in the circuit was leaking and necessitated turning off the circuit until it was repaired. If you are interested in volunteering your time to help out with field maintenance, please contact me, or any board member. We can always use the help.

Many thanks goes to George Mateer whom has kept the sprinkler system working to ensure that we have grass growing while Don Koelfgen and crew keep the pesky grass short and mowed, and Ray Fraser for maintaining the safety nets. A new set of safety nets will be installed soon to replace the current ones deteriorating beyond repair.

The SCCMAS has an opportunity for an individual willing to run the SCCMAS snack shack on weekends during the contest season (March-November). This position requires opening the snack shack each weekend beginning March 1st through the second week in November, 2003. The pay is salaried at \$300.00 a month. Required work hours are from 10am – 2pm on Saturdays and Sundays to open the snack shack along with some weekday time for purchasing needed shack supplies and food. The position would ensure that the snack shack is open and food available on weekends. Must have own car. Contact Michael Luvara if interested. Email [mike@sccmas.org](mailto:mike@sccmas.org) or call (408) 292-1212.

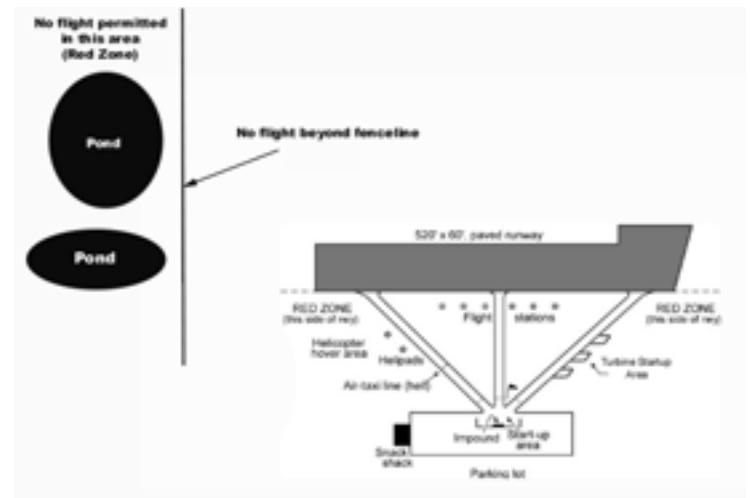
We're also looking for an individual willing to volunteer their time as the SCCMAS contest coordinator. This is a fun position and brings with it the pride in coordinating some of the best R/C events around. Contact me if interested. Be on the lookout in the Nov/Dec issue of Servo Chatter for a contest survey. The SCCMAS would like to know what type of events that our members want for 2003. Your input is always valued highly and we take our member's input into consideration.

At the next meeting, we will unveil a formal training system to help alleviate the lack of instruction at the field. It involves giving back to those helping teach students how to fly.

On a final note, I would like to touch on the areas of AMA and insurance. All SCCMAS members (in order to fly) are required to hold current AMA membership. This membership has many benefits, of which the primary is insurance. The AMA updates their safety code on a periodic basis, or in the event of being necessary. We as AMA members have to inform ourselves of these changes each year. One of the recent additions was some wording that affected pylon racing. The new racing rules were missed by many race CD's and competitors this year, including myself. I didn't happen to see how the wording affected us until I questioned a race setup at a different field that I was racing at. Specifically, the AMA now governs the race course setup used for ANY form of racing. If one deviates from the safety code setup, they waive the right for AMA to insure them at these events. The new rules impacted our warbird and T-34 racing. According to the rulebook, any form of racing with engines over .40 cu/in are required to run pylons 900 feet apart and 450 feet from the pilot stations to the center of the course. This is obviously not a feasible setup for our type of racing. Even so, the rules further set distances from the pilots to the spectators, which most R/C fields cannot even meet. This setup, again, would not permit racing at our field. For example, the spectators would be in the parking lot. So, what's the solution? Fortunately, District 10 VP, Rich Hansen worked with the AMA to devise a wavier process that allows

us to propose a field racecourse setup. If they approve the setup and issue a waiver to the SCCMAS, it enables us to run races. As long as we follow the allowed dimensions and guidelines, racing can be held at the SCCMAS field with the backing of the AMA. So, the moral of the story is to be familiar with the AMA safety code each year. Take a few minutes to review it and understand the regulations when you receive your renewal package. Don't forget that the AMA requires your name, phone and AMA number in your plane – otherwise, they will not cover you in the event of an accident!

Happy flying,  
Michael



## Bayside R/C Club Auction

Saturday, Oct 12 2002  
Holy Spirit Church  
37588 Fremont Blvd.

- Check in starts at 6:30 AM
- Selling starts at 10:00
- R/V Parking on site – no hookups
- Food & Beverages available
- Very large, all indoor site
- Manager Mike West – [mwest@ppg-ppa.com](mailto:mwest@ppg-ppa.com)
- Phone (408)732-4279
- [www.baysidercclub.com](http://www.baysidercclub.com)

37588 Fremont Blvd.



# Mars Project

By Bob Parks



These are photos from a recent project where I was the Chief Engineer. The airplane is a half scale model of a proposed airplane to fly on Mars. It is being developed by Aurora Flight Sciences for NASA.

To get to Mars, the airplane has to fold up to fit into the atmospheric entry aeroshell. A spacecraft carries the aeroshell to Mars, and drops it into the atmosphere. After the initial entry, the aeroshell deploys a parachute at Mach 2, and once it is subsonic, the heat shield is released, then the airplane is released, and it unfolds itself and flies. Mars has a very thin atmosphere, so flying at 100,000 ft altitude on Earth is about the same as flying at a few thousand feet altitude on Mars.

You can see the size and configuration of the airplane in photo 1 (above). The inverted V tail is a result of needing to fold to fit into the aeroshell shape, as well as needing to keep the tail clear of the exhaust of the rocket motor that the real airplane would have for propulsion. Since the real airplane will have no way to land at the end of its flight (stall speed on Mars will be about 350 mph!), having the tips of the tail that low and no landing gear was not a problem.

The purpose of this test was to check out the unfolding, pullout and flight of this design. To get it to altitude, we used a high altitude helium balloon. Photos 2 and 3 (right and below) show the plane folded up as it would be carried up under the balloon.

The balloon is 141,000 cubic feet when fully expanded, about 65 feet in diameter. At sea level, it is about 1% of the full volume. The balloon is made from .00035" thick plastic, about the same as a dry cleaner bag! The flight was done in Tillamook Oregon, where there is a company that does high altitude balloon flights. Photo 4 (top of next column) shows the balloon launch. Once the balloon is released from the



truck, the ground crew has to carry the airplane and run to get it under the ascending balloon. The balloon climbs about 1000 feet per minute, and reached 101,000 ft in a bit over an hour and a half.

The airplane had a video camera mounted on the tail, and the next photos are from that camera. Photo 5 (next column) has the camera looking up at the fully inflated balloon at 101,000 ft at a very black sky. Once at altitude, the airplane was released by a radio command from the ground. The tail is



unfolded immediately after release, and you can see that in Photo 6 (bottom of page). A few seconds later the wings are released and unfold, Photo 7(next page). The airplane continues to accelerate in the dive for a few more seconds then begins its pullout. This is a very tough maneuver at that altitude due to the low air density. The plane reached a peak speed of nearly 500 mph, and it dropped about two miles before leveling out. Photo 8 (next page) was taken during the pullout, and yes, the wings are bending a bit!

Once the plane had settled out in level flight, it navigated to some reserved airspace we had set up. In Photo 9 (next page), it is heading back to the



Oregon Coast, at roughly 400 mph and 92,000 ft altitude. All of the high altitude flight was done completely automatically, in control of a computer on the airplane. Since all the critical parts of the test were done at this point, the plane went into a slight dive to get down sooner. It still took nearly 100 minutes to descend!



Once it got to a few thousand feet, it returned to the airport, and I took manual control via RC to pilot the landing. Photo 10 (next page) was taken on landing approach. Landing speed was about 40 mph, and it was skidded in on the paved runway. (photos continued on the next page)



all photos are copyright 2002 and courtesy of Aurora Flight Sciences Inc.



Photo 7



Photo 8



Photo 9



Photo10

## A few warbid race photos...



# Hovers, Torque Rolls, and Waterfalls; OH MY!



By  
Joe Hunt

I've noticed that there are several reactions to some good 3D style flying. One person may be entertained, while another person is annoyed, and yet another person frightened. So it occurred to me that writing an article about 3D and its integration into standard flying at the club level might be helpful. All of you senior model airplane enthusiasts know that 3D has not been around all that long. Quique Somenzini performed this introduction of 3D to the RC world a mere eight years ago in 1994. It took awhile for anyone to catch up with Quique's logic defying, silky, maneuvers and it has really only been in the last three or four years that anyone has been able to keep up with him. It is a new style of flying; a controlled stall and not many have mastered it to this day. Consequently, I think no article on 3D would be worth its salt without giving some history on the father and master of 3D, Quique Somenzini.

When Quique was 10 years old, his father Mario introduced him to flying model airplanes giving him his first plane. This was 1977. Three months later Quique went on to take third in the Argentina National Championships. His second plane was another scratch built model by his father, powered by a K&B 40 and called "El Toorito." Quique practiced with that plane extensively and won all eight championships he entered in 1978 with it. In 1979 he took first place at the F3A National Championships. Also in '79 Quique became the youngest pilot to compete in the F3A world championships. What's very interesting to note is that his father, at that time, decided he should spend the next two years working intensely on the rudder stick. Using it for all rolls and corrections until he completely mastered it.

At 18 years old Quique was becoming a world caliber pilot. He placed 20th in the F3A Worlds in Holland that year. What's more he showed the world the first ever "rolling loop" at that competition. The F3A Worlds is certainly a big event, but most RC pilots consider Bill Bennett's TOC in Las Vegas to be model airplane's number one major competition. But, Quique's time to dominate the TOC would have to wait a few years.

In 1987 Quique, at 20 years old now, introduced the model airplane world to the torque roll. The torque roll is still the king daddy of all maneuvers, in my opinion. Winning a 3D competition today requires much more than just torque rolling, but it is still the coolest looking of all maneuvers in my book. Quique took this original maneuver of his, along with the first ever (and now requisite) music anyone had ever flown to, with him to the 1990 TOC. This was Quique's first TOC, and armed with the torque roll he won the Freestyle portion of the competition and took 7th overall. Pretty fantastic for a 20-year-old kid from Argentina!

In 1992 Quique took third place overall at the TOC and in 1994 took it all with a first place finish. 1994 was not only a triumph for Quique Somenzini, but it was the beginning of a new era of R/C Freestyle Aerobatics, a new kind of aerobatics known now as 3D. Maneuvers such as low altitude torque rolls, waterfalls, falling leafs (Quique's fall), and other hovering maneuvers. I feel like 3D is still in its infancy, there is so much more we can do with a little imagination and a lot of practice.

Quique went on to win the 97', 98', and 99' TOC competitions. Proving he was the best precision and 3D pilot in the world for those years. Quique took fourth in the 2000 TOC, he had some engine troubles and he found himself being challenged by the new young guns of today. But, Quique will have his chance for yet another win this October at the 2002 TOC in Las Vegas. I wish him well!

Quique's 3D flying captured my imagination. I just couldn't wait to start learning to fly like him. Which brings us full circle back to 3D



and its integration into everyday flying at an everyday field. Due to the fact that much of 3D is done down low and also in close it is a very intrusive way of flying while others are present flying their planes. It should be noted that this is not the pilot trying to annoy others; this is the way 3D should be flown. The more skilled the pilot the more potentially thrilling, but at the same time, annoying to other pilots he can be. This was not much of an issue at our field until last year when Mickey Crawley and myself became interested in learning this style of flying. Quickly the universal problems associated with this style of flying became obvious to the club's board members and we had a meeting about it earlier this year. After much discussion and thought the board handed down three rules:



- 1) 3D style flying, especially in-close hovering and torque rolling, is not allowed while other normal pilots are flying.
- 2) A 3D pilot can 3D to his heart's content, even walking out on the runway to 3D, as long as no other normal pilot's are flying.
- 3) Up to three 3D pilots can 3D together as long as they spread out the length of the runway and do not walk out onto the runway. And, again, as long as no other normal pilot's are flying.

Fair rules? I think so. They do present one problem at our field for us 3Ders. And, that has to do with the fact that we have so many members. It's not easy to find a time, especially on the weekends, when there is not at least one person who wants to fly. Of course, this is not your problem. And, the onus is on the 3D pilot to pick and choose his spots, not the normal flyer. But, you might take mercy on your poor local 3D pilot if you see him taxi-ing out to hang on the prop for a bit. Like jets these giant scale 3D planes that some of us fly our very expensive and pretty cool to see in the air. We're hoping that on occasion you might do just that, or you could do a few more flight checks, sip on a coke, help a newbie get his plane ready, take a nap, make a lunch run (I'll take a #3 at McDonalds, please), balance your prop, write your spouse a love letter, or just use your imagination... and wait a few minutes until we're out of the way. There are only a couple of us, and we really don't fly very often.

On the other hand you have every right to expect us to follow the above rules. If we are doing something in opposition to the above three rules please point this out to the offending pilot and if necessary even show him a copy of this article. Also, if there is something that interests you, or if we can assist you, please bring that to our attention, too. We know when we're at the field we're trying to have a good time, but we wouldn't want that to be at your expense. We want you to have a good time, too. Again, the burden is on us to find a time when no one is flying. It is not up to you to make time for us, however any consideration you give us is greatly appreciated. We have noticed some pilots already doing this and we want to thank them for that.

Light winds and smooth landings,  
Joe Hunt



Photo By Mike Luvara

## SCAT Contest Results:

### *Basic*

Young, Greg 4978.47  
Rankin, Chuck 4918.59  
Cash, Ron 4697.27  
Briggs, Bill 4692.46  
Kinsey, Stan 4581.74  
Pozzi, Gary 4263.14  
Swenson, Bob 4193.35  
Ricchio, Jim 3974.12  
Bodwell, Ron 2884.96

### *Intermediate*

Wilson, Tony 4999.67  
Szieber, Matt 4927.42  
Kloster, Ken 4209.73  
Hoshizaki, Jon 4091.83

### *Advanced*

Zierman, Ken 4979.82  
Attaway, Tim 4803.31  
Stoner, Mike 4758.41

### *Sportsman*

Cobarrubia, Ted 5000.00  
Busutil, Andy 4840.13  
McCracken, Roger 4699.95  
Roland, Bruce 4644.79  
Berienemer, Shawn 4624.91  
Stoik, Dave 4564.25  
Culverwell, Maurice 4546.74  
Malvey, Bill 4529.20  
West, Zack 4488.98  
Millard, Jay 4481.75  
Grieve, Craig 4455.46  
Martin, Robert 4392.55  
Aksland, Bud 4351.87  
Wegman, Barry 4326.44  
Buholzer, Tony 4155.46  
Winner, Steve 4021.16  
Moren, Paul 3971.65  
Bayani, Dominic 3455.70

### *Unlimited*

Note the point spread between  
First and Second!

Gregory, Ken 4918.91  
Szieber, Jeffery 4918.64  
Crawley, Mickey 4824.53  
Morrison, Garrett 4754.93  
Parker, Damon 4713.73  
DeRenzi, Joe 4619.74  
Fouquet, Chris 3977.99  
Eich, Bill 3826.07  
Hunt, Joe 3255.52

### *Freestyle*

Zack West



Shawn Berkheimer's wild G-202.



# Airshow 2002 Photos!



(Above) A view of the afternoon airshow crowd line. (Bottom Right) Reggie Dell Aquila taxis out his C-47. (Bottom Left) Warbirds get ready to go. (Below Left) Paul Hasselbach assists with Delta Darts.



(Below) Doug Peacock hovers with flags in memory of 9-11 during his helo demonstration.



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

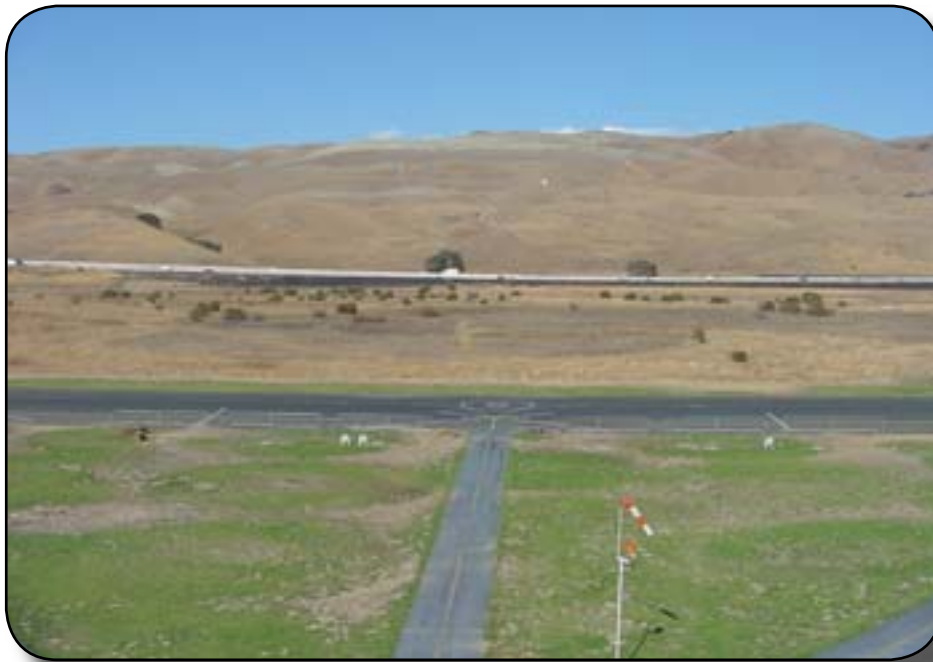
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Webmaster:	Steve Snell	831-438-7624 (Email: <a href="mailto:steve@bigbopcity.com">steve@bigbopcity.com</a> )

Field Weather & Information (AUTOMATED)	408-776-0101
On site Field Telephone	408-465-2236
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	<p>AMA Intro Pilots (These pilots can fly-non AMA members) Certain restrictions apply.</p> <p style="text-align: center;">Reggie Dell Aquia Jim Patrick</p>



*View of the field, atop the parking lot light pole. (Photo by Mike Luvara)*

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



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Santa Clara, CA 95051-3950



*Next meeting: Friday, October 11th @ 7:30pm*

*Location: Hayes School, Poston Drive*

*(see page 3 for a map)*

**Notice: NO SMOKING on Hayes school premises!**