

Servo Chatter

July 2007, Issue #124

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

www.sccmas.org



Next Meeting: Saturday, July 28, 2007 at 5 PM .

Location: SCCMAS field.

Don Coulter's unlimited race plane. Engine is an OS 1.20 AX turning a 12 x 12 prop. Plane hits speeds of 160 mph+. Spektrum 2.4 GHz radio with Hitec servos. Pat Rose photo.



Pat Rose photos.

Mike Conrardy at the controls.



John Costas lands straight down the runway while recovering from a dead stick. These Edge 540s fly extremely well, as usual. Pat Rose photo.

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Flyin Fast - President's News By Michael Luvara

As I write this column, I'm still recovering from the annual Airshow. This year's show was a definitely a success. I want to thank each member

and volunteer who gave freely of their time to help put on this show. Without you, it would not have been possible. We had a great attendance this year, having 1200 spectators on Saturday, and 1000 on Sunday. The surveys from visitors are very positive and it is evident that we put on another enjoyable show. Unfortunately, several members did lose their models, but in the end, we had a safe event and that's what counts.

Several SCCMAS members also took part in the Morgan Hill 4th of July parade this year. Headed by Rick and Miriam Maida, Don Coulter, Babe Caltabiano and several other members, they built an outstanding looking float and entered it in this year's parade. I'm pleased to say that the float finished first in its division. Congrats guys! Definitely great publicity for the club.

Over the years at the SCCMAS, I have met a lot of wonderful individuals and made some exceptional friends. One gentleman who sticks out in my mind is Hector Methot. Hector was a longtime participant within the SCCMAS. I can recall my first days at the SCCMAS in 1987 as a youngster and seeing this red P-63 with an engine mounted in the middle of the model. Club member Reno Clark would pilot the P-63 and they would work through teething problems with it at the time. To my knowledge, Hector was the first person to successfully build and fly a center mounted engine in a P-63 model. As a machinist, his work was second to none. His efforts were chronicled in many magazines and he proudly showcased his model throughout California R/C events. In the late 1990's, his model was transferred to the AMA national museum, where it sits today. Hector passed away in May of this year. He had recently written a letter to the SCCMAS, as he did frequently, and talked of his wishes on visiting

the field again. Alas, this was not to be. In honor of Hector, I've dug up an older article I wrote that was printed in the SCCMAS newsletter and the AMA's museum newsletter several years ago. Hector certainly sparked ingenuity in my mind and many others. He will be missed. I am proud to have known him and learned so much from his talents.

A couple quick items – We are not allowed to drive our vehicles off of the improved areas of the field. This means, no driving your car out to a crash site in the field. Also, we are NOT supposed to feed the animals (namely squirrels) at the field. Please refrain from tossing peanuts or other items their way. The animals are becoming way too friendly. We ask for your cooperation on these issues.

Lastly, our annual BBQ meeting will be held on Saturday, July 28th @ 5pm at the SCCMAS field. This is a free event for club members, their spouses, and families. The SCCMAS provides the main course and you are welcome to bring your favorite dish to share. We hope to see you there!

Until next issue,
Michael





From the Editor

By Pat Rose

use Spybot (www.spybot.info) as it seems the different security software catches different items. I have discovered that recently each and every web site that I visit places a tracking cookie on my PC, and I find myself “disinfecting” my PC every day, especially just before I order something on the web.

You may remember the Sept. 2006 edition of Servo Chatter which included an article explaining how to calculate the CG of your airplane. Well, I wanted to verify the CG of the plans for my Northrop Gamma, so I started to use this detailed procedure. I got bogged down real quick—so I did a web search and found: www.geistware.com/rcmodeling/cg_super_calc.htm. All I had to do was take measurements of the plane and plug these values into the program. Well, the plans had a CG of 5.1 inches from the wing leading edge and the program calculated 5.18 inches.

Wow!

One more thing. FYI, when I have the unusual experience of retrieving a crashed model, either mine or someone else's, there is always the job of retrieving the crash debris. I usually find not only the crash site debris that I am looking for, but miscellaneous fuel tanks, canopies, covering material, props, etc. It is important that we always collect all of the crash site debris to keep the surrounding area tidy, especially if your model lands outside the normal bounds of the SCCMAS leased property. When you are out looking for your plane, why not pick up whatever debris you spot - if at all possible? ●

Time to update my photo. Funny thing: At the 20 year anniversary dinner, a club member remarked that he didn't recognize me without my hat—which I always wear at the field. I have had the exact same experience.

By the time you read this the Airshow 2007 will be history. Lots of work by a lot of volunteers made the Airshow possible. I would like to once again personally thank all those members who participated in the electric, noon time trainer, and aerobatic displays—segments that I helped to coordinate. I was especially impressed by all the teamwork during the noon time trainer effort on both Saturday and Sunday. On Saturday we only had a few guests who did not get to the trainer line, and on Sunday we handled ALL guests that were in line.

A note for those new to using PCs: Use some kind of security software, such as Norton. I also

Upcoming Meeting: Saturday, July 28, 2007, 5 PM

The next meeting will be held at the SCCMAS field in Morgan Hill. See www.sccmas.org for directions to the field if you need them. 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. Cold drinks and donuts during the break.



From The Secretary's Building Board

By Rich Luvara

Meeting notes for 5/24/07

There were 36 members present
New members: Robert Mc Reynolds, Paul Calvi.

Raffle

Mike Luvara..drill press
Merle Culp..heat gun, glue
Steve Smith..a balsa nova kit (donated by Andy at Sheldon's)
Harold Klose..glue, fuel tubing, control rods
Al Silva ...glue
Pat Rose..glue, hardware
Matt Campi.. trim tool, control rods, hardware
Norm Sly..mouse Pad
Ron Marrier..glue, gloves
Steve Culp..covering material
John Adams..Striping tape
James Gale..glow plugs, hardware
George Zubreski..glow plugs, hardware
Kevin Norred..hardware

Dumb Thumb

Won by Bob House...The elevator stick broke on his transmitter resulting in a crash. ●



Paul Hasselbach hard at work.

Raffle prizes provided by Sheldon's and Steve Culp.



Steve Smith took the airplane.



Contest News

By Steve Smith

The Airshow has come and gone once again. Another fabulous public turn out! I want to thank all the volunteers for your efforts in making this Airshow a success. I spent two solid 12 hour+ days with my son, Matthew, two days prior helping to prepare the shack and field for this large public event. The Costco run was adventurous both trips - Matthew at one end of Costco while I was at the other end. My long bed pick-up was filled to the top with food both trips and somehow we managed to fit all of this food into the shack.

Moving forward, the second Swap Meet of the year will be held on Saturday August 4th. This and future swap meets will have a slight change, as commercial sales of any kind will NOT be allowed. This has become an issue the last few years, as too much space being consumed, excluded the real sellers cleaning out their garages from participating.

On Saturday August 11th SCCMAS will be hosting the Sport Warbird Race. With Warbird style planes reaching 150mph, this is sure to be an action packed day of fun. Contact Kevin Norred at t34racing@yahoo.com for registration and additional information. Mark your calendars for Saturday September 8th, the electrics are back for the annual Electric Fly-In. Charge those batteries and come out and fly with fellow electric powered aviation enthusiasts. Contact Bahman Dara for more information at bahman@mac.com. Pattern flyers get ready for the annual Pattern contest on Saturday September 29th. Watch the smooth and precise flying of the areas best Pattern pilots compete in several classes. For more information contact Luke Peng at lsjpeng@comcast.net. On Saturday October 6th, SCCMAS will host the final race for the T-34 Triangle Series. This is always a big event, with 50+ T-34 pilots racing for the top

five point places for the 5 race series. Contact Kevin Norred at t34racing@yahoo.com for registration and additional information.

Helpers are needed for events over the next several months. Several opportunities exist: At the August 11th Warbird Race, we need pylon judges and lap counters; the October T-34 Race has an opening for a shack manager plus pylon judges and lap counters. If you can volunteer for any of these events please contact Steve Smith at (408) 234-0095 - contests@sccmas.org or catch me at the field on Sundays. Manage the shack for one event and receive one-half off your 2008 annual dues. Manage the shack for two events and your 2008 annual dues are on the house. Open dates are listed below.

See you at the field,
Steve

October 6 th	T34 Triangle Series	
December 1 st	Flea Market	
December 9 th	Toys 4 Tots-Bob Whitacre Memorial	

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Training

By Mike French

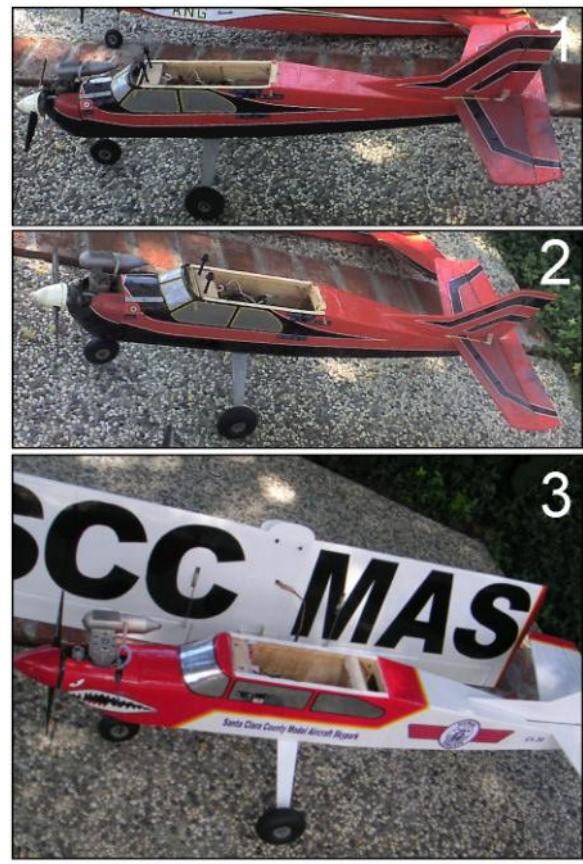
S C C M A S ' Training Department maintains three primary trainers for club benefit

that have been donated by members and then restored. This month a Sig Manufacturing Kadet II has been added to our small armada. By the type of obsolete engine that it had, it is probably more than twenty years old from original construction. It is interesting to show the "befores" (1,2) and "afters" (3,4,5) of the plane and describe some of its unusual features and history. The quality of our trainers is not defined by the age of the plane but perhaps defined in spite of it. It now has a protected dependable receiver, a new battery, a new cowling and well operating servos. The covering is now fresh with all the hardware, linkages and brackets being replaced.

It was donated to SCCMAS in 2006 in an unmaintained condition. The engine and electronics were unusable as was the cowling. What caught the eye was that it was sturdily constructed and had large air filled tires. The original plane had no ailerons in the wings. In November it was decided to rebuild the plane and add it to our SCCMAS trainer group. After stripping everything off of the plane that was unserviceable, a new cowling was redesigned with the aid of Microsoft word [using its drawing utilities]. The servo platform was rebuilt and the wings were redesigned and built with ailerons. A spare OS Max .50 SX was installed which gives the plane more than enough power. A switch in the interior of the plane was added that transfers control of the right aileron to Channel 6 to allow the plane to be flown with flaperon capability. The now sleek nose gives the plane a low wind resistance thus increasing the cruising air speed significantly. Lowering the stall speed with flaperons for the benefit of beginning pilots allows an easier time to learn to have the plane touch down on the main gears first before the nose gear for a quality landing. Fairing the nose to a large spinner [to protect the engine] makes the plane look longer and sleeker. To de-emphasize the long nose, sharks teeth were added by selectively cutting Monocote and then

covering it all with transparent sheeting for protection. The airframe has a new firewall. The tail section is now removable with both horizontal and vertical stabilizers being able to be unscrewed for repair. All the decals and trim lines were covered with transparent Monocote for hot fuel protection.

Many of our club members are retirees who enjoy rebuilding these planes for club benefit. If you feel that you would wish to donate your old trainers with engine and electronics or participate in the rebuilding process ultimately donating the result to the club, contact Mike French at (408) 373-5301 or send an email to training@SCCMAS.org



Training continued on page 8.



Safety

By Tim Jones

Not much on my mind at this writing. I can think of no reported incidents at the field.

I have not received any suggestions or notes of concern. So, this is truly a case where no news is good news. Efforts to remind people to speak up at the runway seem to be paying off. I'm noticing a lot more chatter at the flight line. This is good in several ways, the most important being of course runway safety. But the added benefit I've noticed is that several members seem to meet new friends there.

Our flying site is also a model aircraft club. One of the thoughts in my mind when I think of a club is that of group activity and participation, of meeting people and making new friends. One of the best ways to meet new people and acquaintances at the field is when sharing a frequency pin. This is a time to find the person whose card is in the box on your frequency, introduce yourself and make them aware that you are sharing a frequency for the day. You get to meet one another. You become familiar with that person and you can find out what his transmitter looks like. So, while you get to meet someone you may not have met before, you get to develop a partnership in ensuring that all are working together to keep the flying site safe and enjoyable. Also by meeting this person and knowing him by name, you have a new ally to share tips and tricks with, to get another opinion if needed. Another friend can only be good. As we become more familiar with one another and more openly communicating, our club experience becomes more enjoyable. This improved communication promotes more group activity and freedom to point out and discuss safety related actions. It seems to work for me.

Until the next time.....

Tim

Training continued from page 7.



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Airshow Photo.





Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss
Cash Basis May through June 2007

Ordinary Income/Expense	
Income	
Contest entries	1,210.00
Food sales	528.00
Membership dues	1,257.50
Raffle	289.00
Vending machine	442.00
Total Income	3,726.50
Expense	
Bay Alarm	135.00
Contributions	100.00
Equipment Rental	27.50
Food	1,309.69
Garbage service	345.82
Licenses and Permits	495.00
Office Supplies	8.64
Postage and Delivery	231.36
Printing and Reproduction	385.95
Repairs and Maintenance	
Janitorial Exp	50.00
Total Repairs and Maintenance	50.00
Sanitation service	975.22
Supplies	2,096.25
Taxes	10.00
Telephone	
Internet	146.10
Telephone - Other	206.09
Total Telephone	52.19
Utilities	
Gas and Electric	240.90
Total Utilities	240.90
Total Expense	6,763.52
Net Ordinary Income	-3,037.02
Other Income/Expense	
Other Expense	
20 year Banquet	143.15
Total Other Expense	143.15
Net Other Income	-143.15
Net Income	-3,180.17



SJSU project AlbatrosS with Michael Luvara at the controls. Powered by a G-62. May 20, 2007



Dean Sala's scratch built , custom designed seaplane. June 24, 2007

Pat Rose photos.

WORK PARTY— June 2, 2007



Grass was cut.



New signs were installed.



Stories told.



Weeds were trimmed.



Tables were painted.



Burgers were flipped.

Pioneers

Joe Kovel

Not only is Joe Kovel an AMA Nationals competitor and author of many magazine articles, but he is simply famous for building the K-G with Charles H. Grant. On May 25, 1935, the K-G 2 made a record flight of 64 minutes and 40 seconds. The model was out-of-sight overhead at an elevation of about 4,000 feet. Joe also built a number of wind tunnel patent models for Charlie Grant's Multi segment flaps. He is a Hall of Fame member of the Society of Antique Modelers and a Charter Member of the Society of Ancient Eagles.



Hector F. Methot

An exceptional man and his extraordinary aircraft.

by Michael Luvara
Servochatter@sccmas.org
SCCMAS Club Newsletter editor



Photos courtesy of Hector Methot

Hector Methot is a retired machinist who decided that he wanted to build a P63 King Cobra with one exception. The engine would be located in the scale position and be functional. He set out and built what is probably the first flying radio control P63 with the engine located in the middle of the fuselage. Over a span of two and a half years, he tested and built a design that would pursue his dream. Hector's idea was doubted by many modelers, but Hector certainly proved them wrong.

Hector was first attracted to the P63 while he was in the service. He told himself then that he would build a model of the P63 when he left the service. After seeing a full scale P63 at Moffet Field in 1983, he decided to start construction.

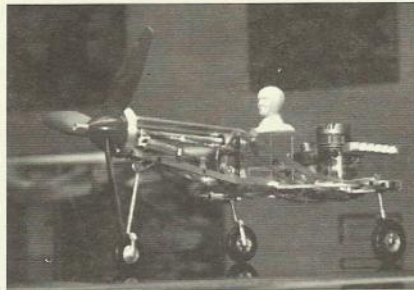
The first version of the airplane had a 27-inch wingspan. While working on the model, Hector met Reno Clark, who convinced him that the 27-inch design wouldn't

support the needed aluminum mechanics to operate the engine in scale location. Reno convinced him that he should use an off-the-shelf kit that would support the added weight.

Hector refined his design by coming up with a set of mechanics, utilizing belts that repositioned the engine's center line with the engine in the scale location. The engine chosen for the plane was an OS 61 helicopter engine. Its large head, in coordination with a

cooling fan and shroud helped solve the early problem of how to cool the engine in an enclosed area. When a scale muffler was not to be found, Hector machined one himself. With Reno Clark's assistance, the model was completed.

It uses six servos (4 standard, 2 micro) and Rohm air retracts and a custom machined spinner. To complete the aesthetics, an artist named Dave Plumb hand painted the custom scale emblems. From the outside it looks like a normal



The Aluminum framework and custom muffler proved to be too heavy for the original design which had a wingspan of only 27 inches.

P63 model without that ugly cylinder head sticking out the side. The plane weighs in at about 13 pounds.

In 1988, Hector and Reno (now pilot) began test flights. During the first run-ups, the engine was breaking belts that were critical to the operation of the drive train. If one were to break just after takeoff, the results would be disastrous. Hector soon realized that he

had underestimated the power of the OS 61. It was then suggested that a clutch be placed into the drive train to eliminate the problem with the belts. Hector added a centrifugal clutch to engage the prop.

Finally, after two and one half years of construction, the magnificent P63 took to the air with Reno Clark at the controls.

The model was entered in a scale contest soon after its first flights. It placed in the top five.

Biography of Hector Methot

Hector F. Methot was born in Fitchburg Massachusetts on June 5th, 1916. He received only an eighth grade education before learning to operate machines at age 12. In 1939, he moved to California and worked for North American on projects such as the T6, P51, and B25.

In 1941, Hector was drafted into the Army. Upon returning from the service, he took a job with

Realizing that this project had reached his goals, Hector elected not to fly the airplane any longer. It then traveled all over California to be displayed at meets and air shows.

Before finding its place in our museum, it was recovered by Rod Shurtz to remove any road rash from its many miles of travel.

While being recovered, an inspection window was added so that visi-

tors to the museum could see the complexity hidden underneath the covering.

Hector's model shows the imagination and ingenuity that can be brought from an idea. His aircraft is definitely a one-of-a-kind model that will certainly not be forgotten by fellow modelers who saw Hector's creation evolve from a piece of paper.



Hector Methot stands next to his prize winning P63 that is packed up and ready to be sent to the National Model aviation Museum.

Pioneers

Jack Albrecht

Jack Albrecht started modeling when he was about nine years old. He designed, built, and flew control line models through high school. In 1950, after serving in the Army, and studying radio engineering, Jack became interested in radio control models. In late 1950, he constructed the first hand-held reed system transmitter, which was designed by Alex Schneider with the assistance of Ed Rockwood. Jack received the AMA Distinguished Service Award in 1992 for his work on the implementation of a plan to phase in 80 new RC frequencies, for use with RC aircraft, as well as surface vehicles.



Source: Hector Methot

Airshow 2007



R/C Swap Meet

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

Saturday - August 4th

8:00am - 1:00pm

Come join us at the SCCMAS field. Buy or sell your R/C related items.
No Pre-registration needed. 10'x10' spaces, 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.

Mark your calendar for the year end Swap Meet on 12/1

**10'x10' Space Rental \$10.00
(No Booth Sharing or "Partners")**

**Commercial Sales, Hobby Shops, Store Fronts
or Bulk Sales are NOT allowed.**

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

Pattern at Tomcats

Date: 9/29/2007 Saturday

Place: SCCMAS flying site at Morgan Hill, CA

Classes: 401, 402, 403, 404, and 406

Landing fee: \$25 for all classes except the
Sportsman (\$20)

Pre-registration preferred

CD: Luke Peng

Tel: 650-575-9207

e-mail: lsjpeng@comcast.net



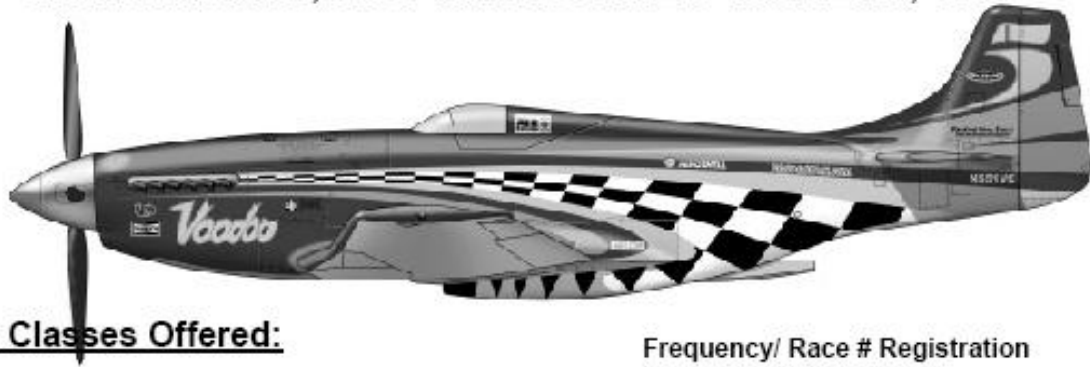
Field opens for practice on
Friday, 9/28/07. AMA required

Santa Clara County Model Aircraft Skypark
(see back for map and directions)

2007 SPORT WARBIRO CHAMPIONSHIP SERIES



APRIL 14, 2007 FRM FIELD FRESNO, CA
JUNE 9, 2007 MARCS FIELD MADERA, CA
AUGUST 11, 2007 SCCMAS FIELD MORGAN HILL, CA
SEPTEMBER 29, 2007 MARCS FIELD MADERA, CA



Three Classes Offered:

Unlimited Warbird

(520 sq.in minimum w/ 1.8 engine max.)

World Models Stock Warbird

(World Models P-51 Mustangs , Zero, F4U
Corsair, P-40 Warhawk, Spitfire, P-39 Aircobra w/
Stock O.S. 61 FX engines only)

Modified Warbird .46

(475 sq. in minimum w/ .46 engine max.)

Frequency/ Race # Registration
required – Call Kevin for
availability
\$10.00 annual Fee required.

Races start at 9am Sharp

Safety Inspection / Registration
starts at 7:30am – Closes at
8:15am

Pilots responsible for their own
Fuel!!

Race Entry Fee \$25.00 per class

REFER TO RULES FOR ALL GUIDELINES

FOR MORE INFORMATION, PLEASE VISIT WWW.T34RACING.COM OR CONTACT KEVIN
NORRED @ 408-482-5437 / T34RACING@YAHOO.COM

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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

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

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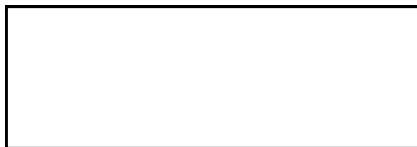


Mike Conrardy's Hangar 9 Extra 330S leans over for a photo shoot..

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. Views expressed in Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The SCCMAS is a non-profit organization. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



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Los Gatos, CA 95032-4610



Next meeting: Saturday, July 28, 5 PM,
at the SCCMAS field.