

Servo Chatter

November 2006, Issue #120

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110



Next Meeting: Wednesday, Nov. 29, 2006 at 7 PM.

Location: Hayes Elementary School. See map on page 4.

Bud Kanemoto's P- 61. Engines are OS 120 Surpass with Pump. Another excellent Jim Patrick photo.



John Adams flies a knife edge with his "Wild Hare" 35% Giles 202. It has a 3W 75cc single cylinder gasser (3W75iUS) using a 24 - 10 propeller w/a Tru-turn spinner. Servos are HS5645MG Hitec digitals, 2 on each aileron and 1 on each elevator half. Rudder is Pull-Pull with a Hitec HS5745MG using his own design plate. The receiver is a Hitec Slimline. He has 2 - 6v 2500 mAh Ni-Mh going in parallel to the receiver through 2 MPI HD switches. Power is totally redundant to the receiver. He uses a 6v 2500 mAh battery, through another MPI switch, to the ignition. He flies using a JR XP8103DT transmitter

See page 12 for EMERGENCY SAFETY ALERT for Lithium batteries. This alert was included with a product which your editor recently purchased. This alert is not new but deserves repeating.



Jeff Fredericksen's World Models 60 size P51. Photographer unknown.

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Flyin Fast - VP News

By Michael Luvara

Well, here it is rapidly nearing the end of 2006. Since the last newsletter, a lot has happened at the SCCMAS. We've had several great events, work around the field has been completed and there's been some great flying weather too. With the end of the year coming, brings us renewals. We will be mailing personalized renewal packages at the end of December. These will contain our annual survey, along with a personalized renewal form. Do not send in renewals until you receive this package and only submit the forms that are enclosed.

As mentioned in the last newsletter, we've been working on updating the SCCMAS website. Webmaster Dean Sala has a new site close to publishing and it should be online by the time you get this newsletter. We have fixed the webcam and weather system, having migrated the server hardware from a MAC to a PC. Since going online, the system has had no failures in the past three weeks of operation. The camera images are now larger in size (780x640), higher quality, and update about every three minutes during daylight hours. The weather system is also up and working with updates every 10 minutes 24x7. We've also setup an account on www.weatherunderground.com and upload the weather data there. It is being archived and stored for us for free, along with providing historical data for trending and planning purposes. If you have not stopped by the website lately, take a few minutes to visit. We have forums setup and you can talk with fellow members. A dynamic news section is also available on the front page of the website where board members can post news items. We're doing our best to make the www.sccmas.org site a more friendly and dynamic experience.

Some of you may not know that the SCCMAS has just celebrated its 20th anniversary. We've been operating at the same physical location for 20 years now, having started operations on October 19th, 1986. This is no small feat for a club and we think it's time to celebrate. Right now, we are planning a formal event that will be held in January. Further details to follow. With that said, we are also going to dedicate much of the next club newsletter to a 20 year review in pictures. Dig through those old photo binders and archives. We want to publish photos of members and the field throughout the years. Send any photos to servochatter@sccmas.org.

We've had a lot of interaction with the Boy Scouts in the past few years and I truly believe working with those in the community is an asset to our organization. This year has had several visits from many packs and dens, along with one doing his Eagle Scout project at the SCCMAS. The latest is a possible Aviation Explorer post being setup in the bay area with a partnership at the SCCMAS. The coordinator should be present at the next club meeting to discuss more about the program. We'd like to help make this a success.

Lastly, club member Bob Parks will be our featured speaker at the November meeting. Bob is a well known modeler and engineer in the unmanned aircraft field and has designed several R/C models. He has performed in many international competitions, including being a member of the US team for rocket gliders, along with his son Bill, in 2006. They traveled overseas in September to Kazakhstan and will have a great slide show to share with you from their travels. Come on out to the next meeting and enjoy this great presentation.

Until Next Issue,
Michael



From the Editor

By Pat Rose

Take note of "From the Secretary's Building Board" meeting notes on page 6 in this issue. Note all the stuff that is going on—free donuts, a raffle for prizes, show and tell, etc. Just don't tell me that only retired folks have time to attend the meetings (yes, I am retired). Come on now, show up at Hayes Elementary School on the evening of November 29. Give yourself plenty of time for the drive because of the heavy traffic that you may run into.

Note on page 12 the Emergency Safety Alert for Li-po batteries put out by the AMA. This alert is not new but deserves to be repeated here. On a related topic, see my Forum contribution under Electrics, Li-Po Battery Safety when Charging. I hope you will add your two cents with a reply relating your best practices or experiences.

Finally, thanks to Jim Patrick and Chris Luvara for the many photos that they contributed to this month's Servo Chatter. Jim's cover photo of Bud's P-61 is the one that I tried to take myself, but was unsuccessful doing so.

Try these videos : www.liposack.com for a new product to use while charging your lithium batteries, <http://www.terynd.com/public/hellcat2-9.24.06.wmv> (57 MB w/music). Be sure to turn your speakers on!

A SPECIAL OFFER FROM BABE CALTABIANO: I'd like to mention if anyone is interested in T-34 racing and not sure how the races are run or just want some help with some tips on what to do and not do I'd be glad to get together with them. I've been racing something or other for almost 20 years so I do have an idea of what should happen... My e mail is Babe007cw@aol.com, or phone # 408 578-9014.

Upcoming Meeting: Wednesday, Nov. 29, 2006, 7 PM

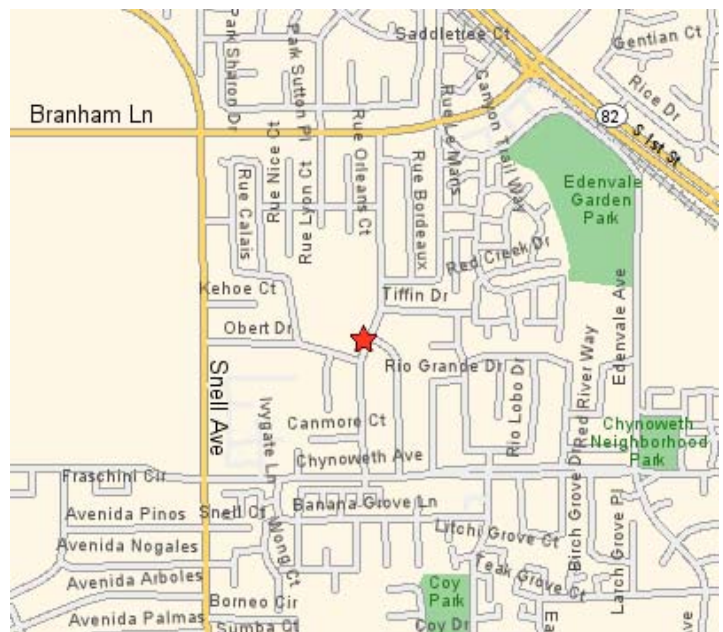
The next meeting will be held at Hayes Elementary School, 5035 Poston Drive, San Jose

Meeting Program: Bob Parks will be our speaker. He's going to be giving a presentation on his trip overseas to Baikonur for the US Team on rocket gliders.

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.

Future Meeting Dates:

Tues Jan 23rd
Thurs Mar 22nd
Thurs May 24th





Safety

By Tim Jones

Don't Fly Alone!

Wow! It seems like things are quiet for so long and all is tranquil. I receive a reminder of my piece for the newsletter being due soon, so I start looking for any notes I have for material. Then, a phone call. There's been an injury at the field.

I ask the important questions first. Is he alright now? Is there someone there with him to make sure he gets home or to medical care, if needed? How serious is the injury? The answers to all of these questions were good. He seemed to be OK. But those present were concerned, and thought he should give more consideration to his reluctance to go get the injury looked over by qualified medical personnel. There were people at the field to take him in if needed. Or, to call for emergency help if the injury were any more serious. Fortunately it wasn't more serious. But it was close.

I called the member this evening to see how he was and ask a few questions. He was OK, a bit sore, but very humbled.

What happened? He did everything right. A new plane, preparing for first flight. Working with another flier, a preflight check, a range check and help holding and starting the plane. He handed the transmitter to his helper and took hold of the running plane's tail to walk it out of the startup area. Walking out, just clearing the startup area safety fence to the center taxi way, when he for want of a better description "Just tripped over his own feet", and fell on the turning prop. The fall on to the turning prop, provided a serious cut in the chin.

Without knowing any more details, we all know how much more serious this could have been. Those present at the field made sure the bleeding was not life threatening and subsided, before leaving him on his own. Several voiced their opinion that he should get the wound looked over by a doctor, but respected the fact that he, as a grown man, is entitled to the final decision, at least until his wife found out.

Safety continued on page 13.



Treasurer's Report

By Jim Patrick

Profit & Loss

September 6 through November 6, 2006

Ordinary Income/Expense

Income

| | |
|---------------------|-----------------|
| Apparel | 49.00 |
| Contest entries | 1,700.00 |
| Food sales | 620.41 |
| Membership dues | 495.00 |
| Raffle | 480.00 |
| Vending machine | 735.00 |
| Total Income | 4,079.41 |

Expense

| | |
|---------------------------------|---------------|
| Contributions | 250.00 |
| Equipment Rental | 75.00 |
| Food | 566.82 |
| Garbage service | 341.85 |
| Postage and Delivery | 211.06 |
| Printing and Reproduction | 272.84 |
| Repairs and Maintenance | |
| Janitorial Exp | 50.00 |
| Total Repairs and Maint. | 50.00 |
| Sanitation service | 924.51 |
| Supplies | 498.00 |
| Telephone | |
| Internet | -28.14 |
| Telephone - Other | 243.18 |
| Total Telephone | 215.04 |
| Trophies | 599.79 |
| Utilities | |
| Gas and Electric | 651.73 |
| Total Utilities | 651.73 |

Total Expense 4,656.64

Net Ordinary Income -577.23

Net Income -577.23



By Rich Luvara
(written by Pat Rose this month)

From The Secretary's Building Board

Flash: Paul Hasselbach has volunteered to be the **Raffle Coordinator**. Paul volunteered to purchase and gather the raffle prizes for the club meetings



Oct. 5 2006 SCCMAS meeting notes

Attendance: 37

New members present:
Kent Collins, member since February.
Kenneth Williams, SJSU project member.

Dumb Thumb

The nominees are:
Mike French—reversed ailerons.
Eric Spitzer—wrecked heli.
Dave Wilbur—Rare Bear aileron roll at zero altitude.
Reggie—tried to fly through some bushes.

The winner is: Eric Spitzer.

Show and Tell

Lynzel Miller: Hangar 9 Camel with Saito 91.

Don Coulter: Highly modified Corsair designed for unlimited racing.



Servo Chatter | Nov 2006



Dean Sala, our new Webmaster



Raffle

John Adams: radio
Bervin Britt: engine
Armando Fini: trainer





Contest News

By Steve Smith

It's hard to believe Thanksgiving is upon us. This means the 2006 contest season is coming to end with two events remaining. The Flea Market scheduled for Saturday December 2nd 8:00AM to 1:00PM will attract many sellers and buyers who are looking for that perfect holiday gift or winter project. Space rental is \$10 per seller. The final event of the 2006 season, 'The 4th annual Bob Whitacre Memorial Toys-For-Tots Fun Fly' will be held on Sunday December 10th. This event will bring many flyers from all over to remember Bob Whitacre, help the kids in the community, fly and have fun. The entry fee is any new, un-wrapped toy. Flying starts at 9:00AM.

I want to thank everybody for your support in 2006. This has been a very challenging and busy year for me, since assuming the Contest Coordinator position in April. In January 2007 the Northern California R/C Society will meet to plan the contest calendar for the 2007 season. Next year's SCCMAS events will be pretty much the same as 2006, with the possibility of some inter club sport racing events and a Jet rally. More information will be posted on our Web site at www.sccmas.org as it becomes available. As always, I'm open to suggestions. Email Steve at contests@sccmas.org.

See you at the field,

Steve



Training

By
Mike
French

Unusual Trainers – Vol 1 - Mustangs

One of the dubious benefits of being involved in teaching many new flight students at SCCMAS is encountering controversial, unusual or off beat trainers. Recently I flew a student's first plane which had an eight foot wingspan. I had no idea that such a huge training R/C aircraft was even manufactured. But that is a story for a later Servo Chatter edition.

I have to confess that when I first reentered R/C modeling and started my flight training, I came to the SCCMAS field with a shiny new World Models Mustang which had been purchased by my wife under the advice of a Sheldon's Hobbies salesman. I had many thousands of hours flying multiengine general aviation aircraft and thought that this experience would hold me in good stead. The reality was that the plane was substantially more R/C flying than I was at that time ready for. So it was with great skepticism that I accepted Wayne Carlson's and Chuck Bellemare's offer a month ago to teach them together with a Hanger 9 Mustang each [shown in the included photo]. Granted the planes had leading edge cuffs, landing gear drag panels and extended flaps. Although we found that the panels and flaps did add drag and the cuffs did have some effect in reducing the stall speed, the responsiveness of the plane was still beyond typical high wing trainer performance. I told Wayne and Chuck of the hazards of their undertaking. If they understood and were willing to accept the higher risk to their plane's health during the process of flight training, I would help them both pass their Solo Pilot's Certification Check Flight. Both gratefully agreed.

Training continued on page 13.



The hard working, weed cutting Boy Scouts from Varsity Scout Teams 51 and 441. Thanks, guys for trimming back the entrance road bushes. Pat Rose photo.

Top: David Allred, Rich Hovey, Paul Hasselbach, Alex Harline, Huge Harline, and Charles Jackson.
Bottom: Chris Hovey, Brian McFarland, and Taylor Olsen.

Report by Paul Hasselbach, Assistant Scout Master

We would like to thank the SCCMAS President, Mike Luvara, for allowing our Scout Troop 51 to camp at the SCCMAS flying site on November 4, 2006. The purpose of our campout was to do a service project toward rank advancement for the boys.

Saturday morning, the Scouts were divided up into groups with various tools for specific jobs. Three Scouts were assigned to cut back brushes along the roadside, and our other Scouts had weed cutters to remove small bushes. As the jobs got completed, the Scouts did trash pick-up along the road. After the boys were done with the service project, they started to watch the members preparing their planes for flying.

Several of the boys talked to Steve Windsor about his plane. He answered many questions regarding his plane functions. Later, two boys at a time were taken out to stand by members who were flying their planes. This gave the boys a closer look at how the planes flew. Two other boys stood by Pat Rose as he flew his plane. The boys and their leaders had a chance to stand by a member flying his plane, when Steve Culp arrived with the trainer.

Steve was introduced and gave a short talk on the trainer functions. Each boy and Scout leader got four minutes of flight time. The Scouts found that flying an RC plane takes skill and practice. Sometimes when one performs service, it comes back many times over.



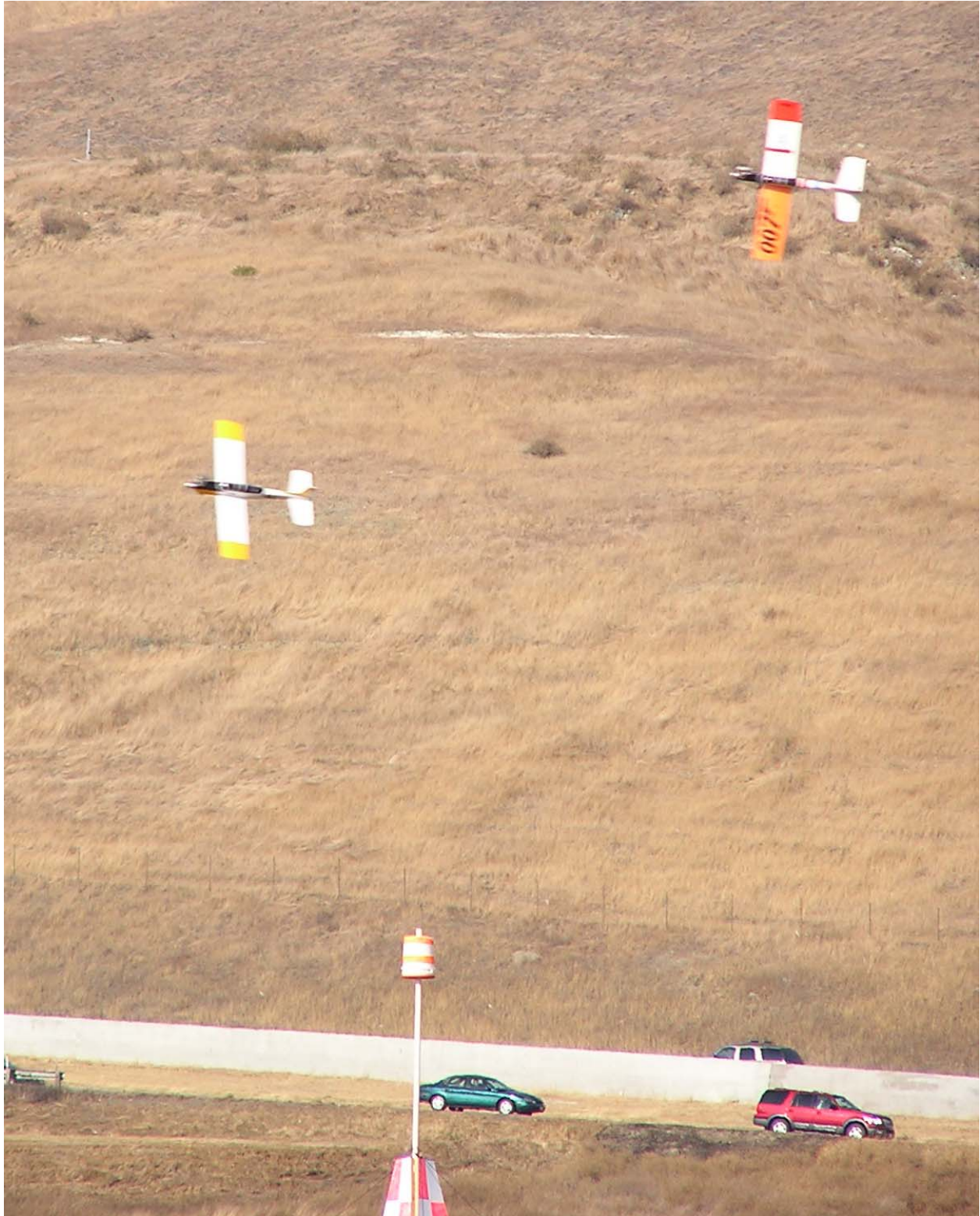
Richard Spicer flying his
scratch built Sukhoi Su-29
powered by a DA-100.

See <http://www.snaproll-sukhoi.com/su29.htm>



T-34 Races October 7 at the Tomcat field.

Photos by Jim Patrick





In the queue.

See T34RACING.COM

Let the raffle begin!
Kevin Norred takes charge.



EMERGENCY SAFETY ALERT

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCd's or other batteries. With high energy comes increased risk in their use. The principal risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this, many fires have occurred as a result of the use of Lithium Polymer batteries resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is very hot (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. It does not need any other source of ignition, or fuel to start, and burns almost explosively. These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. Store, and charge, in a fireproof container; never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. Never leave the charging process unattended.
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame and after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. Never attempt to charge a cell with physical damage, regardless of how slight.
4. Always use chargers designed for the specific purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not specifically designed for charging Lithium cells. Never use chargers designed for Nickel Cadmium batteries.
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show any sign of swelling, discontinue charging and remove them to a safe place outside as they could erupt into flames.
6. Most important: *NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVER-NIGHT.* Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries *CANNOT* be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/or personal harm.

Safety Committee
Academy of Model Aeronautics
5161 E Memorial Drive
Muncie, IN 47302

1099134

Safety continued from page 5.

So, as I talk to him on the phone, I ask him for any suggestions that others might find useful. His number one suggestion? "Spread the word, Never operate a model airplane alone!" Once he got home and looked more closely at his injury, he realized just how fortunate he was, that there were people at the field, and how close he came to needing more help than they could have provided.

I simply can't add any more to that.

Always be sure that there is someone around when operating a model airplane. This suggestion should be carefully considered even in the safety of your own garage or shop. The other person doesn't have to be another flier. Just somebody to be around if the need should "accidentally" come up. We don't plan to have an accident. But we should respect the fact that our hobby has dangers.

In the mean time, it's time again for a reminder of the colder weather coming. This reminder is to watch for loose or bulky clothing that may get caught in moving equipment, (props), or provide a tripping hazard. Today at the field, the weather was a bit cooler. A disturbing noise was heard which turned a lot of heads. Fortunately the quick sawing sound was a jacket sleeve being nicked by a spinning prop as the flier reached over the prop to remove a glow driver. A bad practice, but the jacket getting the scolding was a reminder to all, and a relief that it wasn't human flesh.

Finally, I wish to extend again an invitation to all to contact me with any suggestions or issues for consideration in the continued efforts by all to ensure that we keep our flying site a safe and comfortable facility for the enjoyment of our hobby.

Until the next flying day, club meeting or newsletter, Tim

Training continued from page 7.

Pleasantly to date, their flight training progress could be characterized generally as normal. Both students have made good progress. Although substantially more care has been given to each student regarding aircraft security, the hurdles of taking off a powerful light weight tail dragger have proceeded cautiously. This is not to say that there have not been mishaps. Both students knew that their choice of trainer would be a particular challenge. Both seem up to the task.

These Mustangs fly well but need some words of caution. The slightly extended flaps and drag panels on the landing gear do little but slow the planes down in the air. The stall speed is not appreciably affected. A simple reduction of flying power would have the same effect. The plastic leading edge cuffs installed on the wings [shown on the top Mustang] do provide some reduced stall characteristics. It seems that the stall itself is more docile than without the cuffs. The roll and pitch rates of the plane are unaffected by any of the manufacturers "training" modifications. Like all tail draggers, the initial takeoff roll is tricky. You have to be right on top of the rudder controls and anticipate the movements before adverse yaw takes effect in the initial critical speed range.



Although personally I still would not recommend the Mustang as a primary trainer to others, the experience of Chuck and Wayne demonstrates that with patience and care, their unique choice can lead to an enjoyable and eventually successful experience. I have no doubt that Chuck and Wayne will soon be completing their check flight. I am eagerly waiting to review their training experience with them a year from now after they have flown other planes with tricycle gear. I will ask them then whether they would also recommend the Mustang as their first training R/C aircraft after looking back in time.

Funtana 90

Reliable Engine Operation and Flight Trimming Notes

By Pat Rose

My original flight trimming article appeared in the January 2006 issue of Servo Chatter. If you are interested, this issue of Servo Chatter is still posted in the newsletter archive at our web site. The engine I am using is a new Saito 120 that has been sitting on the shelf for many years, just waiting for a plane. The Funtana 90 was purchased at 20% off from San Antonio Hobby when they were going out of business. Finally, engine meets plane this past spring and it is time to get this plane in the air.

The engine was broken in per Saito instructions with the engine on the plane and the cowl off, and the plane tied to the fence. After several tanks of fuel were run through the engine, the high end needle valve was adjusted and then the low end needle valve was adjusted. The high end needle was peaked using a tachometer then rotated counter clockwise (towards rich) to slow the engine by about 800 RPM. I have found the best way to adjust idle needle is to mount the glow driver and adjust the idle needle for maximum RPM. When the glow driver is removed, there should be little or no loss of RPM. This high end, low end process was repeated several times. The cowl was mounted and the first flight was made. Oops. The engine sagged at full throttle. I thought the engine may have over heated so a baffle was added in the cowl and the cowl exhaust opening was enlarged. No luck. The engine would not hold a high end needle setting. The engine coughed when the needle was moved slightly rich. I'm using a 16-4w prop and some bystanders suggested I needed a bigger prop. The glow driver was mounted and the problem stopped. I suspected the glow plug had gone south. The glow plug was changed to an OS F and the tuning problem was cured. The second flight was made and the plane has unlimited vertical.

CG and Lateral Balance

I placed the CG as per the plans by the location of the battery inside the fuselage. Lateral balance required about ¾ ounce of lead on the left wing tip. Dynamic balance showed the right wing tip a little heavy, so ¼ ounce of lead was added to the left wing tip. See Photo 1. Further test flights proved the plane to enter hover quite easily. I think the CG is just about right.



Photo 1

Engine Up/Down Thrust

To check for engine up/down thrust, I flew the plane in the up wind direction from right to left with full throttle. Just before the plane was directly in front of me, I chopped the throttle to idle. The plane continued to fly without pitch change. No changes were needed.

Engine Right/Left Thrust

I flew the plane up-wind until just in front of my position and pulled up elevator for vertical flight. The Funtana started to pull left immediately and required a lot of right rudder trim. Eventually about 5 degrees of right rudder were needed after several vertical ascents. See photo 2. A few degrees of right thrust were added to the motor mount using folded card stock. See Photo 3. Further test flights proved this offset was just right. The plane tracks straight up with very little correction needed.



Photo 2

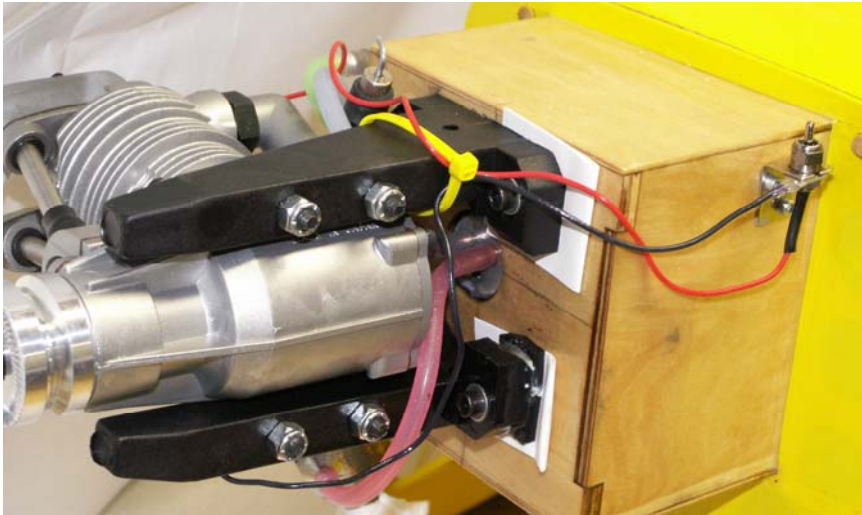


Photo 3

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 my radio. 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. I preset the Funtana with 5% differential before the first flight. To detect any adverse yaw, I did the following: The plane was flown upwind and when in front of my position, I rolled the plane left, and later right. The Funtana performed flawlessly without yaw. No further adjustment was needed.

Flap Trim (wing incidence)

I have performed the above adjustments in sequence, and the plane is starting to show well behaved tendencies. The Funtana was flown in knife edge both upwind and down wind. No tendency to either pull or push was observed. Hangar 9 builds their planes extremely straight.

Rudder to Aileron Mixing

A rudder only turn was attempted just in front of my position. I had preset in 5% rudder to opposite aileron and found this to be inadequate. I dialed in 8% rudder to opposite aileron and this amount of coupling was still not enough. I dialed in 10% and will need to retest. When adjusted well, instead of the plane diving with application of rudder, it just turns level.

Rudder to Elevator Mixing

This adjustment was not needed.



Bervin Britt's Sky Diver. Chris Luvara photo.



John Mota's Great Planes Stearman. Chris Luvara photo.



SCCMAS Proudly Presents...
4th Annual...
Whitacre-Toys for Tots Memorial
Sunday December 10th
9am - 1pm

This has been a great finale for the year. Please come help us honor Bob Whitacre's wonderful life, and help the children in our community.

Entry Fee is any new unwrapped Toy.

Event open to all guests and members. Bring a toy and enjoy a winter day with some friends. Any AMA pilot is welcome to fly that brings a donation.

SCCMAS – Morgan Hill, Ca.

For more info visit www.sccmas.org or call Steve Smith @ (408) 234-0095

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 - December 2nd

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.

Find that perfect Christmas gift or project for the winter

Space Rental \$10.00

For more info, contact Steve Smith at (408) 234-0095

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

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

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


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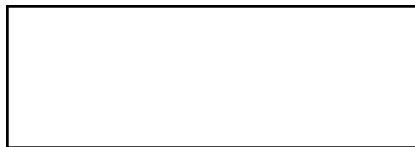
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Next meeting on Wed. Nov. 29th, 7PM,
at Hayes Elementary School.