

# Servo Chatter

January 2006, Issue #114

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

[www.sccmas.org](http://www.sccmas.org)



**Next Meeting: Thursday, January 26, 2006 at 7 PM**

**Location:** Hayes Elementary School, Poston Drive in San Jose. See page 4 for map and meeting details.

**Cover Photo:** Mike Conrardy's Hangar 9 Extra. Note rudder position. Pat Rose photo.



Mike Conrardy (left) and Jerry Anderson (right) in formation.



See page 8 for flight trim procedures used for this plane. Plane is 60 size Yellow Aircraft ARF powered by Thunder Tiger Pro 61.



See VP News on next page.

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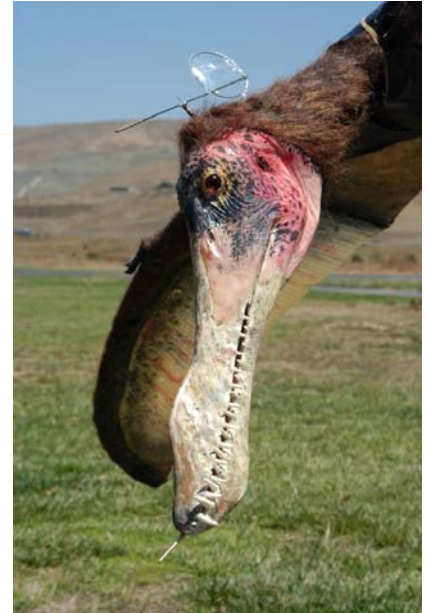




## Flyin Fast - VP News

By Michael Luvara

As I write this month's column, I'm looking at a new radio system sitting here on my desk. It's called the DX6, being made by Horizon Hobby. This transmitter has roots in the Bay Area, with the designer residing here in the valley. It uses an entirely different frequency band than we are accustomed to, being the 2.4GHz ISM band. This particular ISM (Industrial Scientific and Medical) band is used for many devices around the house and in industry. Your cordless phone, laptop computer, or other wireless device might use it. One common term you might hear a lot about is "Spread Spectrum". This is a methodology whereas a transmitter does not transmit on a single frequency, and actually transmits on many frequencies in a pattern or random manner. Think of it as if your radio is moving through a sequence of the current channels (Say 11, 20, 15, 25, 36) in a really fast manner and transmitting on them. Each transmitter does this in differing patterns of frequencies, so the possibility of interference is pretty much non-existent. In many aspects, this reduces the possibility of interference, because the system might only hit interference for a short period when it lands on a frequency for a very short instance. Although it has been done before, Horizon has taken this long talked about technology and adapted it to the r/c hobby in mass quantities. It operates such that it scans for an open frequency segment before turning on too. I'm touching on this because it is undoubtedly the future in the hobby. With a very good chance of eliminating the frequency board at the field and interference at the same time, one ought to keep an eye on the technology as it advances. Currently, the radio is only being marketed to the "park flyer" usage. We highly recommend that you follow their instructions and do not install it on larger models. There is already one reported instance where an individual installed it in a .40 size model and lost control. That aside, even though the claim is that this technology will eliminate frequency pins, the SCCMAS has taken the position that we will ask club members to utilize a frequency pin, specific for the 2.4 GHz band. These pins simply say "2.4GHz Spread Spectrum" and will be a different color than the standard pins. This is to alleviate the issue of not having a pin clipped on a transmitter and other members questioning whether someone is operating a transmitter without a pin.



Speaking of interference... Ch 54 has recently been reported as having problems at the field. We will be looking into this as some 10 or so years ago, we encountered an incidence of a pager on a local hill bleeding over onto this frequency and having problems. If you ever suspect problems on a frequency, please remember that we have a portable spectrum analyzer at the field in the shack and if the shack is open or a board member has access to it, you are free to use it. We are actually going to mount one of the Hobbico frequency scanners in the transmitter impound in the near future. While not as sophisticated as the spectrum analyzer, it will help indicate problems.

We've set a date for the Castle Air Force Base museum and restoration area visit. It will be on Sunday, Jan 29<sup>th</sup>, starting at 10:00. Cost for entrance is approximately \$10 and allows one to tour the facilities. This special visit allows SCCMAS members to have a guided tour and visit the behind the scenes action in the restoration area, not normally available to museum patrons. Castle AFB board member, Joe Pruzo will meet SCCMAS members at the restaurant area around 10:00 to start the tour. This tour will feature the museum area and the restoration area. The tour will be approximately 3 hours. Some have inquired about staying overnight with their RV's at the museum area. There is a family campground available on site. For more information, call Karen Machen (209) 723-2178. Lastly, please let me know by phone (408)-292-1212 or email [mike@sccmas.org](mailto:mike@sccmas.org) if you are going so that I can give an approximate headcount to the museum. Certainly, if you have any friends interested in the tour, this would be the time to go. The museum's hours are 10am till 4pm. Castle AFB is located in Atwater, CA and is approximately 90 minutes from the South Bay. More information on the museum is available here: <http://www.elite.net/castle-air/index.htm>



## From the Editor

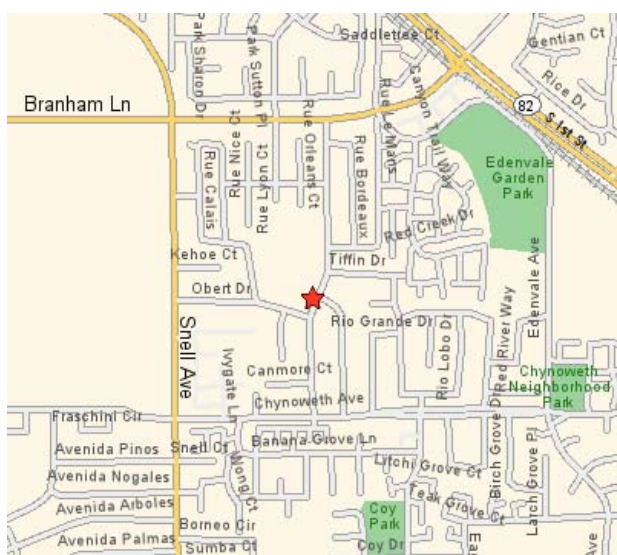
By Pat Rose

You're reading the second issue of Servo Chatter with myself as editor. Here I am in December, planning the schedule for the next three issues and arguing with myself as to the spelling of electronic mail as "email" or "e-mail". I've seen it spelled both ways, and wish the world would come to a consensus. For now, since "email" requires one less keystroke, I'll stick with it.

I purchased a new camera to take photos for Servo Chatter. If you have some special activity at the flying site, invite me and I'll try to make it for taking photos. PLEASE send me photos of any airplane hobby related activities for inclusion in the newsletter, otherwise I'll be providing all the photos of planes and activities that only I am interested in. Include photo credit plus some description of the aircraft, engine, whether the photo was taken during takeoff or landing, etc. Don't worry about perfect exposure as I can make adjustments to the photo. Also, don't worry about the subject being centered as I can crop the photo.

The schedule for publication will be about once every two months, to coincide with the meeting dates. Please email the editor at [patroserc@aol.com](mailto:patroserc@aol.com) because as of this date the address [servo chatter@sccmas.org](mailto:servo chatter@sccmas.org) is still not working. I can also be reached at 408-910-9421. The deadline for submissions is 20 days before the club meeting.

**Servo Chatter in Color:** If you are receiving this issue of Servo Chatter via the web then you can immediately see the color photos on the cover and elsewhere. As editor, I try to present these color photos for your enjoyment. So if you receive only the paper copy of the newsletter, and you want to see Servo Chatter in full color, you might try using a friend's PC to download and print the color images—they are so much better to look at.



Map to Hayes Elementary School, the usual meeting location.

### Future Meeting Dates

Thursday, January 26, 2006. Thursday, March 23rd, 2006, Thursday May 25th, 2006.

**January 26 Meeting Program:** Raffle prizes will include the usual - a radio, a kit, adhesives and lots of other stuff. Bring your latest project for show and tell and receive a free raffle ticket. Coffee and donuts during the break. An announcement of the meeting agenda will be sent out just before the meeting.

# From the Secretary's Building Board



By Rich Luvara

Secretary's notes:

Due to there not being a meeting, I really have no article to submit, other than to wish all members a happy new year and to fly safe...

Rich Luvara



## Dumb Thumb

None this month.

## Show and Tell

None this month.



## Raffle

None this month.



# Treasurer's Report

By Jim Patrick

### SCCMAS Profit & Loss as of 01/06/06

#### Ordinary Income/Expense

##### Income

Food sales	130.00
Membership dues	40.00
Swap meets	250.00
Vending machine	200.00
<b>Total Income</b>	<b>620.00</b>

##### Expense

Contributions	92.89
Food	42.61
Garbage service	168.94
Printing and Reproduction	225.16
Sanitation service	429.55
Supplies	79.73
Telephone	110.88
Utilities	
Gas and Electric	66.88
<b>Total Utilities</b>	<b>66.88</b>

**Total Expense** 1,216.64

**Net Ordinary Income** -596.64

**Net Income** -596.64



## Training

By Mike French

### SCCMAS Trainers

There are currently three operational trainers in wall racks in the store room of the club house to support the operations of SCCMAS in several ways. SCCMAS participates in community gatherings such as air shows, a Toys for Tots gathering, Boy Scout functions and other charitable events. We have conducted public R/C flight instruction as an advertisement for our organization. These planes are suited for this kind of effort. Secondly, the trainers serve to support our field flight instruction program. There are instances in which a student's plane is not flight worthy and an instructor might wish to continue training at that time, knowing that the discrepancies of the student's plane will be fixed by the next meeting. I have used these planes for that purpose on several occasions. It helps maintain the student's training enthusiasm at the moment. Lastly SCCMAS operates under an AMA Charter which authorizes a few staff members to serve as Intro Pilots. This means that SCCMAS can give a prospective club member a little buddy box time without the trainee being a current member of the AMA or SCCMAS. Consider this a sales or recruiting activity to generate new club members.

All the planes, engines and electronics were donated to the club by SCCMAS members. The author serves to maintain these planes for club use. They are contained on the walls in the store room in custom racks designed for each plane along with the transmitter assigned to that plane. Each rack has an appropriate charger/timer for the accompanying transmitter and receiver so that the planes are in constant readiness.

The history of these planes is worth a brief review. Alpha trainers, #2, seem to be an expendable commodity in some people's view. The author happened to intercept a discouraged pilot who was holding the remains of his broken Alpha in his arms as he was walking toward a white trash bin. When asked what he was intending to do with his broken plane, he said that he was going to strip the engine and electronics and stuff the rest.

SCCMAS Trainers continued on page 11.



## Safety

By Tim Jones

Hi again.

It's been a short time since the last newsletter and as I'm writing this I'm recovering from being sick for the last couple of days. As I sit here, it's clear outside, there appears to be a very light breeze and the temperature outside is in the high sixties. All good reasons to be at the field, burning holes in the sky and chatting with friends. But, I'm home watching movies and dozing when I can. At least if it was raining.....

As you can probably tell by my rambling, I don't have much to say in this installment. But a general reminder to all, that each and every one of us, has a responsibility to continue to remind one another of the right and safe way to enjoy our hobby.

There will soon be some new radio systems showing up at the field. These are known as "Spread Spectrum" systems. These systems do not have a traditional frequency assignment. With this being the case, we will be placing some new frequency pins at the field for use with these radio transmitters. This will allow the typical use of frequency pins at the field. I believe that this will help all at the field feel more comfortable, rather than having radio transmitters in use with no pins. This will also help keep the users of these systems in the practice of attaching the appropriate pin before turning on their transmitters. Watch for them soon.

Tim





## Event News

By Rich Groen

The time is quickly approaching for the first event for 2006.

The Flea Market will be March 25<sup>th</sup>. I have included a flyer (see page 12); members are welcome to copy this flyer and drop a small stack at your favorite hobby store. This will help turn-out immensely, I also mail about 80 flyers to non-members all over Northern Cal. that have signed up on a mailing list. Soon after, April 15<sup>th</sup>, will be the return of the inter-club fun fly. Last year SCCMAS regained the prize after letting it slide to Bayside for 2 years and Fresno in 2004. Practice all your weird flying and rudder control, come out tax day and help SCCMAS retain the inter-club trophy for a second year in a row. If you see members from other clubs, challenge them to get a team together to compete against us. The more teams there are for us to beat, the grander it will be.

Sign-ups have already begun for the food shack. Steve Culp has volunteered for the 5/20 Warbird Race, and John Ribble has already requested the 9/16 electric day, and 12/10 toys day. All other events are open for your claim at a free membership for 2007. Call or e-mail your requests to me soon. The 3/25 Flea Market and 4/15 Fun-Fly are still needing food shack managers.... HELP ! [rich-dutch@sbcglobal.net](mailto:rich-dutch@sbcglobal.net) or (408) 281-7288.

### Tentative 2006 Event Schedule

March 25 <sup>th</sup>	Flea Market
April 15 <sup>th</sup>	Inter-Club Fun Fly
May 20 <sup>th</sup>	War Bird Races
June 10 <sup>th</sup>	T34 Triangle Series
June 24 <sup>th</sup> & 25 <sup>th</sup>	Giant Scale Weekend
July 8 <sup>th</sup> & 9 <sup>th</sup>	Annual Invitational Air Show
August 12 <sup>th</sup>	Flea Market
September 16 <sup>th</sup>	Electric Air Day
September 23 <sup>rd</sup>	Pattern Contest
October 7 <sup>th</sup>	T34 Triangle Series Championships
December 2 <sup>nd</sup>	Flea Market
December 10 <sup>th</sup>	Toys 4 Tots - Whitacre Memorial

## Contest News

By Steve Smith

Another fun filled contest season is upon us again. As part of the scheduled contests for the 2006 season are several racing events to be hosted by the Tomcats. On May 20<sup>th</sup> the Warbird "Race for the Gold", June 10<sup>th</sup> T-34 Triangle series racing and October 7<sup>th</sup> T-34 Triangle series racing. Over the last several seasons there has been growing interest in the racing events especially with the World Models T-34 triangle series (thanks to the efforts of Kevin Norred). I see more and more of these planes appearing at the field. It very simple to get started , in preparation for the T-34 Triangle Series you must reserve your frequency and race number with Kevin Norred prior to the start of the race. The World Models T-34 must be built without modification (can be recovered), use a "unmodified" OS AX .46 engine and race numbers on the right wing bottom and tail area. The use of one backup T-34 and engine is permitted. Any commercially available propeller is allowed. The typical propellers used are a Master Airscrew 10x7, APC 10x5-10x6, Bolly Clubman series 9.5x7-10.5x6. With all of this a new racer would be considered competitive. At the event, 15% fuel is provided and OSHA approved hardhats are required for all racers and callers on the flight line. Email Kevin Norred at [T34Racing@yahoo.com](mailto:T34Racing@yahoo.com) for frequency and race number reservation and the complete rules.

On Saturday May 20<sup>th</sup> we will be hosting the "Race for the Gold" Warbird race. This race will have 3 classes, .46 Modified Warbird (World Models T-34 Legal), World Models Stock Warbird and Unlimited Warbird. In this event the sky's the limit, you can make modifications to engines and planes per the rules. For complete class rules, specifications and race guidelines, please visit [www.sccmas.org](http://www.sccmas.org) or email Kevin Norred at [T34Racing@yahoo.com](mailto:T34Racing@yahoo.com) .

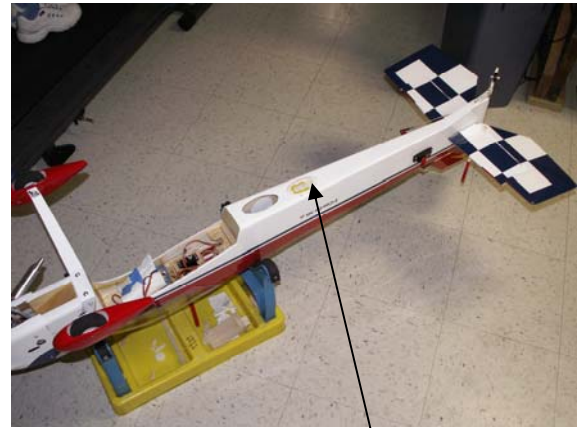
# Trimming a Sport Plane (assumes you are using a computer radio)

By Pat Rose

I use the following procedures to trim my planes. By “trim” I mean making adjustments to the plane and transmitter that make the plane easier for me to fly (goes where I point it) and has fewer bad habits. Hopefully, you may find some value in my experience, so here goes. The sequence of making the trim adjustments does matter. The following is typical of the trims I have used on my 46 size U-Can-Dos (I’m building my fourth one), 90 size 3D Mayhem, 90 size Cub, and most recently my 60 size Edge. It is always suggested that flying adjustments be made on a calm day, but since mother nature seldom cooperates, you’ll just have to do your best. The following assumes that a first flight has been made and control response and neutrals have been adjusted.

## CG

The first “trim” adjustment on a plane is the CG. Try to achieve CG balance by moving the battery, receiver, servos, and etc. without adding any weight to the plane. These adjustments can require a lot of creativity to come out right. I would recommend the plane builder (ARF or kit) to use the CG recommended on the plans. In the case of my recently completed Edge, I put the CG right in the middle of the recommended range. Move the CG past the rear limit of the recommended range and watch out, your plane may have some nasty snap habits. I’ve done this once by mistake and wound up performing a snap on landing. Ouch! The plane landed upside down. On my U-Can-Do, the CG is near the rear limit as explained in the manual and flies well, snapping and rolling on demand, but still landing easily.



Battery placed here to achieve proper CG. Balsa box constructed to hold battery.

## Lateral Balance

This is the adjustment I believe that most new builders forget to make. A plane that isn’t balanced will dip a wing (among other things) on landing. The wingtip of the plane that is the heavier side is continually getting scuffed and torn up on landing. I make both a static balance adjustment described here and later check balance with the plane in the air. To check the lateral balance may require two people. One person supports the rear of the plane in the rudder hinge area and the other person balances the front of the plane on the prop nut. Lift the plane and watch the heavy wing dip. Add stick-on lead weight in small increments to the light wing tip until there is no longer a dominant heavy side. My Edge required about one half ounce on the left wing tip, the tip opposite the weight of the engine.

## Dynamic Balance

This step checks the planes’ balance during flight. Take the plane up high, chop the throttle and put the plane in a dive. Pull the plane level at a convenient height and watch for a wing to dip. Perform this check several times before adding or deleting the stick on lead weights. With my Edge, this step was not needed as the plane was balanced.

## Engine Up/Down Thrust

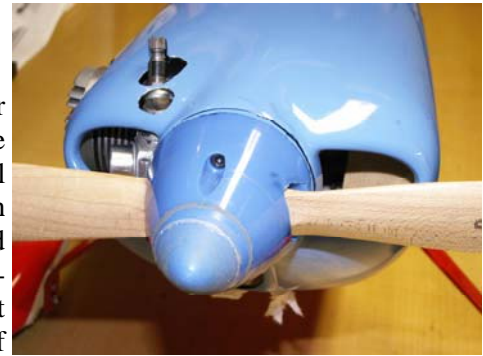
A plane that is not properly adjusted for up/down engine thrust will have some exciting habits on landing when the throttle is adjusted back. To check for engine up/down thrust, fly the plane in the up wind direction from left to right or right to left with full throttle. Just before the plane is directly in front of you, chop the throttle to idle. The plane should continue to fly without pitch change. My last U-Can-Do had a nasty engine down thrust built into it so that on landing, with engine adjusted to idle, the plane would balloon up and I would have to fight the plane and apply down elevator. It was obvious that engine down thrust was holding down pitch; when the throttle was cut, the plane’s trim flew the plane up. To solve the problem, I loosened the screws that hold the engine mount to the firewall enough to slide in small pieces of 3 x 5 card stock between firewall and lower engine mounts. To achieve multiple layers, accordion fold the paper. Some people use metal washers. The U-Can-Do required several attempts at this adjustment because the plane was built with way too much down thrust. Don’t forget to use a small drop of blue thread locker on the engine mount screws to keep things from coming apart.



## ***Trimming a Sport Plane (continued from page 8)***

### **Engine Right/Left Thrust**

This adjustment assumes an engine thrust to total weight ratio of 1 or better which allows unlimited vertical climb performance. Fly the plane up-wind until just in front of you and pull up elevator for vertical flight. Make one or two quick adjustments so the plane is flying with its canopy towards you and straight up. Now watch. My Edge started to pull left immediately and required a lot of right rudder trim. Adjustments to the plane are made in a way similar to engine up/down thrust with card stock but to the left or right motor mount. Three layers of card stock were installed under the left mount, the rudder trim set to zero, and once again into the air. I'm flying now with five more layers of card stock for a total of seven layers of right thrust.



Note spinner offset to right.

### **Aileron Differential**

This "differential" has to do with the ailerons having more up movement than down. The down aileron has more drag than the up aileron, so the planes fuselage yaws against the turn. A plane without correct differential (especially a high wing plane) will exhibit adverse yaw – applying left aileron yields not only a left rolling movement, but also a yaw to the right. Aileron differential is achieved by making adjustments to your radio, assuming each aileron is on a different channel. The up direction aileron is left at the recommended movement, and the down direction aileron is adjusted for less than 100% movement compared to the up aileron. To see the adverse yaw, do one of the following: (1) Fly the plane upwind and when in front of you, roll the plane left or right with aileron, or (2) Fly the plane upwind and when in front of you, pull up at about a 30 degree angle and then roll the plane left or right. My Sig Mayhem required almost no differential while my Edge required about 70% down aileron (30% differential) (I'm still not sure this is right, but the plane tracks well.) My Cub required about 60% on the right aileron and 70% on the left aileron.

### **Flap Trim (wing incidence)**

If you have followed the above adjustments in sequence, the plane is starting to show well behaved tendencies. Now fly the plane downwind, turn around and ease into the knife edge. Ideally the plane will track straight and true. However, it is common for the plane to pull towards the canopy or push toward the landing gear, both situations can be a little exciting to correct with the elevator. Now fly the plane upwind and make the same observation. If the plane pulls, land and adjust both ailerons up by one half turn on its clevis. If the plane pushes, adjust both ailerons down. Make this adjustment carefully as all my planes have required less than two turns of the clevis. Expect the need to trim the elevator for level flight each time you make this adjustment. Surprisingly, my Edge required no adjustment here; while my U-Can-Dos all required some adjustment.

### **Rudder to Aileron Mixing**

To view the negative aspects of flight without this mix, fly upwind and when the plane is just in front of you, apply rudder to accomplish a large circle turn flowing away from you. Usually, instead of just turning the plane with the wings held level, the plane starts the turn and begins to dive into the turn. To fix this, activate a mix in your radio to apply opposite aileron with rudder. When adjusted well, instead of the plane diving with application of rudder, it just turns level. Right now I'm at about minus 7 percent on both left and right rudder for the Edge. This adjustment greatly helped my landings when application of rudder is/was needed to correct for the runway.

### **Rudder to Elevator Mixing**

Although I have not tried this mix, it seems reasonable and is on my list to try. Perform the knife edge as explained above, but since Flap Trim has made coarse adjustments to the ailerons, only minor adjustments are made with a rudder to elevator mix.

**Trimming a Sport Plane (continued from page 9)**

CG	Per building instructions	Move battery and servos to adjust. Use lead as last resort.
Lateral Balance	Balance plane by spinner and rudder.	Add weight to light wing tip.
Dynamic Balance	Dive plane (at engine idle), pull level.	Add weight to light wing tip.
Engine Up/Down Thrust	Fly level, chop throttle.	If plane dives, add down thrust. If plane climbs, add up thrust.
Engine Right/Left Thrust	Fly vertical up, rudder correct.	Rudder left, add left thrust. Rudder right, add right thrust.
Aileron Differential	Fly level, pull up 30 degrees, roll left or right.	Model's nose moved opposite the roll, increase differential. Model's nose moved in direction of roll, decrease differential.
Flap Trim (wing incidence)	Fly knife edge.	If dive, move down both ailerons. If pull, move up both ailerons.
Rudder to Aileron Mix	Fly level, rudder turn.	Use opposite aileron to keep wings level.
Rudder to Elevator Mix	Fly knife Edge.	If dive, use up elevator. If pull, use down elevator.



Alfred Messina preps his plane during a usual Wednesday flying session.

SCCMAS Trainers continued from page 6.

I suggested to him that the plane was repairable with perhaps one evening's gluing. He assured me that it was more than he could do and asked me if I wanted the carcass. I accepted his offer, rebuilt the plane with an improved nose fairing and refinished the plane to better than new condition. We are in a throw-away society which conflicts with my views on what our sport is about. To my way of thinking, (re)building the planes we fly is half the pleasure and point of our sport.

The author wrote an article in the Servo Chatter several months ago about a midair collision that he and his student experienced with one of the club's trainers. The event effectively destroyed one of the club's planes. During the last club meeting, SCCMAS member Mike Mussard came to me and asked if he could donate a trainer to replace the one that club lost. I accepted his offer, dropped by his home and saw this lovely plane that he had built. He related to me that he had bought many kits of this type of trainer, assembled them and sold them to new students for slight profit. However, with ever more plentiful cheap ARF trainers from China, he could no longer generate a profit from this effort and wished to donate the remaining plane to the club. I contributed the transmitter/receiver/servos I won at the last meeting of SCCMAS and an OS Max 40 engine that I had also won at a previous raffle. Although the plane is slightly under powered, it flew well and it will serve with distinction as one of our organization's trainers.



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VP News continued from page 3

Please note that we have detailed an agreement that the SCCMAS is allowing Peninsula AeroModelers members to fly at the SCCMAS. This agreement is effective until January 31<sup>st</sup>, 2006.

As I mentioned in a previous newsletter, there is a documentary airing this month on National Geographic called "Sky Monsters". This documentary will feature several SCCMAS members, along with much filming performed at the SCCMAS. The documentary will be airing for the first time on Sunday, January 22<sup>nd</sup> at 9pm EST on the National Geographic Channel. It will also air several times in the following weeks and be on a dvd at a later date. For details go to <http://channel.nationalgeographic.com/channel/> and search for "sky monsters". The whole premise for this project was to learn more about pterosaurs (flying reptiles), which lived some 150 million years ago. I've included a photo of the pterosaur model that was flown at the SCCMAS. At a later date, I'll write an article on the experience and more about the technical aspects of the critter. It was a huge challenge to make a fully articulated critter that flew and we had our share of documented mishaps along the way. I'm sure that our mishaps will make for great TV....

Until next issue,  
Michael



# R/C Flea Market

**Presented by the Santa Clara County Model Aircraft Skypark  
Morgan Hill, Ca.  
A Facility of the Santa Clara County Parks & Recreation Dept.**

## Saturday - March 25th

**8:00am – 1:00pm**

Come join us at the SCCMAS field. Buy or sell your R/C related items.

**No Pre-registration needed.** Table space is limited, and available on a first come, first serve basis, bring your own table to be safe.

**SCCMAS field is open for flying.** All transmitters must be impounded or battery/module removed to prevent accidents.

**Start off 2006 with winter building deals.**

**Space Rental \$10.00**

For more info, contact Richard Groen at (408) 832-7432

Maps and additional club info available at our website  
<http://www.sccmas.org>

**The Santa Clara County Model Aircraft Skypark "Tomcats"  
offer a challenge**

# **Inter-Club Fun-Fly Challenge**

**Can your club be #1 ?**

It's your club against other local clubs in a Fun Fly challenge. The rules are simple. Bring at least 5 members to represent your club, have fun competing in crazy and wacky flying events. When the battle is over the club with the highest average score wins! All soloed pilots with current AMA can compete. All skill levels can compete with just about any airplane. Trainers, warbirds, electrics big or small have a chance to add points for your team. Trophies will be awarded to top 5 individuals and the club with overall top score will take home the club trophy and bragging rights until the next year.

## **When: Saturday, April 15<sup>th</sup>**

Where: Tomcats airfield, Morgan Hill

Time: Check-In 8:00am – Flying starts at 9:00am

Entry Fee: \$10 per person

Contest Director: Richard Groen

(408) 832-7432 [contests@sccmas.org](mailto:contests@sccmas.org)

Also see our website for directions [www.sccmas.org](http://www.sccmas.org)



**Past Winners**  
1999 - SCCMAS  
2000 - Fresno R/C  
2001 - SCCMAS  
2002 - Bayside R/C  
2003 - Bayside R/C  
2004 - Fresno R/C  
2005 - SCCMAS

*Some events we've seen in the past...*

*and a few that may show this year!*

*Spot landing, Limbo, Timed events, Airplane Bowling*

*Mirror Taxi, Drag Strip, Aerial Golf, Balloon Bust*

*Dead-Stick Landing,*

**S.C.C.M.A.S. PRESENTS**

# **RACE FOR GOLD!**

## **MAY 20, 2006**

MORGAN HILL, CALIFORNIA

**CONTEST DIRECTOR: KEVIN NORRED**  
**FOR INFO CALL (408) 482-5437 OR**  
**T34RACING@YAHOO.COM**

*SPONSORED BY:*

*NORRED AERO PRODUCTS*

*SHELDON'S HOBBIES*

*WORLD MODELS MFG/AIRBORNE MODELS*

### **3 RACING CLASSES**

.46 SIZE MODIFIED Warbird  
( World Models T-34 LEGAL )

WORLD MODELS STOCK Warbird

UNLIMITED Warbird

Race against one another and not the clock!!!

For class rules, specifications and race guidelines, please visit

[www.sccmas.org](http://www.sccmas.org)

Rules, Specifications can be found in the forum under racing.

### **RACE DETAILS**

AMA SANCTIONED & PROOF OF AMA INSURANCE REQUIRED

RACE CHECK-IN @ 7:30-8:30 AM ( PRE-REGISTRATION RECOMMENDED )

NO DUPLICATE FREQUENCIES ALLOWED IN INDIVIDUAL CLASSES. PLEASE CALL AND RESERVE FREQUENCY

ENTRY FEE \$25.00 PER CLASS ( **PRE-REGISTERED PILOTS \$ 20.00 PER CLASS PRIOR TO APRIL 20, 2006** )

PRACTICE FLIGHTS 8:30-9:00 AM

RACING STARTS @ 9:30AM

4-6 ROUNDS OF QUALIFYING & TROPHY RACE

TROPHIES 1<sup>ST</sup> - 3<sup>RD</sup> IN EACH CLASS - TOP FIVE POINT LEADERS IN EACH CLASS QUALIFY FOR TROPHY RACES



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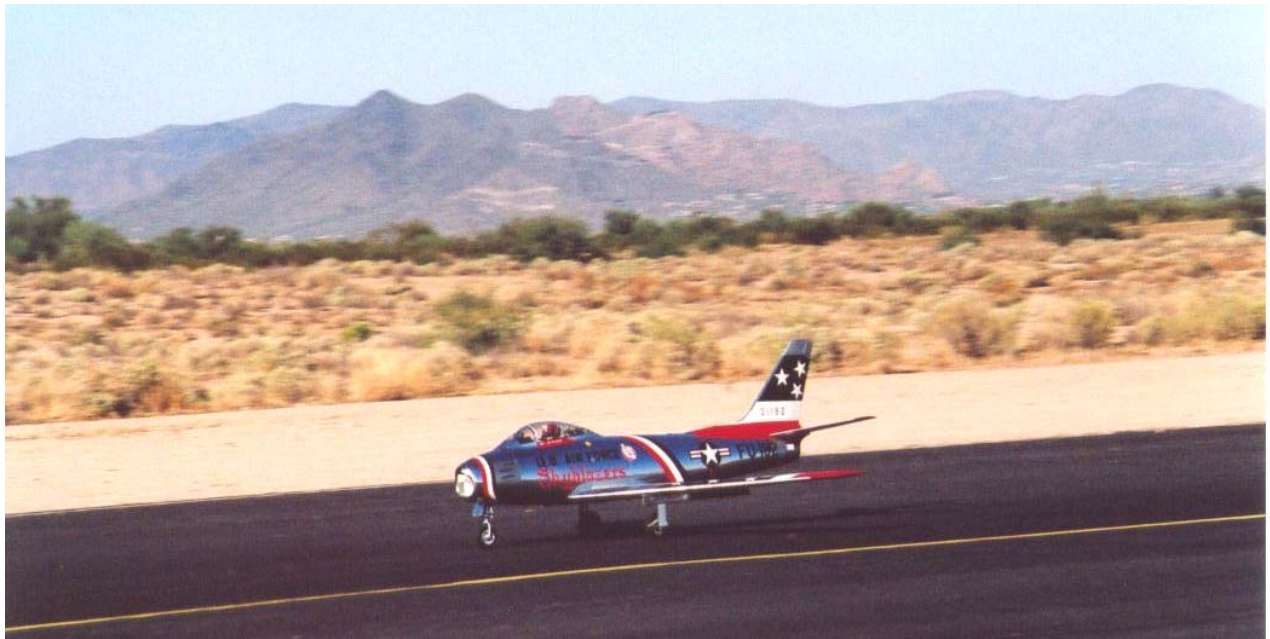
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Patell's F86 Air Force Skyblazer at Scale Masters, Phoenix, Oct. 2005. Bob Pairman Photo.

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