

# Servo Chatter

*Official newsletter of the SCCMAS "Tomcats"*

*AMA club charter #110*

*July 2003 - Issue # 99*

*Editor: Chris Luvara*

*<http://www.sccmas.org>*



**NEXT MEETING**: Saturday, July 19th @ 5:30pm.

Location: Club Field

Program: BBQ at the club field provided free of charge. Bring your favorite dessert to share. Raffle and show as tell as usual. Your latest creation for show and tell gets you a free raffle ticket.

Cover Photo: Wayne Wilson brings his aircraft back to the pits after a flight at the Electric Fly-in. (Photo by Mike Luvara)

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## From the Editor

by Chris Luvara



It's Monday the 7th of July and the Airshow is just a few days away. As usual its shaping up to be good!

I've been in contact with the editor of the Morgan Hill Times the last few days and they are gracious enough to provide us with some free press again this year on the front page of their "getting away" section on this coming Friday. Publications like this really help support us in bringing new faces to the Airshow each year.

We are listed as the #34 way to "Get off your sofa" in The Wave magazine, and they even printed a picture of Snoopy's doghouse. The doghouse seemed to be a big hit with the editor after reading the little blurb that accompanied it.

We have also got free press in such publications as Bay Area Parent, and a few other online calendar listings. If you know of any more avenues to explore for next year, please let me know.

I hope that everyone has had a chance to enjoy the excellent, but mild weather we have been having.

Until next time, fly safe!

Chris



## Flyin Fast

The VP's News

by Michael Luvara



I would like to start off this month by thanking club member Richard Groen for taking on the vacant SCCMAS contest coordinator position. Richard will be working to coordinate the SCCMAS's events each year and see that they are a continuing success. Please welcome Rich to this position and don't hesitate to contact him with questions or comments. Starting in the next issue of Servo Chatter, Richard will be having his own column which talks about our contests and any related news that comes along.

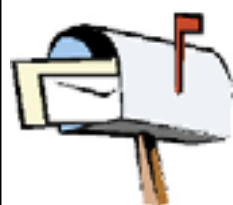
At this time, we are also announcing the cancellation of the IMAC contest scheduled for September 20 & 21. Event CD Damon Parker pointed out and expressed some concerns to the SCCMAS governing board, based on his thoughts from a CD and competitor's perspective. Taking these into consideration, it was elected to call off the event, based on Damon's input and concerns.

As evidenced by our membership numbers, we have a very successful and strong club, continuing to grow steadily on an annual basis. At the end of 2002, our membership total was 413. 2001 ended with 406 members. At the time of this writing, we currently sit at 380 members for 2003. If we continue to grow at this rate, 450 members may not be out of the question for the current year. Last year, we were #2 or #3 for club membership totals out of the entire AMA club listing, based on the numbers that we provided them during the year. I believe that we will take the number one position for 2003. It is exciting to see the progress that the SCCMAS has made over the years, in creating one of the finest clubs in existence today. This has all been done by the hard work of the SCCMAS membership.

The next club meeting is scheduled for Saturday, July 19<sup>th</sup> @ 5:30pm. This is our club BBQ meeting where the SCCMAS supplies the main course. The annual event is a great evening for those to come out and enjoy a great meal and day at the field. A flea market falls on the same day of the event, so make a day out of it! We do ask for the membership's help in bringing your favorite dish or dessert to share.

The past couple of years, we have slipped from the AMA Gold leader club status and aim to earn the title back this year. Many items are required to achieve this status. We need to fulfill two areas which have gone unmet: community service and adopting a school. Based upon the relationship that we have developed with Union Middle School in Los Gatos through numerous days of hosting their students for field trips, they have been selected for our adopted school. In doing so, we will provide Ms. Karen Reed, their instructor, with an AMA membership, on behalf of the SCCMAS. Her students will have many AMA magazines to look over and learn more about the R/C hobby from this membership. We would also like to move in the direction of having some members visit their

(Continued on page....5)



Mail Submissions to:

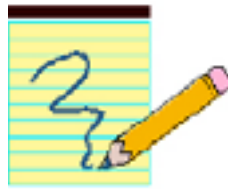
**Servo Chatter**

1365 Buchanan Dr.  
Santa Clara, Ca 95051-3950  
408-247-8579



# From the Secretary's Building Board

by Rich Luvara



*Members Present: 37*

*New Members:* Bob Brewer, Bill Moore, Andy Anderson.

*New Solo:* Tim Jones

## Show and Tell

*Don Bennett* - brought a 1/4 scale scratch built Chilton DN1-A Ultra Lite Racer, powered by a Super Tigre .75 engine.

*Ken Levy* - showed off his first low wing airplane, a bright red Sig Astro Hog, covered with silk and dope. It is powered by a Saito .80 and hears it flies just like a pattern plane.



## Dumb Thumb

*And the winner is.....*

George Rodriguez



## Raffle

Bill Moore - Kit  
Ray Frazier - Engine  
Pat Rose - Ni-starter  
Bervin Britt - Radio  
Bervin Britt - Shirt  
Rich Luvara - Fuel  
Howard Sosbee - Shirt  
Billy Dunning - Shirt

*Winner brings the desert!*

This month, we have to thank R/C 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.

## SCCMAS LIBRARY

By Richard Groen

It's been a busy time for all of us. With summer here and lots of projects, vacations and air shows going on. It's a good time to check out a video and relax in the AC and watch some other people flying and building. The SCCMAS Library has almost doubled in size. Thanks to another generous donation we now have model magazines collection complete from volume 1 - 5. We are always looking for any other videos people may wish to share. Contact me at richdutch@aol.com, or call me at 408-593-3735. Below is the latest list available in the SCCMAS library.

- 101 - Hunters in the Sky - Fighter Aces of WWII - What separated the Hunters from the Hunted
- 102 - Hunters in the Sky - Fighter Aces of WWII - Waging War in the Heart of the Reich
- 103 - Hunters in the Sky - Fighter Aces of WWII - Who will Prevail ?
- 104 - Hunters in the Sky - Fighter Aces of WWII - Flying to Victory in the Pacific
- 105 - Hunters in the Sky - Fighter Aces of WWII - Tigers over China
- 106 - Hunters in the Sky - Fighter Aces of WWII - Under All Flags
- 107 - Hunters in the Sky - Fighter Aces of WWII - Red Star Rising
- 120 - Oshkosh Remembers - The Heroes of WWII - Volume 1
- 121 - Oshkosh Remembers - The Heroes of WWII - Volume 2
- 122 - Keeping the Hunters Flying - Featuring Warbirds of WWII
- 123 - Flying the B-17
- 124 - Popular Mechanics - America's New War Machines
- 125 - Propwash Videos - Ballet of the Sky 2001
- 126 - RC Video Magazine - K&B tour, Jet Hanger, GMP Legend, New Jersey Club
- 127 - RC Video Magazine - EZ Kit Review, Float Plane Fun Fly
- 128 - RC Video Magazine - IMAA 87 Fun Fly, Building Tricks, NASA builders
- 129 - RC Video Magazine - George Meyers Fly In, Cub Review, Helicopters How to
- 130 - RC Video Magazine - Byron Fun Fly, Las Vegas 1/4 scale, Scale RC, Helicopter How to
- 131 - RC Video Magazine - Video Plane, Scale Masters, Radio Tests, Soaring Nationals
- 138 - History of Air Combat - Fight for the Sky - Air War over Germany
- 139 - Crash Act - Volume 2
- 200 - MS Mag. Volume 1 -1
- 201 - MS Mag. Volume 1 -2
- 202 - MS Mag. Volume 1 -3
- 203 - MS Mag. Volume 1 -4
- 204 - MS Mag. Volume 2 -1
- 205 - MS Mag. Volume 2 -2
- 206 - MS Mag. Volume 2 -3
- 207 - MS Mag. Volume 2 -4
- 208 - MS Mag. Volume 3 -1
- 209 - MS Mag. Volume 3 -2
- 210 - MS Mag. Volume 3 -3
- 211 - MS Mag. Volume 3 -4
- 212 - MS Mag. Volume 3 -5
- 213 - MS Mag. Volume 4 -1
- 214 - MS Mag. Volume 4 -2
- 215 - MS Mag. Volume 4 -3
- 216 - MS Mag. Volume 4 -4
- 217 - MS Mag. Volume 5 -1
- 218 - MS Mag. Volume 5 -2
- 219 - MS Mag. Volume 5 -3

# Treasurer's Report

by Babe Caltabiano



Cash Flow Report  
5/01/03-7/08/03

## INFLOWS

Contest Entries	\$233.00
Dues	\$3,207.17
Flea Market *	\$380.00
Other Inc.	\$25.00
Vending	\$500.00
<b>TOTAL INFLOWS</b>	<b>\$4,345.17</b>

## OUTFLOWS

Acme Sanitation	\$362.98
Bay Alarm	\$135.00
Building Materials	\$157.41
Club Area maint.	\$1,069.75
Food Expenses	\$251.91
Garbage	\$324.46
Misc.	\$3,030.42
Office	\$376.13
Permits	\$220.00
Pest	\$67.18
Pitney Bowes	\$44.38
Printing	\$413.88
Raffle	\$185.63
Refund	\$110.00
Soda Purchase	\$563.39
Stamps	\$148.00
Utilities, PGE	\$324.88
Utilities, Phone	\$185.55

**TOTAL OUTFLOWS** **\$7,970.95**

**OVERALL TOTAL** **\$-3,625.78**

\* Was also included in last months report.

# Safety & Training

by Jim Patrick



I have recently helped a few club members who were justifiably upset. You have to put yourself in their place to understand how they felt.

Just imagine you have arrived at the field to fly your plane. When you impound your transmitter and put your club card in the correct slot, you notice that another club member is on the same frequency. When you are ready to fly you go to the impound to get your transmitter. You see that the other member is flying, because the frequency pin is gone and his club care is up. So you wait, and wait, and WAIT. Finally you have to check with other club members to help you find this person. In a club this size, you just do not know all the members. It turns out the member has not been flying, his transmitter is in the pits, next to his plane with the frequency pin attached. Your transmitter must be in the impound when you are not flying. Now you understand why someone can get a little upset. This does not make your day.

This scenario can vary a bit each time. Some people leave the pin on the transmitter when they put it in the impound. Many members have taken the pin home with them. I don't know about you, but I don't want to fly on a frequency when the pin is missing.

Another reminder, please double check that you have turned off your transmitter when you put it in the impound. A few Sundays ago I found 2 transmitters in the impound that were turned on. Please follow the rules, and at the end of the day when you take your gear home, check that you have your transmitter and your club card with you. Leave the frequency pin in the impound.

Starting now, we can not leave any containers at the field that may have contained hazardous materials. This means that you will have to take home all containers, EVEN EMPTY ONES. Do not leave anything that might be considered a hazardous material. As most people know from recycling, most empty containers are to be disposed of properly.

When you "bonk" your plane, do not simply clean it off, bend the landing gear back, and fly it again. There are many things to check before your plane can be considered airworthy. I have seen and experienced this myself many times. After careful checking, you will most likely find broken items that must be repaired before you fly. Check it over thoroughly.

Finally, the speed limit on the entrance road is 15 mph. You may see a county sheriff vehicle checking the road, please keep your speed down.

(Continued from page 2)

school to explain more about R/C and possibly help them get started building their own aircraft. Please help us make this a reality.

A big thanks goes out to the members who came out Saturday, June 28<sup>th</sup> to help clean up the field in preparation for the annual airshow. The field looks great and will be greatly prepared for the 2000+ spectators that we expect at the event.

Richard Groen recently spent some time researching and purchasing a PA system for the club. We no longer need to rent a unit for our events and shows and the cost of this unit will be realized in a short time as rental fees were high. Thanks Rich!

As I indicated earlier this year, the permanent restroom facilities at the SCCMAS are closer to becoming a reality. We expect that by August or September, the implementation of this exciting project will be a under way. The restrooms will be located at the south end of the field, next to the bike trail, just past the pits. Much manpower from our membership will be needed to extend our water capabilities to the building, along with preparing the ground, etc. Financially, we have been saving for this project, which will have the costs split between us and the County. More to come in the next few months.

If you visited the field the last weekend of June, you would have noticed that the high weeds at the field were removed all the way out to the mustang profiles. This was done to reduce fire danger during the summer, due to the dry brush that accumulates during the rainy season and dries out with the warmer weather. It will also aid in safely recovering those downed aircraft.

A big thanks goes out to club member Pat Rose, who has worked hard on getting a new sign created for the back of the transmitter impound. The old sign had been in place for over 10 years and certainly saw its share of the outside weather conditions. The new sign reflects our current layout and additions to the field that have occurred over the years.

I had the chance to escape Silicon Valley for a few days and attend the IMAA Rally of the Giants over the weekend of June 21<sup>st</sup> as a vendor. While wandering from the booth for a bit, I saw many of the SCCMAS members present with their aircraft. The SCCMAS has many successful and well-known modelers, as evidenced by the interest generated by their models. Jim Collin's electric aircraft were well watched and Reggie Dell Aquila put Frank Banks' P-38 through its paces each day, including a heart-wrenching final approach turning into the dead engine. Lynsel Miller, Daryl Rolla, Rick Maida, and many others were also present, including several other members who had come to spectate. Lynsel Miller will also be putting on our giant scale contest on Saturday, August 16<sup>th</sup>. Come on out and bring that giant scale aircraft, or watch them fly.

In closing, enjoy the summer and the next few upcoming events. Also check out the current issue of Model Airplane News. Club member Todd Howard has his aircraft featured in the spotlight area. Congrats Todd!

Michael

# Electric Fly-in



photo by Joanne Levy



photo by Joanne Levy



photo by Mike Luvara



photo by Mike Luvara



# Salinas Area Modelers

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Ever wanted to fly a R/C plane  
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## BAYSIDE R/C CLUB

is hosting their 2<sup>nd</sup> annual family fun day.

# Saturday August 9<sup>th</sup>

Bring your family and friends and try your luck. Free instruction will be available to all ages. There will be many varieties of planes and helicopters to enjoy.



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Or contact Doug and Lynn at  
(408) 374-5518



# ***R/C Flea Market***

*Presented by the Santa Clara County Model Aircraft Skypark*

*Morgan Hill, CA*

A facility of the Santa Clara County Parks and Recreation Dept.

## **Saturday, July 19th**

### **8:00am - 1:00pm**

By popular demand, we have added another Radio Controlled Hobby Flea Market. Come join us at the SCCMAS field. Buy or sell your R/C related items. **No pre-registration necessary.** Our table space is limited, and is on a first-come, first-served basis, so be prepared to bring your own table. SCCMAS field will remain open for flying during the event and radios being sold must either have their module or battery removed. Our snack shack will be open serving food and refreshments.

### **Space rental \$10.00**

For more info, contact Richard Groen at (408) 593-3735

SCCMAS website: <http://www.sccmas.org>

[richdutch@aol.com](mailto:richdutch@aol.com)

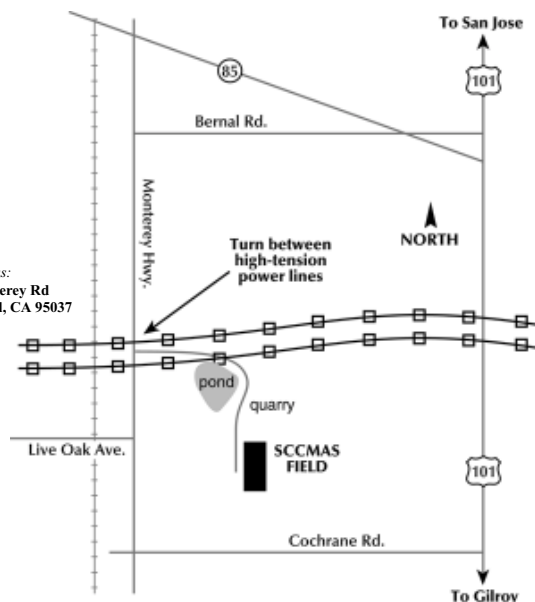
#### **From Hwy 101 heading North:**

Exit on Cochrane Road heading west. Proceed to Monterey Hwy (approx 0.6 of a mile). Turn right on Monterey Hwy and head north for approximately 2.6 miles. Just after you pass Live Oak, you'll see some high tension power lines and an 8 x 10 sign for the SCCMAS. Turn right at the power lines and proceed straight down the paved, private road to enter the SCCMAS. Speed limit is 15 mph.

#### **From Hwy 101 or 85 heading South:**

Exit on Bernal Avenue heading west. Proceed to Monterey Hwy (approx 0.5 of a mile). Turn left on Monterey Hwy heading south. Proceed south for approx 6 miles until you reach Live Oak Avenue. You must make a turnaround on Live Oak Ave. U-turns are not permitted at this intersection on Monterey Hwy. You should be heading North on Monterey Hwy now. Turn right at the high tension power lines where you see an 8 x 10 sign for the SCCMAS. Proceed straight down the paved, private road to enter the SCCMAS. Speed limit is 15 mph.

Field Address:  
10250 Monterey Rd  
Morgan Hill, CA 95037



**Please note- While on the private entrance road, use caution and obey the 15 mph speed limit. Stop at all stop signs and yield the right of way when a bicyclist is present! Thanks, the SCCMAS.**



# GIANT SCALE

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

*Fly-in*

## Saturday, August 16th, 2003

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.

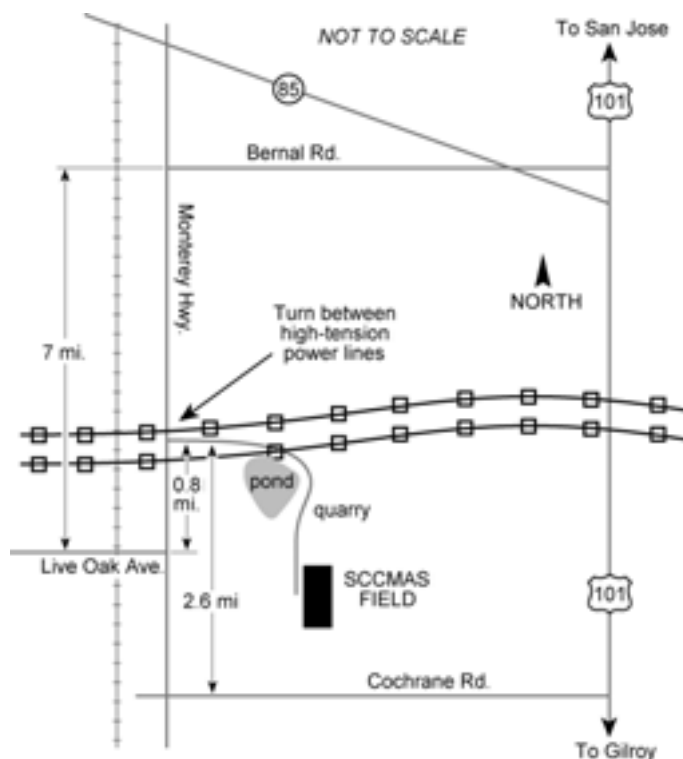
Paved, partially shaded pits, Full-service snack bar. Portable toilets.

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>

# Teaching Radio Control flying: Basic flying questions

By MIKE LYNCH

*This is the second in a series on teaching Radio Control (RC) flying. Watch for additional information in future newsletters.*

In this article, I'll discuss some of the most commonly asked RC questions. While these questions are, for the most part, directed to the beginner, I urge you to read them to help with your ability to relate these important topics to your students at the field. You also can copy this information and give it to beginners.

When it comes to actually teaching, I break teaching RC flying into four steps. In any form of teaching it is good to limit the number of things a student must learn—and RC flying is no exception. The steps are:

1. Mastering turns and level flight
2. Setting and holding headings
3. Mastering takeoffs
4. Landing

While this may sound simplistic, think about it. To get to the point where you are flying by yourself, every technique you master fits into one of these four categories!

Before taking a beginner up for the first time, you should have explained several things. We assume, for example, that the student knows the basics of aerodynamics and flight. He or she knows the stick controls on the transmitter (ailerons, elevator, throttle, and rudder) and knows the function of each control. And, of course, I assume the student's airplane has been checked out by a pre-flight instructor and has had at least one trim flight.

## Flying preferences

Instructors tend to teach what they know in the same fashion they know it. There are several alternatives to almost every important function of flying. Good instructors recognize that their own ways are not the only—and in some cases not the best—ways of doing everything.

**Fingers or thumbs?** Thirty years ago, I was taught to fly with my

thumbs. I have flown with my thumbs all this time, and though I'm considered one of the better pilots at my flying field, I admit flying with fingers is better. I've tried to get comfortable with fingers, but I have not been able to. As you teach a new person to fly, I suggest starting them off using their fingers. The further they progress and the more precisely they wish to fly, the more important it is that they be able to fly with their fingers. Take it from me—it is very difficult to switch to flying with fingers once you have learned to fly with your thumbs.

**How do you handle the left/right problem?** Beginners have a common problem when it comes to mastering a turn. After entering the turn, they tend to forget which way they are turning and give the wrong aileron to exit the turn (sending the airplane deeper into the turn). There are several ways to help the beginner with this problem. One is to ask them to turn their body to face the airplane's heading. If they're looking in the same direction the airplane is flying, it will help them remember which way the airplane is turning. Another is to have them repeat out loud which way they are turning. With either method, the beginner will eventually become comfortable turning and won't need the crutch. My suggestion is to get them to stand in a stationary position while flying (this is especially important if you're not using the trainer system) and get them to repeat the direction they are flying.

**What throttle setting do you use?** When I first begin training, I try to keep the throttle setting just high enough to keep the airplane in the air. This ensures smooth docile performance and minimizes the beginner's natural tendency to overcontrol. It also helps with level turns. However, I actually have had beginners who catch on quicker when the engine is running faster. For some people, a responsive airplane is easier to master than a docile one. Either way, keep in mind that you will eventually need to have the beginner practice all throttle settings.

**How much control surface motion do you want?** Again,

instructors tend to disagree on this point. Since beginners have a natural tendency to overcontrol, many instructors like to set up trainers to be very docile, minimizing control surface motion (possibly with dual rates). This means the beginner must move the sticks quite a bit to cause a reaction from the airplane. My feeling is that it's better to keep the airplane responsive for three reasons. First, the beginner must eventually learn the precise control motions needed with sensitive control surfaces. Second, on windy days minimal control may not be enough to cause any response from the airplane in certain attitudes. Third, as the instructor, you need the airplane to be responsive enough to get out of precarious attitudes.

**When do you teach rudder coordinated turns?** I usually teach people to fly without them ever touching the rudder stick (except for steering on the ground). Most RC airplanes, and especially trainer airplanes, turn quite nicely with only a combination of aileron and elevator. While I freely admit that rudder coordinated turns are nicer looking, and rudder is helpful when landing in a crosswind, I try to keep turning as simple for beginners to master as possible. If you feel strongly about teaching rudder coordinated turns from the beginning, by all means, do it.

**Final approach, one turn or two?** If teaching realistic flying, the RC pilot will make two turns during the final approach. One turn will bring them 90 degrees to the runway, and the other will bring them right on the middle of the runway. To simplify this, I have beginners making one sweeping turn during final approach.

**What is the wind limitation?** Beginners learn better on calm days. There comes a point when the wind is blowing so hard that it is impossible for the beginner to control the airplane. For the first 10 flights or so, I recommend limiting instruction to when the wind is blowing less than eight mph. As students progress, let them fly on windier days. Your student should eventually be able fly with winds around 10 mph.

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

General Manager	Brian Nelson	408-463-0604 (Email: <a href="mailto:nelson711@aol.com">nelson711@aol.com</a> )
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AMA Intro Pilots  
 (These pilots can fly-non AMA members)  
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**Reggie Dell Aquila**  
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SCCMAS WWW address: <http://www.sccmas.org>

Please help support these companies and organizations as they help to support us..... NOTE: D&J and Hobby World both give 10% discounts if club members show their club card.

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*Lynsel Miller's P-38 comes in with one engine out. (Photo by Jim Capparelli)*

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*Next meeting: Saturday, July 19th @ 5:30pm  
Location: Club Field*