

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

May 2003 - Issue # 98

Editor: Chris Luvara

<http://www.sccmas.org>



NEXT MEETING : Friday, March 23th @ 7:30pm.

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

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: Reggie Dell-Aquila turning final with his Telemester. (Photo by Chris Luvara)

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From the Editor

by Chris Luvara

As I'm writing this, Mother's Day has just passed and we are starting to get some sunshine. Hopefully this means more flying for all of us.

At this time I am also preparing some advertising groundwork for our annual Airshow. The Airshow flyer is included in this issue. I have just sent out some press packets for the publications that require a large leeway time, and more will soon be following. If you know of any contacts at a written publication, please let me know. Having an "in" always makes it easier with gaining exposure and getting our event publication. In the past, the club had to purchase airtime, and paid for a few advertising spots. In recent years we have found ways to get around that, and spectator numbers have actually been up. Although the downturn has caused many to leave the area, I'm confident that we can have the draw that we have had in previous years. I am also contacting those publications and media that have given us much appreciated exposure in the past. Please contact Michael if you can help in anyway during the Airshow, flying, bbq'ing, etc. I am just finishing school and am working a lot less, so I will have quite a bit of amount of time to devote to this years show, I just hope I can get an airplane for it too!

That is all from me,

Chris





Mail Submissions to:

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

Flyin Fast

The VP's News

by Michael Luvara



Hello again to another issue of Servo Chatter. The past months have been extremely busy for me personally, so I'll try and keep things short.

Now that we are entering the more favorable weather season (I hope!), the SCCMAS contests are coming. The field is looking great through continuous efforts from our membership and it remains in tip top shape. The fun fly in March and warbird race in April were reasonably well attended for our opening contests and many are still to come. Please note that our Jet event, previously scheduled for May 24th and 25th was cancelled for 2003. We apologize for the inconvenience. The decision to cancel the Jet event for this year was a hard one, but we will re-evaluate the possibility of a jet event for 2004 later this year. On June 14th, Bahman Dara is putting on our electric fly-in which should be a great one. Last year's attendance was excellent and we look forward to an even better turnout this year. The mother of all events is the SCCMAS Airshow on July 12th and 13th. This event is rapidly approaching and the SCCMAS needs your help to make it a continuing success. Chris Luvara has taken on the public relations campaign this year and will take it to never before seen levels with the inclusion of formal press releases, a press day, contacts to all the major newspapers, etc. Please contact him if you can lend a hand in any aspect of that area. If you have a unique offering for the airshow as a participant, please contact myself as the schedule fills up quickly. There's a lot to show the public in 5 hours! Fill-in acts are always welcome. Like always, the flying lawnmower and Doghouse will be features, along with R/C skydivers. Rumor has it that Reggie is building a Lemans-style flying car. Something was said about a jet engine... Hmm, jet car? Static displays are an essential part of the show. Bring out that model and share it with everyone. The public enjoys hearing your building stories and learning more about the planes. Pat Luvara will be handling the snack shack coordination for the airshow. Please contact her if you are available to help at (408) 246-3857.

Shuttle Drivers (2 hour shifts)
Snack Shack
BBQ's
Frequency Control
Flightline Monitoring
Fill In Acts
Information Booth

One situation which comes up from time to time is the bike trail. Providing safety for the bikers is a top priority for us. Please make your landing approaches tight in on the south end. If you need to extend the approach, please cross over the bike trail high up and turn around past it. All flight parallel to the path needs to be avoided. Please see the below diagram for optimum approach paths. Please remember that the ponds are a red zone. Some have chosen

(Continued on page....7)

From the Secretary's Building Board

by Rich Luvara

Members Present: 53

New Members: George Rodriguez, John Zaucha, Shawn Higgin, Billy Spradlin, Joe Pizazza

Show and Tell

Ted Pierson - brought an A-10 warthog, still in kit form. Made of foam and pretty light, it's powered by twin electric ducted fans that will run on Lithium ion packs. They sell for around \$85.00.

Lynsel Miller - A Royal Stinson Reliant that was framed up by Jin Thompson, powered by a OS 1.08 engine and is covered in creme. Lynsel mentioned the fact that the creme paint did not match the covering, so the cowl was painted maroon, which is also the trim color.



Dumb Thumb

And the winner is.....

Richard Groen



Raffle

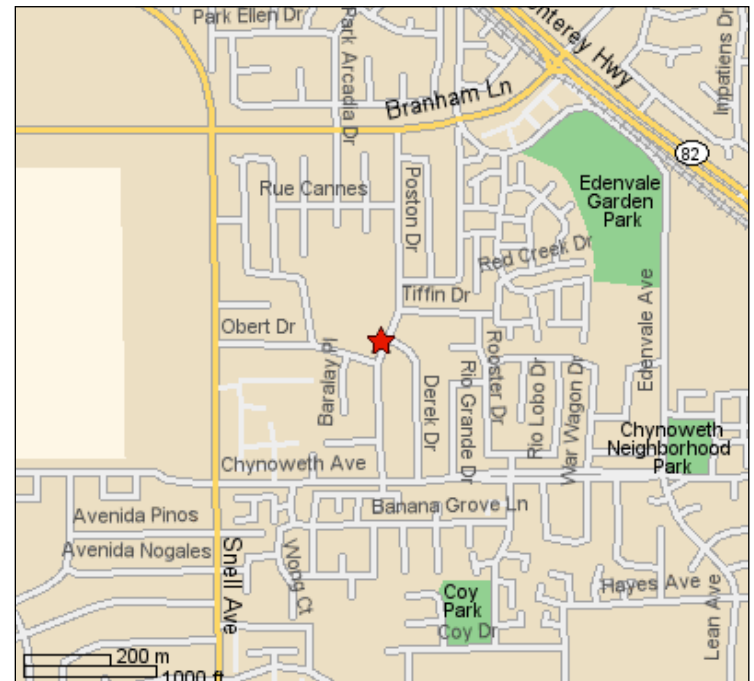
George Rodriguez - Radio
Howard Sosbee - Kit
Ivan Cifuentes - Kit
Ivan Cifuentes - Kit
John Zaucha - Engine
John Zaucha - Scale decals
John Ribble - Fuel
Larry Spector - CG jig
Larry Spector - pass
Mike French - Iron
Babe Caltabiano - Covering glove

Winner brings the donuts!

Dick Gardner - Aeromate stand
Billy Dunning - Aeromate stand
Bervin Britt - Club shirt

This month, we have to thank D&J Hobby 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.

Meeting Location Map



Some of the browsers and sellers at our last Flea Market. (Photo by Joanne Levy)

Treasurer's Report

by **Babe Caltabiano**



Cash Flow Report
3/20/03-5/10/03

INFLOWS

Apparel Inc.	\$130.00
Contest Entries	\$348.00
Dues	\$7,627.17
Flea Market	\$380.00
Other Inc.	\$25.00
Vending	\$355.00
TOTAL INFLOWS	\$8,865.17

OUTFLOWS

Acme Sanitation	\$181.49
AMA	\$20.00
Club Area maint.	\$43.58
Donations	\$100.00
Garbage	\$162.23
Misc.	\$113.92
Office	\$11.89
Pitney Bowes	\$49.79
Printing	\$325.84
Refund	\$40.00
Rental Vending	\$75.00
Repairs	\$450.76
Stamps	\$100.00
Trophies	\$397.71
Utilities, Phone	\$335.97
TOTAL OUTFLOWS	\$2,408.18

OVERALL TOTAL	\$6546.99
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Safety & Training

by **Jim Patrick**



The club is very grateful to those who are helping to instruct the new members. The students appreciate all the help we can give them. The

club tries to make sure that every student gets all the necessary instruction. To remind the instructors of what should be covered during instruction, I have made available printed instructor guidelines. These go into detail and will make it easier for the instructor to cover the necessary material. Call or email me for a copy.

After watching newly soloed students, I am writing the following reminders. When you are teaching, be sure to cover these items. They should be second nature for all pilots at the field.

- Your AMA number and address has to be on your plane, a phone number is also very helpful. This ID should be put somewhere visible. It is OK to put it inside, but there is no guarantee that a person finding your lost plane is going to take it apart to find the ID.
- Put your name and phone number on your transmitter. Recently, a number of new pilots have left their transmitters at the field. If ID is visible, we can get your transmitter back to you. Before you leave the field you should go to the impound to pick up your club card and transmitter.
- As you taxi out, look at the windsock and pull out your antenna. Because students are using the buddy box, they do not get into the habit of pulling out the antenna. You can teach your student this by having them TELL YOU to pull the antenna out before each flight.
- Before you take off, walk to the flight station. I am seeing new pilots taking off and then walking across to their station. Many club members have crashed doing this maneuver. I guess it is difficult to walk and fly at the same time.
- When you walk to the flight station, always walk behind other pilots, not in front of them.
- Due to flight restrictions, every pilot needs to learn to fly short approaches. Teach the students how to do a short approach. Watch how other pilots do this or get help from one of the members.

Check over each student's new airplane very carefully. You will always find a problem, even if it is only a minor one. Do not let a questionable plane fly. If your student makes a hard landing, always check the plane over again. Some hard landings will cause the clunk to move forward in the tank. This will cause engine problems during the next engine run. Look for wrinkled or cracked covering, indicating cracked structure underneath.

A lot of us use all plastic spinners. If they come apart or break loose they can cause damage to you and your plane. Remember to stand behind the engine when you run it up. You can minimize the

(Continued on page 7)

Interclub

Fun f

Article & Photos by Chris Luvara



Most people often ask what a fun fly is. A fun fly is a series of events for the novice, and pro to compete in, on a fun, laid back basis. The interclub event allows clubs to compete against each other. The scores of each participating club, with a minimum of five members from each, are then averaged for a club score. The club with the highest score wins. Fun fly's are always known for their crazy events. After a wild interclub event last year, there was no telling what was in store for this year.

The first event was no surprise, the SCCMAS drag strip. Although the same concept as the year prior, this year's event had wider cones along the runway, leaving a little more room for contestants to run wild. True to its form, many a pilot found out even conventional airplanes with nose-gears are tricky to handle on the ground when going all out.

Not all accidents were attributed to the high ground speed. Reggie decided to take out a cone on his landing attempt. But, in true Reggie fashion, the airplane was back in action for the third event.

Ian Mccollum ended up setting the SCCMAS drag strip record, followed by yours truly in second. At the end of it all, it we scratched three airplanes. Fun times!

Event number two. We had to climb out as high as we could for 30 seconds. The clock was started as soon as our gear left the ground. After the 30 seconds, we were to kill the engine and float down to the runway. Points were lost for not hitting the runway. For the most part, everyone handled it well.



We then went into event number three, the spot landing event. Object: Get your airplane as close to the center circles as you can.

(continued on page 6)



Three points for the center circle, two points for the outer circle, and one point for hitting the runway in between the hash marks. We were given three tries. I'm not sure if anyone got all three in the middle, but at least no airplanes were damaged beyond repair.

After the third event we were given a lunch break and treated to some turbine flying by Tam Nguyen and Jim Mongiello with their Eurofighters. Besides the contestants sitting, wondering what events would lay next, everyone enjoyed hamburgers and hot dogs cooked by the snackshack headed up by Pat Luvara and Bob Rich. Tim Jones provided the BBQ duties. Thanks to all that helped in the shack.

After lunch, the cat was out of the bag. The next event was bowling. Yes, bowling. The event consisted of a set of plastic bowling pins set on the center of the runway, while a plastic bowling ball was attached to a 25-foot section of string. The string was then attached to any part of the airplane the contestant wished. We had a few problems with the pins falling over because of wind, and because the event was untested, but that was soon remedied by adding some weight in the bottom.

This event turned out to be the most fun, and the one that everyone was raving about. It was tricky, the airplane, followed by the ball would get off track right at the last second causing them to miss pins. Some hit a few, some didn't hit any, and a few contestants even



got a spare their second time around! Truly this is a staple event that needs to stick around for years to come.

Lastly, the events were rounded out with musical airplanes. Musical airplanes you might ask? Just remember musical chairs from where you were a kid, and you will get the picture. This is always an interesting event, and this time was no different. A little problem with the radio occurred during the first rounds, but a bullhorn was brought in as a replacement. It's always entertaining to watch airplanes dive for the runway all at the same time.



After all events were tallied, and scores averaged, Bayside R/C Club came out on top for the second year in a row. Looks like the SCCMAS has some practice to do in order to take back the trophy next year!



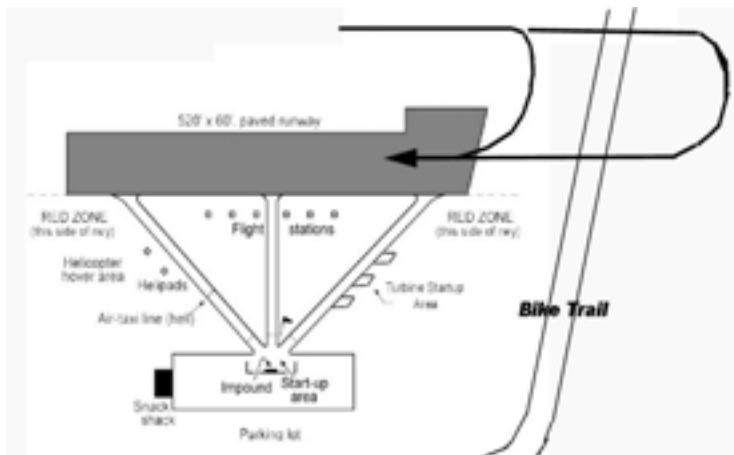
Winners from Left to right: Chris Luvara, Phil Cole, Dave Christensen, Russell Petersen, and in the front Brandon Kontorinis, holding the interclub winners trophy.

Fun Fly winners

Club:
Bayside

Individual

1. Russell Peterson
2. Chris Luvara
3. Phil Cole
4. Dave Christensen



(Continued from page 2)

to ignore warnings about overflight of the sensitive wetlands. This is not acceptable and continuous disregard will result in written warnings/and or action by the governing board.

I regret to announce the recent passing of Bobbie Caltabiano. Bobbie was the wife of club treasurer Babe Caltabiano and was as much a part of the club as Babe has been. She always was willing to help and I can remember back in 1986 when I first joined the club where she used to handle the coffee and make popcorn for each meeting, along with being there to help wherever it was needed. She will be missed and we offer our prayers and condolences in support of the family. The SCCMAS made a donation of \$100 to the Humaine Society in Bobbie's name. Those that knew Bobbie realized how much she loved her award winning dogs.

The SCCMAS is in the process of acquiring and setting up a flight simulator for use at the field and events. It will be a great addition to shows as guests can try out their hand on the computer.

Thursday, May 29th will see Union Middle school coming out for their second visit this year. Let us know if you can help out giving youth a hand in trying out R/C aviation.

Hobby World has opened a new store in Gilroy. If you show your club card at the store, you will receive a 10% discount on your R/C aircraft purchases. Might be a handy place to stop in to replace a broken prop or glow plug!

In closing, take a drop by the SCCMAS website if you haven't recently. We now have an online gallery for members to upload their photos and of course, live weather and images churning from the weather station and webcams. Other clubs are talking about adding these to their sites and it will be neat to see them follow suit.

Until next issue,
Michael

(Continued from page 3)

chance of the spinner breaking by doing a few things. Don't let the prop touch any part of the cutout. Get the prop nut very tight. Use a chicken stick instead of a starter. Check the condition of the spinner regularly, looking for cracks or distortion. An aluminum safety nut is better than a plastic spinner and you can use your electric starter.

Finally, everyone using the field needs to learn runway etiquette. With as many as 6 people wanting to use the runway, it is necessary to let everyone know what is happening. Yell out all your intentions near the runway. This includes taking off, landing, touch and goes, and low passes over the runway. If you have to walk out onto the runway to get a plane, make sure everyone knows you are doing this. If you have to go out into the weeds to get a plane, wait until traffic is light.



Frank Bank's magnificent P-61 Black Widow comes out for a rare day-time appearance at the field.

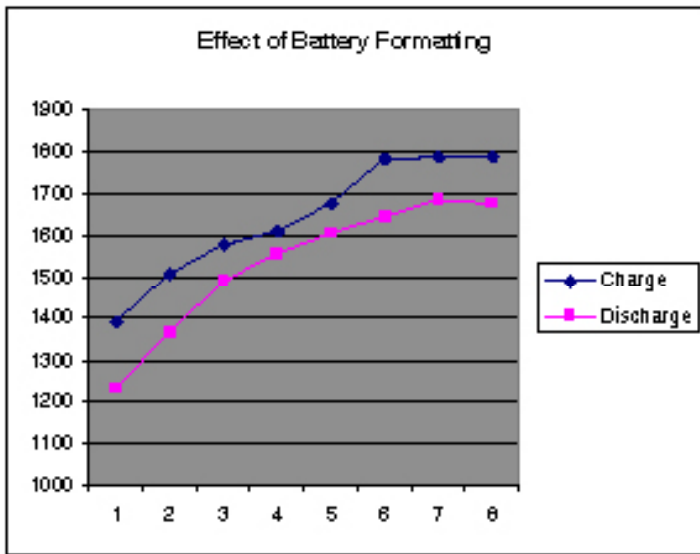
Keep a candle near your workbench. Use it to rub on screws before screwing them in and they will go in more easily. Candles can be used on nylon wing bolts (though if they are not screwed up tight they may vibrate out in flight), threaded rods, and the ends of Snakes (Gold-N-Rods, etc.). You could also use soap.

TIP

from Contact
First State RC Club
Tim Mihalski, editor
Hockessin DE

Format those cells!

by Andy Keates



We probably all know the theory about memory effect, and probably that it's a good idea to cycle cells a few times now and then. So, spring-cleaning my electrics, I decided to measure what effect this actually had. Amazing ... I increased cell capacity by 36%! So I'm passing this on, to point out how much more capacity you can gain, and how much more you might get each time you cycle. I found that 6 cycles was about where I'd achieved all the capacity I was going to get.

The cell pack is a NiCad 7-cell Sanyo N-1700 SCR pack, which I use, in an electric sailplane. I did the measurements on a Diamond "Super Turbo Charger". I don't think the charge/discharge rate is really relevant, but for the record, I charged/discharged at 2.6A on the first few cycles, and 1.7A on the later ones.

The chart shows how the capacity climbed with each charge/discharge cycle. The batteries were more efficient than textbooks say they should be (retaining 95% of the charge I put in them), and pretty much achieved the rated capacity, even though they are at least 6 years old (rarely used, though). The capacity gain, overall, and with each successive cycle is was :

Improvement	n/a	11%	9%	5%	3%	2%	3%	-1%
Total Improvement		11%	21%	27%	30%	34%	37%	36%

Aerial Photos

Below are a few aerial photos taken by Michael Luvara on March 31st aboard club member Larry Spector's Beech Bonanza.



Santa Clara County Model Aircraft Skypark "Tomcats"

June 14, 2003

09:00-Sunset

Electric Fly-In

Supported by:

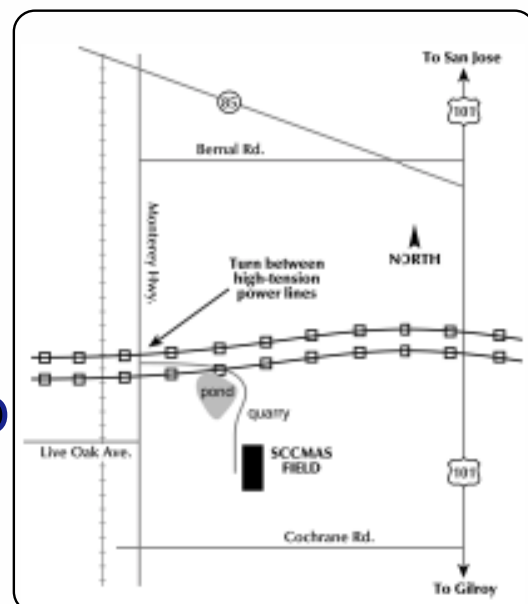
D&J Hobbies

Sheldon Hobbies

Entry Fee: \$10 / Pilot

SCCMAS field map

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Contact the Event Director for Vendor Information.

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EVENT DIRECTOR: Ken Shapiro • 721 Evelyn Avenue • Albany, CA, 94706 • (510) 524-6169

email: gogiantks@aol.com

Radio Controlled

Airshow

July 12th and 13th **2003**

Schedule of events

- 9:00 - **Pre airshow activities**
- 10:00 - **Opening Ceremonies**
- 10:05 - **Gliders and Slope Soaring**, along with aero-tow demonstrated by the South Bay Soaring Society.
- 10:30 - **Electric Flight** - See these quiet, graceful, yet powerful flyers in action.
- 10:55 - **Giant Scale** - Witness expertly piloted WWII warbirds, such as P-51's, Spitfires, and Corsairs along with other 1/5 scale and larger aircraft.
- 11:45 - **Mystery Routine** - Shh.... We have a surprise in store!
- 12:00 - **Lunch Break** - Check out the airplanes up close and talk with the pilots. You can even try your hand at R/C flying with an instructor and a 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 seem to defy gravity.
- 1:45 - **High Tech Jets** - Witness 200+ mph action as turbine and ducted fan jets strut their stuff.
- 2:15 - **Fly Fast and Turn Left** - Experience racing action as many high speed racing designs race the course at over 150mph.
- 2:40 - **Aerobatics** - Watch the Bay Area's top aerobatic pilots put their aerobatic machines through the IMAC, Pattern, and out of this world Freestyle sequences.
- 3:15 - **Airshow Conclusion**

Free Admission

Bring the whole family!

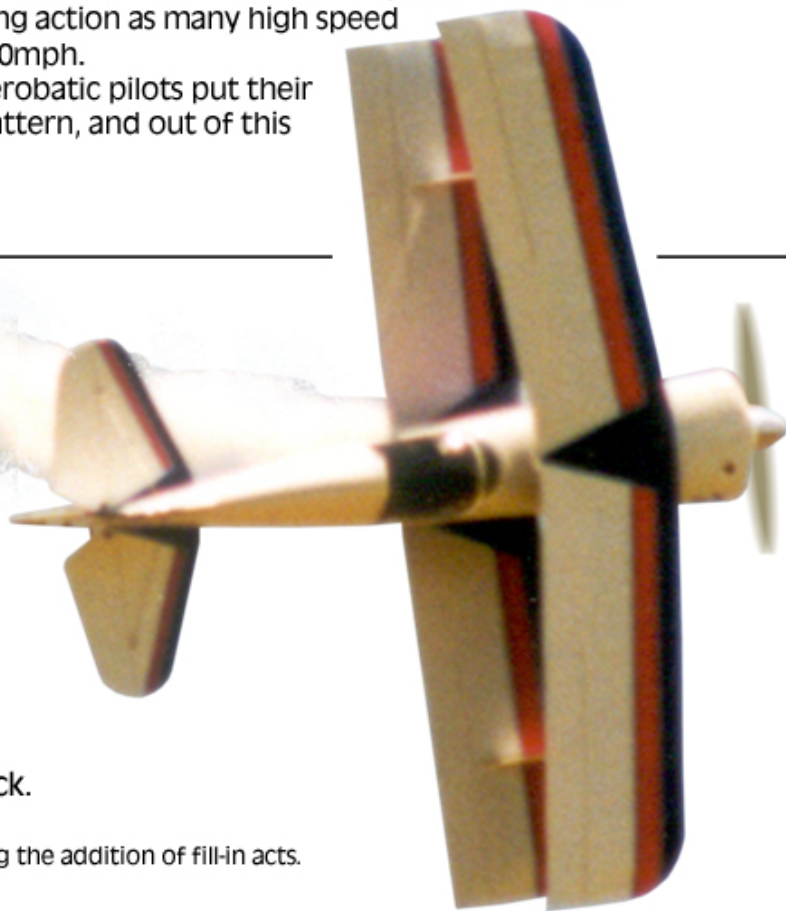
This is a family friendly event, and the only opportunity all year to see these different types of aircraft at one event.

Food and Refreshments

will be available at our full service snack shack.

The schedule is subject to change without notice, including the addition of fill-in acts.

The SCCMAS is located in Morgan Hill, Ca - For more information call (408)292-1212 or visit www.sccmas.org



Hints and Tips

from various sources

Lead Shot

by Fred Harvey

Lead shot is a useful modeling tool. Most aircraft need some weight added to them, usually in the nose, to move the center of gravity (CG) to its proper location. If your aircraft tend to come out as tail-heavy as mine do, it often takes more than just putting on a heavy prop hub to fix the problem.

I use a plastic sandwich bag and slowly pour a bit of shot into it. The bag is usually located in the fuel tank compartment and I can get just the right amount of weight, in just the right spot.

from *Vapor Tales*
Derby Radio Control Club
Fred Harvey, editor
Derby KS

Re-warp a Wing

Use a hot air popcorn popper! I came across this idea while perusing an old publication. It was timely in that I was tuning up two ships, both of which were heat-shrink covered, and both needed more washout in one wing panel. Being an Orville Redenbacher connoisseur, I happened to have a hot air popper, so away we went. Unlike working with a heat gun, you can just set the base of the popper down, freeing both hands to twist the wing panel. At first it didn't seem as if the popper would get hot enough, but you just work closer to the opening than with a heat gun. And the broader area of coverage lets the whole wing panel heat more uniformly. I'd do it again!

from the Society of Antique
Modelers
SAM 26

Robert Angel, editor
Santa Maria CA

The best way to forget
your own problems is
to help someone else
solve theirs.

Screw Holes and Strong Joints

A good way to line up where the screw holes should go when fastening your cowl to your fuselage is to put a rubber band around the cowl and use it as a guide to keep all of the holes lined up. If you want to beef up the stress points or where two halves of a cowl or wheel pants are glued together, try this. Apply a piece of fiberglass tape over the desired area on the inside of the cowl. Next glue it down using PVC pipe glue. The PVC glue will soften the plastic and allow the fiberglass to permanently bond to the cowl. This process makes a very strong joint and is easy to do. PVC adhesive is cheap, fiberglass parts are not.

Servo Wires

Did you do the best job of covering your new wing you have ever done only to find out you forgot to run the servo wires through the wing? Try tying a piece of string to the connector end of the servo and put the string near the servo hole. Next put the nozzle of your trusty Shop Vac near the exit hole and turn the vacuum on. The vacuum will suck the string right through the wing and out the hole. Now all you have to do is pull the connector end of the wire through the wing and plug it in.

both above from *West Jersey Wind*
West Jersey Radio Control Club
Tom Voorhis, editor
Gibbsboro NJ

Edge Gluing Sheet

by Bob Furr

Watching the new video that Ed Prohaska has done on covering foam wings with balsa sheet, I noticed that he had to spend quite a bit of time removing a bead of Sig-Ment glue that had formed when he glued two sheets together along the edge.

One trick to minimize this is to first tape the sheet together with

wide Scotch® tape then slice it back apart leaving the tape on the two pieces of wood. Once you have done that, tape the wood together from the other side like usual. When you put the glue into the joint, now any bead that forms will be on the Scotch® tape and not the wood.

Once it dries fully, you just pull the Scotch® tape off and the bead of excess glue comes with it, leaving the sheet of wood glue-free on the surface. At most, you will have a little sanding to do to smooth the joint.

Gloves for CyA

by Bob Furr

Ed talked on the foam wing video about needing gloves to work with CyA and he not being able to use latex gloves because of an allergy.

One thing that works really well and is really inexpensive is to use cheap plastic sandwich bags to cover your hands. They work well and are thin enough that you can feel the heat of the glue as it sets. This works really well when you are applying glass cloth with CyA, as you can hold the cloth to the balsa and feel when the glue sets. It lets you use very little CyA to put down the cloth and saves quite a bit of weight.

Rub-Jointing

by Bob Furr

A close-fitting butt joint will often bond satisfactorily under atmospheric pressure without clamping. You can achieve this by wetting both surfaces with glue, then rubbing them together to squeeze glue and air out of the joint while aligning the components. This method is known as a rubbed joint. Don't use this if there is any reasonable way to get the parts clamped together to ensure a good fit.

above three from the *Orbiting
Eagles Newsletter*
Orbiting Eagles
N. E. Sheltraw, editor
Omaha NE

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)
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Food Service Mgr:	Pat Luvara	408-246-3857 (Email: pat@luvaraairracing.com)
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President

NOTE: D&J and Hobby World both give 10% discounts if club members show their club card.

AMA Intro Pilots
(These pilots can fly-non AMA members)
Certain restrictions apply.

Reggie Dell Aquila
Jim Patrick
Jack Sunzeri

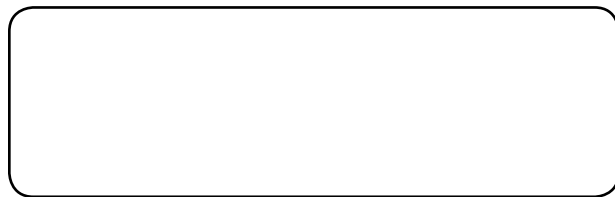


Tam Nguyen's Eurofighter smokin it up! (Photo by Chris Luvara)

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. Views expressed in the Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. The SCCMAS is a non profit organization. The Servo Chatter welcomes all letters and comments. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



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



*Next meeting: Friday, May 23rd @ 7:30pm
Location: Hayes School, Poston Drive
(see page 3 for a map)*

Notice: NO SMOKING on Hayes school premises!