

Servo Chatter

January 2007, Issue #121

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

www.sccmas.org

Twenty Year Anniversary
Edition



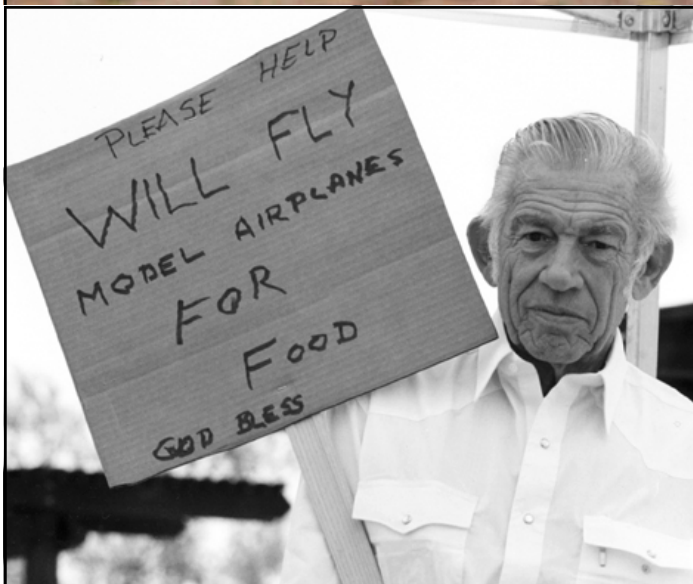
IMPORTANT MESSAGE: Flying height restrictions explained in the VP News column on page 3.

Next Meeting: Tuesday, Jan. 23, 2007 at 7 PM .

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

Above: Lynsel Miller's Hangar 9 Sopwith Camel powered by a Saito 91. Pat Rose photo.

Left: Don Bennett. Chris Luvara vintage photo.





Left: Bob Ortman . Babe Caltabiano vintage photo.

Below: Flooded access road. Michael Luvara vintage photo.

See more vintage photos on pages 10 thru 13.



Eric Imazumi's Eagle Scout Project. See page 8.

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Flyin Fast - VP News

By Michael Luvara

I'd like to wish everyone a happy new year as we enter into 2007. There's quite a few exciting events & ideas in the works by members and governing board. It will also be interesting to see what this year brings weather wise. Last year brought a bit of rain and thus far, this season has proved windy and wet early on. We all hope that the reservoir stays away from its peak levels.

Speaking of weather, I'm pleased to report that our webcam and weather system is operating flawlessly, with downtime in the minutes rather than weeks. Other than a camera that needed maintenance and the occasional internet connection dropout, the system has been up 99.9% of the time. One neat feature is the integration of our weather station with weatherunderground.com which archives the history of data for us. Also in the works is a time lapse feature for the cameras. It certainly would be neat to look at the past day through a video. Check out the new SCCMAS website if you haven't had the chance to. It's interactive and many members are chatting on the forums. Webmaster Dean Sala has done a great job getting it up and going.

I need to discuss a rather serious issue this month. It's a reminder about our aircraft and their flight capabilities, more relating to altitude of flight. It doesn't take much more than a glance around the field to realize that our aircraft have gotten larger in the past decade. In fact, they have gotten SIGNIFICANTLY larger. With this comes the fact that the larger aircraft are easier to see and thus fly higher up and farther away than before. In the grand scheme of things, our aircraft are toys which we use for our personal enjoyment. They don't carry any human lives on board and are not essential to daily life; however, they can be considered very dangerous to others on the ground and in the air. Some recent events with the California Highway Patrol aircraft, which flies along HWY 101 have reminded us of these facts. We need to remember that we must yield the right of way to full scale aircraft, no matter

WHAT altitude the aircraft may be at above the field. It's totally irrelevant who you are, what type of aircraft you are flying, or what day or time of the week it may be. I often get asked if we have an altitude restriction at the field. The answer is technically yes. The regulations are rather open to interpretation to each individual, but always err on the side of a human carrying aircraft. The AMA safety code (which we all get a copy of) states the following:

"I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate."

Some may argue that this means the AMA says this is only in effect when you are within three miles of an airport. However, the FAA states the following in a 1981 dated Advisory Circular (AC91-57) titled "Model Aircraft Operating Standards":

"c. Do not fly model aircraft higher than 400 feet above the surface. When flying aircraft within 3 miles of an airport, notify the airport operator, or when an air traffic facility is located at the airport, notify the control tower, or flight service station."

d. Give right of way to, and avoid flying in the proximity of, full-scale aircraft. Use observers to help if possible."

Certainly, this document is 25 years old and things have changed since then. One may ask, so where is 400 or 500 ft above the ground? What does that look like with my airplane? We don't have altimeters in each of our planes that are being sent to the ground. It brings up an issue of enforcement. Since my day job deals with data acquisition, I would be happy to give a visualization of what this looks like by use of a telemetry system

VP News continued on page 17.



From the Editor

By Pat Rose

Take note again 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, guest presentation, etc. Come on now, show up at Hayes Elementary School on the evening of January 23rd. Give yourself plenty of time for the drive because of the heavy traffic that you may run into. Sounds like I am repeating myself. BTW, the attendance at the last members meeting was 52. Compare this to the meeting in Oct. 2004 when we had 61 attendees. We only need nine more members to show up to tie this record.

For your pleasure are four pages of vintage photos starting on page 10. Some of these people are still around, but many are no longer with us. It was my pleasure to have known, for instance, Don Bennett. . He flew in an almost frantic fashion, the way I would like to fly..... From the photos on page 13 that give us a peak into the building of the Skypark, I consider myself lucky to be able to enjoy the first class facility that we have. Hard labor by a bunch of folks helped to build the runway, taxiways, shack, etc.

Finally, thanks to Chris Luvara, Jim Patrick, Joe Levy, Babe Caltabiano and Michael Luvara for the many photos that they contributed to this month's Servo Chatter. o

Upcoming Meeting: Tuesday, Jan. 23, 2007, 7 PM

The next meeting will be held at Hayes Elementary School, 5035 Poston Drive, San Jose, CA 95136. Program this address on your GPS.

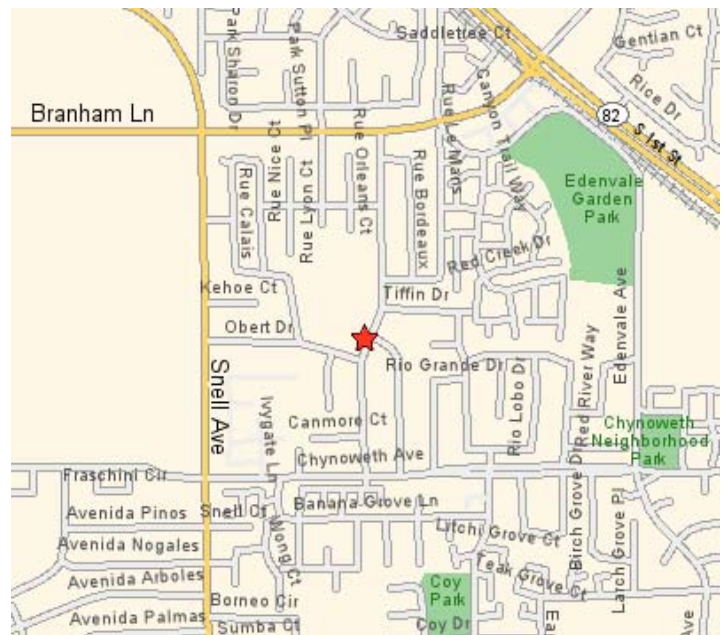
Raffle prizes will NOT include the usual - tools instead of a radio, a kit, adhesives and lots of other stuff.

Bring your latest project for show and tell and receive a free raffle ticket. Coffee and donuts during the break.

Flash: We are having the annual helper's raffle at this meeting, Over \$600 in prizes will be given away to those that helped at events, etc.

Future Meeting Dates:

Thurs Mar 22nd
Thurs May 24th





Safety

By Tim Jones

The holidays are over. The Christmas decorations are boxed and packed away for another 10 months. A new year has begun. Here's a short recap of 2006.

We've had a couple of injuries this past year. As far as I know all involved have healed well and are ready and willing to share their experiences to help others avoid the same injuries.

We've made a few improvements to the field with safety and convenience in mind. We've replaced the deck to eliminate loose steps. We've added hand rails to the steps. We've replaced the impound boxes and added shelves along the bottom to provide a place to keep cases and startup gear.

Overall a great year. But..... We need some reminders for club rules and courtesies. As this is my soapbox and I have the responsibility of making every effort to get these messages out, here's our reminders:

-Clear your start up equipment from the startup area when you're not flying. The startup area is used by all and startup boxes get to be a tripping hazard. The shelves added under the impound boxes work great for keeping your startup gear handy in the startup area and out of the way. Even placing your gear along the fence is much better than leaving it standing in the middle of the startup area.

-Offer help or ask for help in holding planes while starting up. A helper is by far the safest way to hold a plane while starting. And, many times the helper has been credited with identifying reversed controls or a forgotten antenna or frequency pin. A helper can also make sure that your startup gear is safely set aside.

-Speak up at the flight line. And if you hear someone voicing their intentions that others may not have heard, repeat them loudly for others to hear. Holler a reminder if you hear someone calling for a landing when you've heard another landing being called. In general, help manage the runway while you're there.

Safety continued on page 17.



Treasurer's Report

By Jim Patrick

Profit & Loss

Cash Basis

Nov 7 - Dec 31, 06

Ordinary Income/Expense

Income

Food sales	546.00
Membership	225.00
Student vouchers	25.00
Swap meets	230.00
Vending machine	575.00
Total Income	1,601.00

Expense

Bay Alarm	135.00
Contributions	50.00
Food	70.98
Garbage service	172.91
Office Supplies	76.83
Postage and Delivery	339.00
Printing and Reproduction	281.45
Repairs and Maintenance	
Field repairs	1,185.19
Janitorial Exp	50.00
Total Repairs and Maint	1,235.19
Sanitation service	938.54
Supplies	513.28
Telephone	315.42
Utilities	
Gas and Electric	266.83
Total Utilities	266.83
Total Expense	4,395.43

Net Ordinary Income -2,794.43

Net Income -2,794.43



By Rich Luvara

From The Secretary's Building Board

Nov. 29 2006 SCCMAS meeting notes

Attendance: 52
Guests: Brian Fairchild.



Bob Parks giving his presentation on his trip to Balkanur for the US Rocket Glider Team.

Dumb Thumb

The nominees are:

Alain Lauderach: Crashed 2 of 3 planes in one day.

Dave Presta: crashed jet – caught field on fire (WINNER).



Kristine Kirkendall from Learning for Life
kirky@sccc-scouting.org

Show and Tell

Don Loughridge with scratch built Ken Willard designed CAVU, designed in 1938.

Shawn Berkheimer: All composite Katana powered by a 3W160, weights 28 lbs, uses Hitec servos on surfaces with >300 oz/in torque.

Kevin Norred: Displayed small electric flyers from World Models kits. Cap 232 and Voodoo P-51 racer



Raffle

(Thanks to Sheldon's)

- Radio: Don Loughridge
- Motor: Kent Kollings
- Kit & Xacto knife: Don Coulter
- Fuel: Bob Pairman
- Fuel: Bervin Britt
- Pump: Vernon Bollesen
- Xacto: Bob Parks
- Xacto: Mike Luvara
- Glow Starter: Sam Fairchild
- Glow Starter: Mike French
- Hemostats: Ken Schuler
- Quick Clip: Rom Marier



Contest News

By Steve Smith

Christmas has come and gone, winter certainly hasn't arrived. The 2007 Contest season is upon us and I'm in the process of creating the SCCMAS 2007 contest calendar. With all of the other clubs in central California, coordinating the dates is challenging. Later this month I will be attending the 2007 Northern California R/C Society (NCRCS) and I will have a finalized SCCMAS 2007 contest schedule. I've been getting a lot of interest from several club members on having an inter club sport pylon race using the low wing World Models SkyRaider with a stock OS Max LA 40 engine. More details will be published on our web site www.sccmas.org as they become available – including the rules. See the preliminary SCCMAS Contest lineup for 2007, subject to change at the NCRCS meeting, on page 14.

As you can see the SCCMAS will have another busy contest year in 2007 and volunteers are needed to make these events a success. As usual I will be needing shack managers, shack help, BBQ help, pylon judges, lap counters, setup/tear down help, etc. Please contact me at con-tests@sccmas.org if you are interested in volunteering.

Happy flying,

Steve

Contest news continued on page 14.



Training

By
Mike
French

SCCMAS Flight Training and Electrics

Since the completion of the Christmas season, SCCMAS Flight Training has had many calls for instruction on small electric planes. The R/C gifts received during this holiday prompts many to seek training. The problem is that most of these electric planes are foamy park fliers with only two channels of control. SCCMAS is dedicated to supporting R/C flight in all forms compatible with our facilities. The challenge then is to match the venue with the equipment. Most of the electrics being sold represent no hazard for bodily injury and therefore the public park is probably the best place to learn. Our field is located and suited for planes that require caution during their use. Our program of instruction is designed to support full flight control operation with some needed basic logistics. The first problem is that instruction requires the use of a buddy box. Most of the transmitters that come with the electrics do not possess a trainer mode of operation. This would be a mandatory requirement if instructors are expected to save planes from impending collisions with the ground. Secondly, the electric planes operate on a 27 MHz band rather than the 72 MHz band which we are accustomed to. We have no Channel Tags for this 27 MHz band which is also adversely affected by CB radio transmissions. Thirdly, most of the foamy electrics have only rudder and elevator control which provide the poorest of control response. We would wish to have an electric plane with ailerons to allow dependable and accurate control response. And lastly, most of the foamy planes are so light that even the smallest breeze would prevent the plane from returning to the airstrip. A normal summer afternoon SCCMAS airstrip breeze would overwhelm most of these extremely light electrics.

So saying, there are electric trainers with adequate power and weight that can compete with comparable gas powered models.

Training continued on page 15.

Eric Imazumi's Eagle Scout Project



From the left: Jeanette Truong, Amy Imazumi, Sharon Imazumi, Eric Vallard, Andrew Jimenez, Victor Campa-Ibarra, Eric Imazumi, Gary Imazumi, Josh Schwake, Alvin Jin, Armondo Campa-Ibarra, Timmy Hambley, Michael Jimenez (see next page)



Report by Eric Imazumi

To achieve the rank of Eagle, the highest rank available in Boy Scouting, a project such as this that benefits the community is one of the requirements. The project that I did was building two wooden overhangs. I had built two wooden structures that are similar to the existing wooden structures to provide shade in a very sunny environment. These wooden structures would provide a safer environment for people passing by, and when being in use by Tomcats R/C Club and the spectators. o

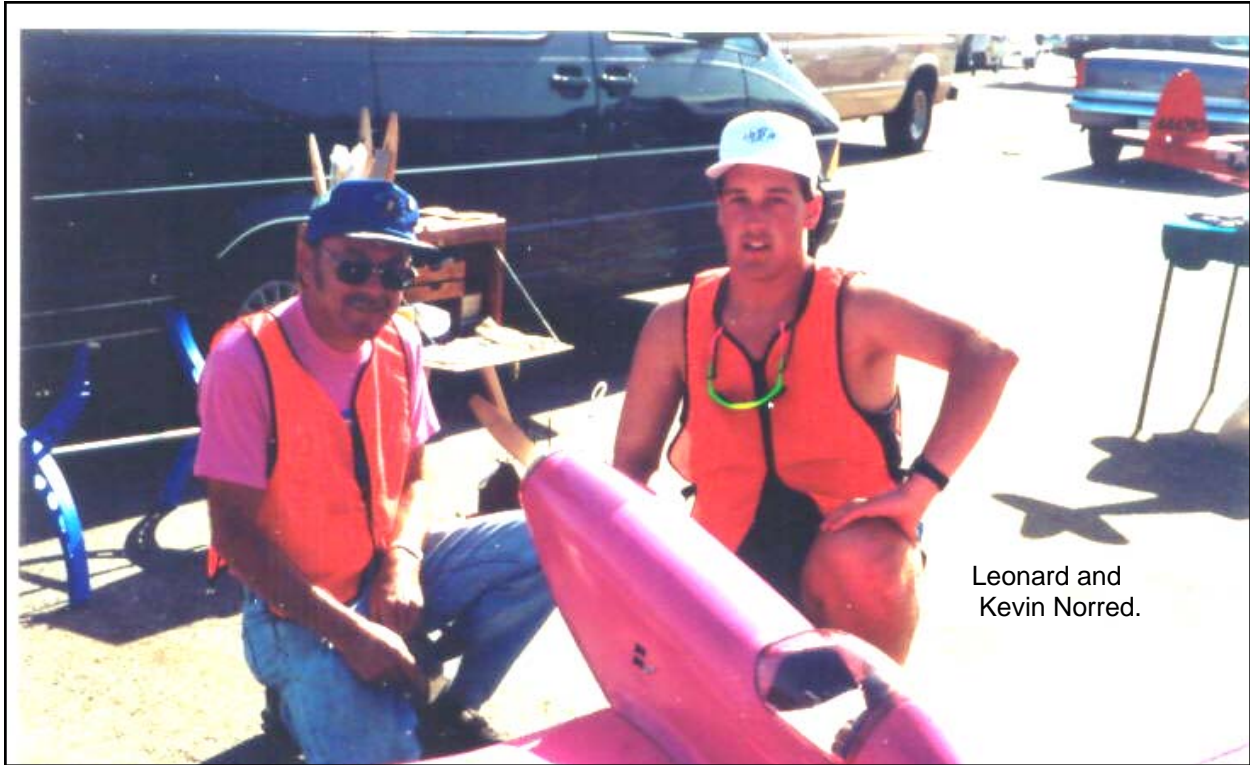


Charlie Bright, Scott Nelson, Michael Bright, Kevin Pung, Henry Jin.



Vintage Photos

by Babe Caltabiano, Jim Patrick and Michael Luvara



Leonard and
Kevin Norred.



Don Bennett

Vintage continued.



Mary Jo Nelson and Bobbie Caltabiano



Chuck Laduca,
past President



Maximum effort for 1/2A planes in the air at the same time.

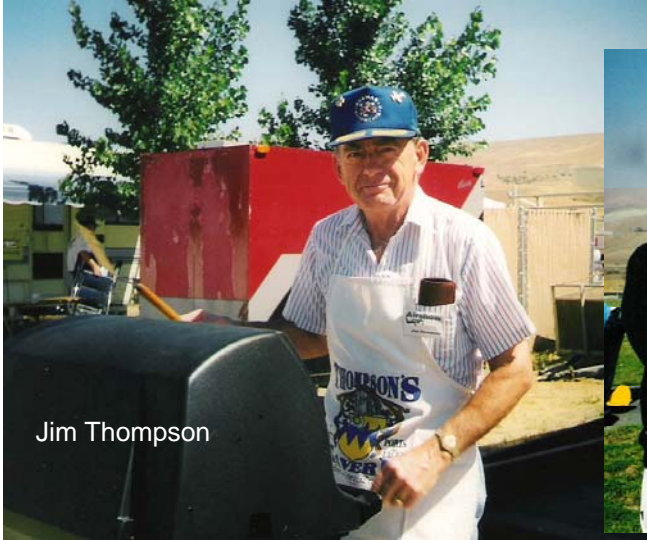
Vintage continued.



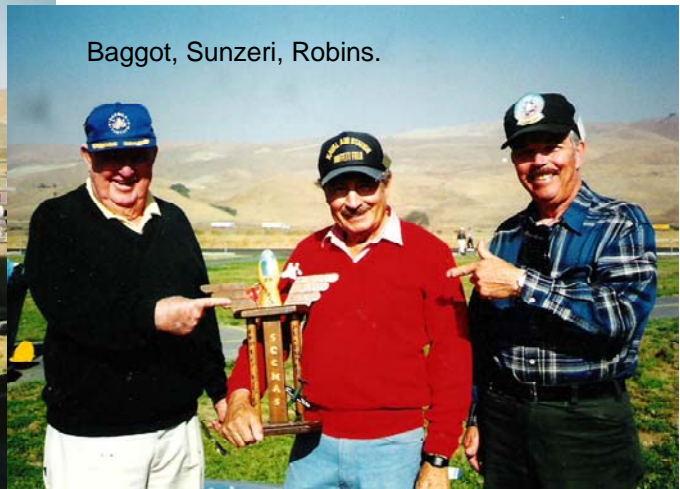
Bob Whitacre



Bill Roth



Jim Thompson



Baggot, Sunzeri, Robins.



Babe Caltabiano and John Andrews



Bob Rich

Vintage continued.



Jim Patrick Photos



Mathew Smith boxing gifts during Toys for Tots day.

Contest News continued from page 7.

March 10	Flea Market
April 14	SCCMA Intra Club SkyRaider Race
May 26-27	SCCMAS at the Watsonville Air Show
June 9	Giant Scale Fly-In
June 23	Triangle Series T-34 Race
July 7-8	Annual Air Show
August 4	Flea Market
August 11	Sport Warbird Race
September 8	Electric Fun Fly
September 22	Pattern
September ??	SCCMAS at Reid Hillview Airport
October 6	Triangle Series T-34 Race
December 1	Flea Market
December 9	Toy-For-Tots

Training continued from page 7.

The clean, quiet first step to flying



Getting started is easy if you know how — and that's why you should start with Great Planes. The PT-E's step-by-step instruction manual simplifies construction of a light, strong balsa trainer. Hit the ON/OFF power switch, toss it aloft and let the included T-600 motor and 8x4 prop lift you to 5-7 minutes of exciting electric flight! Spans 56", requires a 3-channel radio 6-cell NiCd, charger and 2+ rolls MonoKote®.



Specifications




Wingspan: 56 in (1420 mm)
Wing Area: 500 sq in (33 dm²)
Weight: 3 lbs (1360 g)

Fuselage Length: 39.5 in (1000 mm)
Wing Loading: 14 oz/sq ft (43 g/dm²)
Requires: 3-4 channel radio with 3-4 servos, 6- or 7-cell (recommended) NiCd battery, charger & 2+ rolls MonoKote.

SCCMAS does not recommend any specific plane or manufacturer so the ads shown here are representative of a type rather than a specific choice. Although the PT-E Trainer shown above does not initially have ailerons installed, the wings can be modified with ailerons to allow four channels of control. Great Planes has an Electric Cub that does have ailerons in the design which would meet training objectives

But what should we say to those people who are interested in foamy park flying instruction? My recommendation has been to have the individual

who received the foamy plane experiment with its flight in the park. Most of these planes are not easy to fly as they exhibit very slow response with just rudder and elevator for control. Learning to fly these planes is probably best accomplished by discovery rather than formal instruction. When interested people wish to take the next step into full four channel control with a larger plane and a buddy box, SCCMAS would be the place to seek training. We don't wish to discourage anyone from enjoying our sport. But our field's resources are better used in supporting planes that require separation from public contact. o

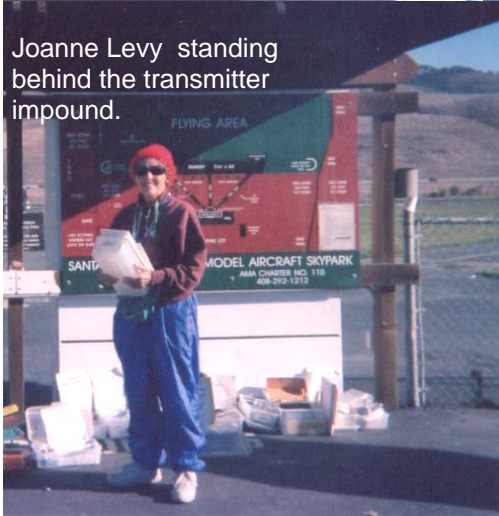


The Piper J-3 Electric Cub's flat-bottom wing has just enough dihedral for comforting low-speed stability. But in addition to rudder control, the model also features ailerons — so adventurous pilots can easily perform maneuvers and coordinated turns.



December 2nd Flea Market

Photos by Joe Levy



Joanne Levy standing behind the transmitter impound.



Tree captures plane at Baylands.



VP News continued from page 3.

So, going on with a little more background... There are many classifications for airspace set forth by the FAA (Federal Aviation Administration), of which state the altitudes a full scale aircraft can fly at. Over un-congested areas, this is stipulated as 500ft above the ground, unless taking off or landing. For congested areas, it is higher. You'll commonly see airliners entering the San Jose class C flight path to San Jose Airport about 3000ft or greater above our field, along with other general aviation aircraft performing flight training in the vicinity. Most fly at 1000ft or above the ground. Sometimes, they may fly near the field. Most pilots know that our facility exists and that there are model aircraft operations and fly around the field. In the case of the CHP, they have a job to do along 101 and we cannot interfere with that. The Bay Area is quite a dynamic environment on the ground and in the air, full of a lot of people and action. If we were out in the middle of a valley where virtually no full scale aircraft fly, this would not be as much of an issue. For events that may require we fly consistently higher, it is possible to get waived airspace for such. **Bottom line: use common sense, stay clear of any full scale aircraft, and enjoy a great day of flying at the field.**

Personalized 2007 renewal packages were mailed shortly before Christmas and if you have not received one, please let us know. We'll make sure one gets mailed out to you. Of course, if you have changed addresses, please let us know the new one. Renewals are due on Jan 31, 2007 as our dues structure runs from Feb 1 through Jan 31 of the next year. Late renewals will be issued a penalty, so don't delay in sending them in.

Please, be sure to send a copy of your AMA card, read the documents carefully and sign all of the pertinent signature lines, or it will delay your renewal.

Did you know the SCCMAS has been at the same location for 20 years now? We're planning a get together in the coming months. If you are interested in attending, be sure to send in the note included with your renewals. We've tried to dig up some old photos to share in this issue of Servo Chatter, highlighting the SCCMAS and members throughout the years.

The SCCMAS has partnered with a program called "Aviation Exploring". It is technically an extension of the Scouts and helps youth expand into various opportunities and careers in life. We will be needing volunteers to help us out with this program and provide real life experiences to the youth. Please contact myself if you would like to help out with this great opportunity. For more information, visit www.learningforlife.com

I've been attending county parks commission meetings for the past few years relating to the development of the county's Coyote Creek Parkway 20 year master plan. I'm pleased to say that things are moving forward with the commission voting to approve the draft plan in December. This puts it much closer to a final vote. With final acceptance, this brings us to the seemingly never ending permanent bathroom project. I'll be sure to keep everyone posted on related news. One can also go to the county's website (www.parkhere.org) and browse documents relating to the "Coyote Creek Master Plan".

Until Next Issue, Michael

Safety continued from page 5.

-Listen up at the flight line. If you have hearing difficulty, get a buddy to listen for you and make sure that you get the information to you that you need to make a safe approach and landing.

-Keep physical control of your plane in the startup area. No taxiing out of or into the startup area is allowed. Also running of engines in the pit area is not allowed. This should be considered true for electric powered craft as well.

There's my short list of reminders for this installment. Watch for more, and please feel free to send me any that you may feel need to be brought up.

See you at the field, and hopefully at a club 20 year birthday dinner,

Tim

Salinas Area Modelers Present

25th Annual IMAA Giant Scale Fly In

In Honor of Bob Francis, Master Modeler



April 27-29, 2007

Event Information

- IMAA Size Rules Apply
- AMA and IMAA Membership Required (can be purchased at event)
- Landing Fee of \$10.00
- Field Open Friday the 27th
- RV's and Campers OK (no hookups)
- Breakfast and Lunch Sat. and Sun.
- Saturday Evening BBQ - \$15/plate
- Raffle
- 450' x 60' Paved Runway
- Sound Ordinance is 85 dB @ 50'
- Full-scale Airshow (Pending)

Contact Information

Jim "Crash" St. John
831-442-5050
Tigger999@sbcglobal.net

Joe Francis
831-476-7392
cdjf@sbcglobal.net

Rick Maida
408-778-6885
mrcorsair@usa.net

See SAM Website for Map to Field
<http://www.redshift.com/~modeler/>

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Safety	Tim Jones	408-281-2915	safety@sccmas.org
Flight Instruction	Mike French	408-373-5301	training@sccmas.org
Webmaster	Dean Sala	408-244-2153	webmaster@sccmas.org
Field Weather (automated)		408-776-0101	
On Site Field Telephone		408-776-6844	
SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	

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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Editor's Hangar 9 Funtana 90 powered by a Saito 120. Plane has unlimited vertical.
Jim Patrick photo.

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Next meeting on Tues. Jan. 23, 7PM, at
Hayes Elementary School.