

Servo Chatter

May 2006, Issue #116

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

www.sccmas.org



Next Meeting: Thursday, May 25, 2006 at 7 PM.

Location: Hayes Elementary School in San Jose. See map on page 5.

Cover Photo: Jim Patrick's Model Tech Delta Fighter 90, powered by an OS 91. Pat Rose photo.



Jim Patrick in a low inverted pass with his Delta Fighter. Photo by Pat Rose.



Editor's Great Planes J-3 Cub built from a kit. Photo by Pat Rose. See more Cub photos on page 15.



See page 13 for a review.

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Flyin Fast - VP News

By Michael Luvara

As many of you know, the rains hit us hard this year and caused a three week limitation of access to the SCCMAS field because of the

entrance road being covered by water. (see photos page 10—ed) The good news was that the road damage was minimal and the Santa Clara County Parks system was ahead of the game with repairs planned as the water spilled from Anderson. They had us back in the field within a day of the water receding. We can't thank them enough for their quick service to the SCCMAS. Some even found their way into the field via other methods. Many SCCMAS members walked or biked into the SCCMAS field during this downtime. A good way to get exercise!

I'd like to personally thank Rich Groen for all his help and support of the SCCMAS in recent years. Rich stepped up a few years ago to fill the vacant contest coordinator position and quickly filled in the big shoes. In the past year, we appointed Steve Smith to help out with contests and relieve Rich of the heavy workload. Rich's work responsibilities are precluding him from having enough free time to fully support the club's efforts, so as of recent, he has decided to step down from the governing board. With this, Steve Smith has assumed the full contest coordinator position and will continue to work on the planning of the club's events. Thanks again for all of the hard work Rich. Next time you see Rich at the field, please thank him for all of his efforts.

Also, as of this year, Tim Jones' wife, Wendy has graciously volunteered to handle all membership cards and the club database. She's quickly coming up to speed and will be handling all club cards/database work. Thanks Wendy!

One of the most requested items on our annual surveys has been the internet webcams and online weather station reliability. Much of the issues that we have faced are due to a dialup internet connection at the field and the webcam server having seen better days. Steve Snell has recently installed a new server which will provide many new benefits and hardware reliability. We also have acquired a satellite internet system which has been installed for the webcam/weather server. This has shown to greatly improve the internet connectivity issues that we have been plagued with. In fact, many have joked about having Wi-Fi at the field. While the PRIMARY use of the internet connection is for the webcam, if it proves to have enough bandwidth, we are toying with the idea of putting a wireless router at the field for SCCMAS members. Imagine "working from the field". Ok, maybe I'm dreaming, but it's an idea. We do live in Silicon Valley you know...

Our website has many features which are currently underutilized. Two of which are our forums and gallery. Members can upload photos of their airplanes, models, and field events to the gallery. Have you uploaded a photo? It's easy and free. Some have suggested it as a way of better getting to know faces in the club. Our forums are a great way to share up to date information, sell items, ask advice, etc. Feel free to utilize these wonderful resources.

One item that we need to make a note of is the fueling of aircraft. The SCCMAS has made it mandatory that members utilize a fuel overflow container (some sort of extra tank, pan, etc) that captures fuel which may overflow from a muffler, vent line, etc during the fueling process. We are going to start policing this more as it is becoming a problem. Our tarmac is expensive to seal every few years and we should not be carelessly spilling fuel all over the ground.

At the March meeting, I gave a presentation of the annual survey results, compiled from member survey returns. These results have been compiled in a presentation format and will be posted on the SCCMAS website for all to view.

I recently attended one of the ongoing county master plan meetings. The "Master Plan" is a 20 year strategic plan looking at the development of recreational and trail uses within the park system along the Coyote Creek County Parkway. One of the items tied in with this for us is the bathroom construction. I receive a lot of inquiries about when the permanent bathrooms we've been talking about forever are going to be installed. While we've been planning such an installation for over 10 years now, the project has been realigned with the 20 year plan. It's important to note that the master plan began in January of 2005 and is slated to conclude with its final report in January of 2007. At that time, we will know of more definitive plans for the bathroom facilities. Right now the plan is in a preliminary stage and is still evolving from public and park input. I can tell you that the bathrooms have been mentioned as a priority within the proposal, so they hopefully will be implemented as soon as possible. However, don't look for this to begin until after the plan is accepted.

Until next issue, Michael



From the Editor

By Pat Rose

The news this month is the member survey. Following are the newsletter comments and concerns from the members and my comments. This information was presented at the member's meeting on March 24. Mark your calendar for the next member's meeting on Thursday, May 25 at 7 PM. You'll get the latest club updates that were not published in the newsletter, watch a show and tell presentation by one or more members, sometimes see a special presentation, eat donuts, etc. The dumb thumb award and raffle are always fun.

- More photos of the AC and flyers.
- Well done.
- Very informative
- Sometimes takes a lot of time to load when I download it.
- Better coverage of events for those who could not make it.
- Reviews of aircraft by SCCMAS members.
- Would like to see info on building techniques, interviews of members.
- Would like more how to articles and names of members who could advise.
- More pictures.
- Always enjoy receiving the newsletter.
- Sending by email is great.
- Make a "notable flying experience" input column
- More technical articles.

More photos: I'm trying. I've been helped this month by Tim Jones, Don Coulter, Michael Luvara and Jim Patrick. Mike French has put together a well organized page with the photos of the club's check pilots. See page 11. Like I said in the past, send in the photos. If you don't have email, you can hand prints to me at the club meetings, which I generally attend. The photos show up really well when you receive Servo Chatter over the web, not so well with the printed copy. I always test print the cover page using photo ink and paper, then show it to others to get their opinion before I publish.

Download speed: DSL or a cable broadband connection really speed up the download. I now have DSL from AT&T which allows me to watch video clips among other things.

Coverage of events: Don Coulter's photo of the Tomcat T-34 participation in Fresno is a good example. I had no idea that T-34 racing was so popular. CDs should try to take photos or make arrangements to have an assigned photographer.

More technical articles and building techniques: This is a hard one and again depends on member participation. See my review of the Sullivan Tailwheel Bracket on page 13 as an example of a format for a possible member contribution.

Recently a member called me explaining that he had access to a PC, as he wanted to check on the status of the field entrance road before driving to the field. However, he was not sure about navigating the web to learn of the road status. No problem, I said. I helped him navigate to the internet with his browser, find the SCCMAS web page, and explore the forum where the road status was updated almost daily. If you need similar help with any aspect of hooking up your PC or navigating the web, feel free to ask, as I may be able to help.

RCX 2006: See page 9 for a couple photos of this year's Radio Control Exposition held at the Anaheim Convention

(Continued on page 13.)

A Great Big Thanks

Dan Petroff took on the task of re-doing the deck at the SCCMAS shack. A special thanks goes out to the following individuals who worked on this project. It took a lot of work and coordination to complete this project, which was interrupted by the access road closure Thanks guys!

Dan Petroff, Curt Jones, Vern Bollesen, Matt Campi, Kent Kollings, and George Mateer.

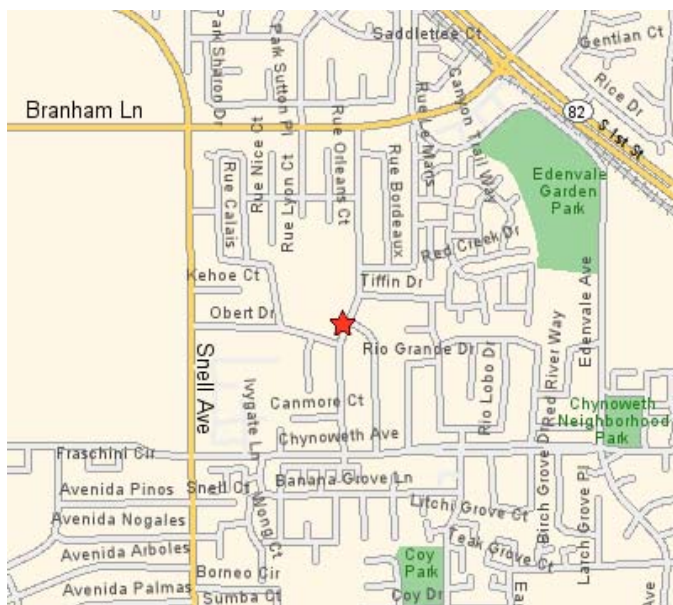
Work Party Announcement

Date: June 3, 2006 (Saturday)

Time: 8 AM to 12 noon

Basic details: Field cleanup, repairs, bring basic tools, yard tools. Plans are to transplant the St. Augustine grass to the areas around the runway on the west, north, and east sides. To help with this effort you will need to bring a shovel, a bucket with water (to transport the liberated grass), and small hand shears (to separate the grass plugs). The St. Augustine grass was originally planted by George Mateer and has spread to a nice area. Thanks, George. The good thing about the St. Augustine grass is it seems the squirrels don't like to dig their holes in it, therefore there is less of a trip hazard. Also, it does not clump and leave uncovered areas. The field will be closed to flying during the work party and should open by 12 noon. Other items that may be attended to:

1. Edge the lawn, taxi ways, pits, spectator areas.
2. Weed abatement around the shack, under the bleachers....
3. Mow the lawns.
4. Paint the post's in the RV area, north field boundary and the south field boundary near the containers.
5. Paint the tables and benches?
6. Get 500 feet of 1/2" yellow nylon rope for the post's RV area, north field boundary and the south field boundary near the containers.
7. *Paint new lines on the taxi ways and the pit area.*



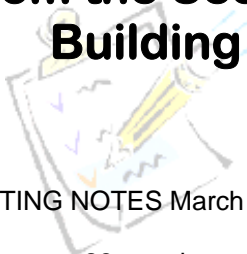
Map to Hayes Elementary School at 5035 Poston Drive in San Jose.

Future Meeting Dates

Thursday May 25th, 2006.

May 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

MEETING NOTES March 2006.

There were 28 members present.

New member: Armando Fini



Dumb Thumb

Bervin Britt for forgetting to screw on his aileron servo arm.

Show and Tell

Matt Campi

P-38 from Royal Models kit. Literally a box of balsa blocks with instructions that say carve to a P-38. Two Supertigre motors power the aircraft. Not yet maiden flown. Started the kit in 1987. Uses Rohm Air retracts. Weighs 12.5lbs, painted with Perfect paint.

Babe Caltabiano

P-51, bought at swap meet almost complete. G-38 for power. Firewall moved back, fuel tank in center of aircraft, 15x10 prop. 13.25lbs.

Raffle

Thanks to Sheldon's

Radio: Armando Fini, Chris Tryhorn: aircraft kit, Motor, cowl mounts: Babe Caltabiano, Fuel: Vernon Bollesen, Saw, Fuel: Bob Pairman, Glow Driver: Tim Jones, Fuel Pump: Matt Campi .



Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss as of 05/08/06

Ordinary Income/Expense	
Income	
Food sales	120.00
Membership dues	2,995.00
Swap meets	190.00
Total Income	3,305.00
Expense	
Apparel expense	541.25
Dues and Subscriptions	205.00
Equipment Rental	75.00
Food	513.87
Garbage service	506.82
Insurance	
Fire Insurance	1,023.81
Total Insurance	1,023.81
Office Supplies	21.00
Postage and Delivery	506.46
Printing and Reproduction	315.02
Raffle supplies	284.13
Repairs and Maintenance	
Field repairs	128.99
Janitorial Exp	50.00
Total Repairs and Maintenance	178.99
Sanitation service	862.46
Supplies	6,352.26
Telephone	
Internet	334.00
Telephone - Other	327.05
Total Telephone	661.05
Utilities	
Gas and Electric	77.19
Total Utilities	77.19
Total Expense	12,124.31
Net Ordinary Income	-8,819.31
Net Income	-8,819.31



Training

By Mike French

Equipment Donations To SCCMAS

During the past six months and undoubtedly for a very long time before that, SCCMAS has received many donated pieces of R/C equipment from members and non-members alike. Much of it, from my personal experience, stems from people's generosity and desire for others to use the R/C planes and equipment that have provided loved ones with pleasure at one time. On a personal basis, if this equipment is of high quality and complete, I have accepted some of this material, refurbished it and then donated to the training program of our organization. We currently have three fully operational trainers with transmitters and other support equipment obtained through this process. All planes are mounted on custom racks in the storeroom. But after we have all the equipment that all our instructors could possibly use in our training program, what should we do with the continued supply of donations. In the short term, I am continuing to refurbish some planes and field kits that we received through donations with the idea in mind to either submit this equipment for sale at our periodic Flea Markets to supplement the club revenues or possibly have quality equipment to give to schools, programs or unique individuals who would use the planes and material to learn how to fly.

Storage of spare equipment is always a problem. Certainly there is little or no room for additional storage of this kind of material in our club's shack. I would be willing to store some of the more appealing planes that I have restored at my residence for a short time and supply the club with an inventory list of this limited material which is available for club disbursement. I think that there is a dual benefit for SCCMAS to receive donations from the public. First, when they give the operating equipment to the club, they will know that it is in the hands of highly experienced R/C pilots who will know how it can benefit the club or others in a good fashion. I have had several offers from members who have expressed a willingness to restore the club's equipment. We have members

(Training continued on page 14.)



Safety

By Tim Jones

The season is here!

I'd like to take a little space in this issue to say a few things that are not directly or obviously related to safety. But, I'll get some of the safety reminders in here.

The rains slowed us down a bit. The road in to the field was washed out and under water for nearly a month. So, a few of us broke out the old bicycles and modified the old kids wagons to build trailers. In my case, I found the bike horribly underpowered. But I got it there. I was certainly one to celebrate the county parks service's rapid efforts to make a repair to the road almost immediately after the water receded. If you get the chance, thank the park ranger for watching the field for us and ask him or her to forward your thanks to the persons who helped get access to the field restored for us so fast.

The winter is typically a slow season at the field for scheduled activities. But you can be sure there's a lot happening behind the scenes in the club. There's a lot happening at the field on the order of spring cleaning this year. By the time this shows up in your mailbox, there will be a new deck built around the shack to replace the broken, split, rotted and loose steps. There will be some hand rails added to the shack steps soon. There will be larger flight stations and walkways provided for safer access to the flight stations. The new impound boxes are built and painted and will be installed soon. There are other things in the works, some for convenience, and some for safety. Most are the result of member suggestions.

Have you taken the time to read some of the articles in Model Aviation? I've noticed it's been going through some changes. The new regular sections are well done. With my responsibilities in the club, I make it a point to read the "Safety Comes First" department.

(Safety continued on page 12.)



Contest News

By Steve Smith

With my first (solo) Contest Coordinator column for the newsletter, I offer my congratulations to Richard Groen whose professional job advancement necessitates that he step down as the Co-Contest Coordinator. With this said, I have accepted the position as Contest Coordinator and will be taking over all event coordination from hereon in. Richard has done a fabulous job organizing all of the events for many years and deserves congratulations for his efforts. Richard will continue to be an active member of the SCCMAS.

Helpers, helpers and more helpers are needed for events over the next several months. I am in need of pylon judges, lap counters, setup and tear down, shack help and barbequing at lunch.... If you can help at any of these events please contact Steve Smith at (408) 234-0095 - stevejsmith2001@hotmail.com .

Shack Signup List

March 25 th	Flea Market	Dan Walsh
April 15 th	Inter-Club Fun Fly	-----
May 20 th	Warbird Races	Steve Culp
June 10 th	T-34 Triangle Series	John McCollum
June 24 th & 25 th	Giant Scale "Scale" Weekend	
July 8 th & 9 th	Annual Invitational Air Show	ALL MEMBERS
August 12 th	Flea Market	Chris Tryhorn
September 16 th	Electric Air Day	John Ribble
September 23 rd	Pattern Contest	
October 7 th	T34 Triangle Series	
December 2 nd	Flea Market	
December 10 th	Toys 4 Tots- Whitacre Memorial	John Ribble

(Continued on page 14.)

Tomcat Participants at the Fresno T-34 Race on April 1.



Scott Teschner, Scott Stroh, Tim Jones, Steve Smith, Babe Caltabiano, Eric Spitzer (kneeling), Rick Maida, Meriam Jensen, Steve Culp, Matt Campi, Lynne Vigallon and Don Coulter Don Coulter photo.

RCX 2006, Anaheim, CA



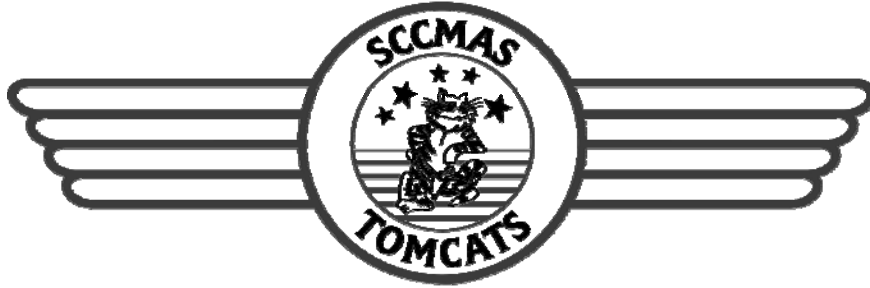
Jason Noll of Team Futaba is winner of Saturday's Pro Pilot Face Off, a timed obstacle course. PR photos.



Bikes and wagons carry the planes into the field. Matthew Smith (L) and Erik Spitzer (R). Tim Jones photo.



Our road swale flooded on April 2. Tim Jones photo.



2006 SCCMAS Check-Pilots

The members listed below are the SCCMAS Check Pilots for the year 2006. Check pilots serve SCCMAS to certify flight students for solo flight as well as serve as hosts for the field to friends and guests. Note that any soloed club member can train individuals, but all pilots must be solo certified to fly their planes without supervision of an instructor.



Babe Caltabiano



Chris Luvara

Dick Gardner



Jim Patrick



Steve Culp



Mike Luvara

Richard Groen



Pat Rose



Bahman Dara



Richard Luvara

Tim Jones



Steve Smith



Reggie Dell Aquila



George Mateer

Alain Laederach



Jack Sunzeri



Mike French



Brian Nelson

Any member who has been a club flight instructor may be qualified to become a check pilot. If you think you should be on this list or wish to become a flight instructor, please contact Mike French at (408) 373-5301 or email training@sccmas.org.

(Safety continued from page 7.)

The author, Dave Gee, does a great job of bringing up some of the forgotten rules of safety, and always includes tips and stories from members around the world. One of the stories sent in for example, explained how the user discovered that CA accelerator or “kicker” is usually very flammable. As many of us are prone not getting around to reading the fine print, I found this little story quite interesting. One of our members called me one evening to tell me what a help it was to him to see this story in larger print. This particular example explained how accelerator vapors were ignited while shrinking covering with a heat gun. There are many little stories and tips in this column and I encourage everyone to read it regularly. The May issue also has a continuing series on safety in model flight operations, with emphasis on the training and the new flier. This article series is separate from the regular safety column. It’s great reading and highly recommended for the new flier or the instructor of new fliers.

As far as reminders for our specific club site, I have a couple of reminders. First, “WATCH FOR SNAKES!” The location of our site allows us to enjoy visits from local wildlife. Some of the locals are colorful and harmless. Some are entertaining to watch. Some can be deadly. As of this writing, I’ve seen two rattlesnakes and heard of reports of two more. The snakes will not pursue you and they will avoid contact with you. But one of their avoidance tactics is to lie quietly and wait for you to leave. Be careful reaching under anything that may have been sitting for some time, such as trash cans or an abandoned piece of wood. Second, with the extended rains and the new sunshine, the grasses have gotten very tall. It seems that the pollen count has reached astronomical. Keep your allergy medicines handy, and protect your skin. I spent the day yesterday in Madera at the second race in this year’s T-34 series. It was a great day for racing in Madera, clear skies, moderate temperatures and a continuous light breeze. Sitting at the restaurant having dinner with ten others, we all noticed that nearly all experienced some level of sunburn or windburn. Many, not all, used skin protecting lotions. All agreed that all should have. I will unfortunately have to admit that I failed to use my sun protector. But I have a few more people to help me remember that I have said many times that I will start using it more often. If you see me without it, I’ll welcome your tap on the shoulder as a reminder.

So, the fun continues. The weekends are going to start to get busy. Before the next newsletter, there will be two racing events, a giant scale fly in and preparations will be well underway for the annual airshow. I’d like to ask that all help in watching out for the safety of all in these events and in your everyday enjoyment of our hobby.

See you at the field, Tim



New concrete walkways and pads. Michael Luvara photo.

Sullivan's Tailwheel Bracket Review

by Pat Rose



I've been asked a few times about my use of the Sullivan Tailwheel Bracket, so here goes. This item is available at Sheldon's if you need one. The bracket is available as part S860 for planes weighing 5 to 12 pounds and S861 for planes weighing 10 to 22 pounds. As you can see in the photo at the left, you are supplied with a bag of parts for your hard earned money. After assembly on your plane, the photo on the right is the result. The advantage of this tail wheel assembly is that the weight at the rear of the plane is supported by the rear of the fuselage and not the rudder. Only a spring connects the tail wheel bracket to the rudder. Movement of the rudder bends the spring, which in turn steers the tail wheel. A rough landing that impacts force to the tail wheel will not harm the rudder hinges.

The kit of parts comes with 4-40 screws and 4-40 blind nuts for mounting to the fuselage. These I usually toss as they are intended for use when building a kit plane, not an ARF. Not wanting to open the rear of the fuselage to install the blind nuts, I use socket head sheet metal screws, such as Du-bro #4 x 3/4 inch, also available at Sheldon's, to mount the bracket to the fuselage. To use these screws, first drill a 1/16 pilot hole. Mount the bracket with two screws. Remove the bracket and apply thin CA to the holes, then remount the bracket. Apply a small amount of blue thread locker to the screws before installation.

I usually use the bigger spring, which you will need to bend twice; once to attach it to the pivot and one time to mount in the rudder.

(From the Editor, continued from page 4.)

Center on 6-7 May. Most of the center's floor space was devoted to RC cars, RC boats and RC planes of the foamie park flyer type. The primary reason I attended was to watch the Pro Pilot Face Off, in which professional RC pilots flew foamies through an obstacle course where they were timed. I'm not the first to observe the popularity of the foamies, but with all the folks at the RCX showing interest, it was obvious that a lot of people are buying and flying the small planes. Low initial cost, 3D capability, and close in flying are all attractive attributes. Flying sites require little preparation, meaning most any park or school is a potential organized flying site. I guess you can tell that I'm in the market for a foamie, but I have so many other planes that I am involved with, it is tough to decide. I have one plane that is best described as a foamie on steroids, the Modeltech Magic, powered by an OS .46. I'm assembling my second one at the present time. The first one just wore out. Can't wait to get this plane in the air. I highly recommend web site www.terynd.com/magic.html. RC pilot Teryn Dal Bello has assembled several videos with him flying the Modeltech Magic. Please let me know of other web sites that have good quality RC plane videos to watch.

I'm trying something new with a short book review on page 15. The book (or manual) Tailwheel Transition Training Manual by Rand Peck has been a lot of fun to read and highlight. It is amazing how much the full size planes have in common with our models.

(Contest continued from page 8.)

Saturday May 13th is the annual San Martin Airport open house. We will have a booth with a static R/C aircraft display and have a short RC aircraft demonstration.

Saturday May 20th, the TomCats will be hosting the Race for Gold Warbird Race. For more information contact Kevin Norred at Kevin@t34racing.com - www.t34racing.com.

Memorial Day Weekend the Watsonville Air show is in full swing. On Saturday and Sunday the TomCats will have a booth with a static RC aircraft display and a 20 minute window to put on an RC demonstration. If you can help or want to display your RC aircraft and help promote the RC hobby please contact or Mike Luvara at (408) 292-1212 or Steve Smith at (408) 234-0095 - stevejsmith2001@hotmail.com

Saturday June 10th the TomCats will be hosting the Morgan Hill stop for race 3 of 6 for the T-34 Triangle Series. For more information contact Kevin Norred at Kevin@t34racing.com - www.t34racing.com

Saturday-Sunday June 24th-25th, the TomCats will be hosting the Giant Scale Weekend. There will be a Saturday night spaghetti feed, free for all pilots and \$5 for guests. For more information contact CD Lynsel Miller at (408) 374-9358 or John Mota at (408) 842-2542. Limited RV hookups and overnight camping is available. For reservations contact Mike Luvara at 408 292-1212.

Saturday-Sunday July 8th-9th is the Annual TomCats Air show. This is our premier annual event, drawing thousands of spectators. We are always in need of help for this two day event. Helpers for set up, tear down, answering questions, static aircraft display, lunch time RC flight training are needed. For more information contact Mike Luvara (408) 292-1212 or Steve Smith at (408) 234-0095 - stevejsmith2001@hotmail.com

Thanks for the support, Steve

(Training continued from page 7.)

willing to take this material and bring it to flyable standard. So secondly, it provides an opportunity for the club to have flying materials to sell, to subsequently donate or to support SCCMAS' programs without any incumbent capital expenditure. Not bad. It just means that I and other club members will donate their time to bringing quality R/C equipment to flying status.

There is one operative word that should not be overlooked. This word is "quality" material. This means that if a plane is donated, it includes the engine, batteries, receivers, servos and transmitter to support it. I have had many offers to re-use discarded trainers whose engine and electronics have been removed. This is not what SCCMAS is looking for. We have plenty of empty planes. Donations of quality imply that the plane, engine, servos, battery and transmitters are of recent manufacture all of which are being given to the club. I have had offers of 50 year old motors. Thank you very much, but for other than collectors of antiquities, aged technology isn't very supportable.

The picture shown is a field kit that was left to SCCMAS by a non-member that is being restored for use in our training program. It has a complete electrical control panel, 12 volt battery, fuel pump and gas tank with the appropriate fuel returns. It should be a fine addition.



In conclusion, as a personal commitment to our club, I will be willing to coordinate the acceptance, repair and disbursement of donated R/C materials to SCCMAS. If anyone is interested in participating in this effort, please contact: Mike French at french913@aol.com. I will make available to the club a list of all materials collected and repaired for this donation pool.



Magnificent 66% Piper J-3 Cub built by Tim R. Johnson as displayed at the Toledo show. Photos by Michael Luvara.

Tailwheel Transition Training Manual, a book review by Pat Rose

After flying my Great Planes J-3 Cub one day at the Tomcat field, I realized that flying this plane would not be the same as the other planes that I fly. My Cub easily ground loops, is easily knocked off course by the wind, and wants to immediately turn to the left on take off. So I started looking on the web for a Cub flight training manual, looking for helpful suggestions. My search led me to Stick and Rudder Aviation LLC (see www.stickandrudderaviation.com) where I found the Tailwheel Transition Training Manual for sale. This manual is written by Rand K. Peck, who owns and has owned many full size tail draggers.

Concerning "The Dreaded [landing] Bounce", Rand says "With regard to any landing, if in doubt, rather than trying to make it work, go around and try again." With regard to "Ground Loops", "The most important aspect to remember, is that it can happen anytime the aircraft is in motion on the ground." Sounds just like my model Cub. Further, "Adverse yaw occurs during a turn, because of the increased lift which as well creates increased drag. When turning to the left, for example, the right aileron lowers creating more lift and drag on the right wing. The airplane will roll to the left but momentarily yaw to the right..."

This manual is chock full of handy suggestions to fly tail draggers and I highly recommend it.



JPX 320 engine.



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

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 1ST - 3RD IN EACH CLASS - TOP FIVE POINT LEADERS IN
EACH CLASS QUALIFY FOR TROPHY RACES

Giant Scale Weekend 2006

June 24th and 25th

Sponsored by the
Santa Clara County Model Aircraft Skypark



- IMAA Legal Aircraft Only
- Entry Fee \$25 per Pilot
- Saturday night spaghetti feed - free for all Pilots, \$5 per guest
- Trophies for best of show, best flight, most realistic looking aircraft.



Limited on-site camping and RV hookups. Contact Mike Luvara for reservations: (408) 292-1212

[SCCMAS site directions on back side](#)

Visit our web site: www.sccmas.org

CD: Lynsel Miller: (408) 374-9358

John Mota: (408) 842-2542

CALIFORNIA

T-34 TRIANGLE SERIES

CHAMPIONSHIPS



Race Dates:

April 1, 2006	FRM Club	Fresno, CA
May 6, 2006	MARCS Club	Madera, CA
June 10, 2006	SCCMAS Club	Morgan Hill, CA
July 29, 2006	FRM Club	Fresno, CA
September 23, 2006	MARCS Club	Madera, CA
October 7, 2006	SCCMAS Club	Morgan Hill, CA

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T34RACING.COM*

For information regarding the T-34 Triangle Series, Please contact Kevin Norred @ (408) 482-5437 or email at T34racing@yahoo.com Please visit T34RACING.COM for up to date info.

The Santa Clara County Model Aircraft Skypark Presents a Radio Controlled

Airshow

July 8 & 9th '06

9am-3pm



Free Admission

www.sccmas.org

- **TURBINE JETS • HELICOPTERS • AEROBATICS**
- **GIANT SCALE WARBIRDS • RACING AIRCRAFT**
- **SNOOPY'S FLYING DOGHOUSE • ELECTRICS**
- **GLIDERS • CONTROL LINE • FAMILY FUN**
- **TRY YOUR HAND AT FLYING**
- **FOOD, REFRESHMENTS & MORE!**

Airshow 2006 is brought you by the Santa Clara County Model Aircraft Skypark,
Santa Clara County Parks and Recreation Dept., Sheldon's Hobby Shop, Penn International Chemicals
Aero Micro & RC World of Planes

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



For more info, call:
 Steve Smith (408) 234-0095
 Michael Luvara (408) 292-1212
 email: airshow@sccmas.org
 web: www.sccmas.org

Bring the whole family! Come and enjoy a fun filled day full of Radio Controlled excitement. See flying like you've never imagined possible, try your hand at flying and take home your own free rubber-powered airplane! *supplies limited

Airshow Schedule

9:00	Pre-airshow Activities
10:00	Opening Ceremonies
10:05	Giders 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	Control Line - check out the best in control line combat and aerobatics
11:15	Giant Scale - Witness expertly piloted WW2 warbirds, such as P-51s, Spitfires, and Thunderbolts along with other 1/5 Scale and larger aircraft.
11:45	Trainer Demo - We'll show you just what a "buddy box" is, and what it takes to learn to fly.
12:00	Lunch Break - Check out the airplanes up close and talk with the pilots. You can even try your hand at flying R/C 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	Things that Shouldn't Fly - Flying Witches, Stop Signs, Cars and more.
1:30	Helicopter Flying - See scale and aerobatic helicopters put through their paces doing things that seem to defy gravity.
1:45	High Tech Jets - Witness 200mph action as real turbine powered jets strut their stuff.
2:15	Fly Fast and Turn Left - Experience racing action as many high speed racing designs fly the course at over 150mph.
2:40	Aerobatics - Watch the Bay Area's top aerobatic pilots put their aerobatic machines through IMAC, Pattern and out of this world Freestyle sequences.
3:15	Airshow Conclusion

Directions to the Skypark

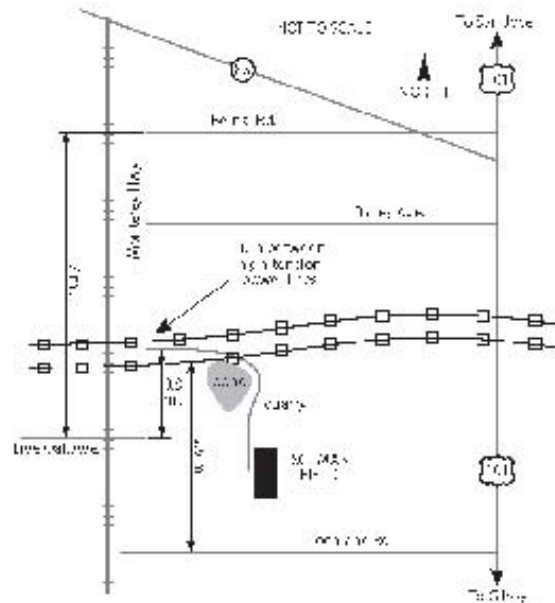
HOW TO GET TO THE SKYPARK:

From Morgan Hill and Gilroy: Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.6 miles. After passing Live Oak, turn right at the entrance to the Dole Packing Company. You'll see our 8' x 10' sign at the entrance to the driveway (between the high-tension power lines). Proceed down the private driveway and through the first gate. Follow the road to the right around the pond and continue to the field.

From San Jose: Traveling south on either Highway 85 or 101, take the Bernal Road exit, west to Monterey Road. Proceed south on Monterey Road, 7 miles, to Live Oak. You will have passed the field entrance on the other side of the road, but there is no opening through the divider there. Turn around at Live Oak and proceed back on Monterey Road, northbound (0.8 mile) to the entrance to the Dole Packing Company and the private driveway to the field (see below). Notice: The speed limit on the private road to the field is 15 mph.

Carpooling is encouraged, and a shuttle will be provided for those who park in our overflow lot off of the entrance road.

The SCCMAS field is located at 10250 Monterey Road, Morgan Hill and is a facility of the Santa Clara County Parks and Recreation Department
 *Schedule is subject to change without notice, including the addition of fill-in acts.



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

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SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	

AMA Intro Pilots (These pilots can fly non-AMA members, certain restrictions apply.)
 Reggie Del Aquila, Mike French, Jack Sunzeri

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

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Tam Jets F16 with Jetcat P-60 power. Owned and flown by Jim Mongiello. Amazing photo by Jim Patrick..

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. For info email: patroserc@aol.com. Views expressed in 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. Servo Chatter welcomes all emails and other 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
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Los Gatos, CA 95032-4610



Next meeting on Thursday, May 25,
7 PM, at Hayes Elementary School. See
page 5 for map.