

Servo Chatter

July 2008, Issue #130

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

www.sccmas.org

AMA Club Charter #110



Next Meeting: Saturday, Aug. 2 at 5 PM. Location: SCCMAS in Morgan Hill.

Cover photo: Highway Patrol makes a low pass over the SCCMAS field. Pat Rose photo.

Governing Board Members of the S.C.C.M.A.S “Tomcats”

General Manager	Brian Nelson	408-463-0604	nelson711@aol.com
President	Michael Luvara	408-292-1212	mike@sccmas.org
Newsletter Editor	Pat Rose	408-910-9421	servochatter@sccmas.org
Treasurer	Jim Patrick	408-356-0817	treasurer@sccmas.org
Contest Coordinator	Steve Smith	408-234-0095	contests@sccmas.org
Secretary	Richard Luvara	408-246-3857	secretary@sccmas.org
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 Dell- Aquila, Mike French, Jack Sunzeri

Picture below: **Just kidding** about the Highway Patrol cover photo. The Hangar 9 Cessna 172 is an ARF that Harold Warner flies.

In This Issue	
Governing Board Members.....	2
President's News.....	3
From the Editor.....	4
Meeting Announcement.....	4
Secretary's Building Board.....	5
Library Talk.....	5
Safety.....	6
Training.....	7
Contest News.....	8
Treasurer's Report.....	9
Watsonville.....	10
Spartan Phoenix.....	11
Triton 2.....	13
Airplane Float.....	14
Airshow.....	16
Event Announcements.....	18
Sponsors.....	19





Flyin' Fast - President's News By Michael Luvara

I won't give any apologies for my column being missing from the last issue of Servo Chatter. Life has

been busy and I was out of the country on a well-deserved vacation in Italy. And, no, I didn't visit any hobby shops or r/c fields. The odd part was that five of the 50 people on the tour were involved in Aviation. Go figure!

The SCCMAS's event season is into full swing and I can't thank those enough who have put hours into making the events a success. By the time you read this, our annual Airshow will be in the books. This is our big public outreach event for the year. Some question why we put this event on and shut the field down for two days. To those, I ask you to step back and look at the purpose of the SCCMAS. We are an organization that looks to promote aeromodeling and be an inclusive group. We welcome anyone who is willing to accept the guidelines that the SCCMAS and County put forth. Keep in mind that we are on County land. This land is a very valuable asset in Silicon Valley and often we have to remind ourselves how fortunate we are to have the outstanding facility that we have. In order for us to justify the use of the field, it is imperative that we open ourselves up to the community and hold events like the airshow and be open to inviting new members to share the field.

On the afternoon of July 2nd, my cell phone lit up with several calls all within a 10 minute period. After going to the SCCMAS website and viewing the webcams, it was indeed apparent that the field was on fire. It was interesting watching the drama unfold on the webcams and the fire crew quickly had things under con-

trol. It was reported that their attack arsenal included a CDF helicopter, an OV-10 bronco and at least one Tracker aircraft that dropped fire retardant. However, the investigation showed that the cause did not appear to be from an r/c aircraft. The fire reportedly started near the entrance road/gate area, and could have been caused by several sources. Nevertheless, no one was hurt, no damage was caused to the field, and things were kept under control. My brother and I flew over and took some aerial shots on the morning of July 4th which show the burn area. (See page 8.)

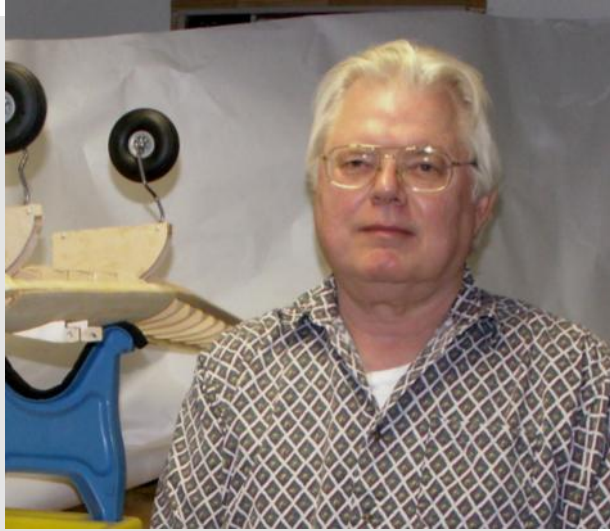
On July 4th, several members of the SCCMAS participated in the annual Morgan Hill 4th of July parade. Headed by Rick and Merriam Maida, the float again took first place in its division for the second year in a row! Thanks to all that participated. Photos are included in this issue. (See pages 14 & 15.)

We are still working with the County on the future implementation of a permanent restroom project. However, it does look like it is getting pushed back with budget shortcomings within the park system. I will be sure to update you when I have more information.

I want to close this issue and extend a heart — felt thank you to everyone that volunteers their time at the SCCMAS. Without your generosity and time, the field would not be what it is today. I firmly believe we have one of the finest facilities and members in the world.

In closing this month, I invite all members and their spouses to join us for our annual club BBQ meeting on Saturday, August 2nd at 5:00pm. It will be held at the field and the SCCMAS will be providing food. Come out and enjoy a great evening at the field with us.

Until next issue,
Michael ●



From the Editor

By Pat Rose

alpha knife edge ribbon cut on Sunday.

For my photo impressions of the event, see pages 16 and 17. I clicked away with my camera and ran out of memory just as the last pilot was flying. Was that close or what?

It was indeed amazing to see all of the individual efforts come together to produce the one big event. It was HOT on both days as usual, with shade at a premium, and unfortunately Gatorade was sold out on Sunday (I got to have Gatorade.).

At the risk of leaving someone out, the electric pilots included Luke Peng, Arnel Realin, Tim Stahlke, Mathew Smith, Jordan Zuke, Bob Lutz, Walter Colby, and Roger Mihara. The other aerobatic pilots included Gerald Berkheimer, Chris Attebery, and Dantley Davis. Thanks to all of you.

o

The SCCMAS is looking for an assistant to help Harvey Thackson with sprinkler maintenance. If you can help, please call or email Michael Luvara.

Airshow Participation

I coordinated the electric flight and aerobatic/3D flight segments. This means that I recruited the best club pilots that I could find for the airshow guest's entertainment.

The increased number of electric flyers was obvious when on Saturday and Sunday the announcement was made for the electric flyers to queue up on the taxiway. These guys seemed to be having such a good time.

On the other hand, the aerobatic/3D pilots seemed to be extremely competitive—big planes and big talent. I was particularly happy with the aerobatic/3D pilots who flew in the last segment of the airshow on Saturday and Sunday. These pilots were Rich Spicer, Jacob Boracca (11 years old), Greg Milosevich, and Mike Conrardy. Mike Conrardy, of *California Hobbies*, really paid his dues with multiple flights on both days and a high

Upcoming Meeting: Saturday, Aug. 2, at 5 PM. **Location: SCCMAS in Morgan Hill.**

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 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. Cold drinks and donuts during the break.



From The Secretary's Building Board

By Rich Luvara

Meeting notes for May 15, 2008

Dumb Thumb – Babe Caltabiano was nominated as he crashed Steve Smith's daughter's plane. .

23 members were present.

There was no raffle held.

New members: No new members were announced.

Don Coulter gave a presentation on the possible options for a permanent restroom at the Skypark.

Show-and-Tell: None this meeting.

•

Library Talk Report by Paul Hasselbach

On June 14, 2008, Walter Colby and I gave a talk on aviation at the Santa Clara Library. The purpose of the talk was to make the community aware of our club and the upcoming July 12 & 13 airshow. There were approximately 40 children and 15 adults for this event. The library provided a large room with a 15 foot screen where we showed an AMA DVD.

We started the program with the AMA DVD on the large screen. This really attracted kids and parents to come in and listen to us. The large screen made the aircraft come alive with engines running wide open. As the audience watched the DVD, we broke into our talks.

I gave a short talk on how I got started building models as a young kid at the age of 10. After my spiel, Walter followed with his initiation into the hobby. Walter provided a variety of electric modes to the audience. He flew some models in the room that got the kids' and parents' attention. About halfway into the program, I noticed some kids were losing interest. We changed gears and passed out small gliders. We had the kids assemble them with the help of parents and some library staff. Then Walter and I took the kids and parents outside to fly the gliders and watch Walter fly his two electrics. Kids were ecstatic and fathers were asking questions about the models.

After the flying session, we had a raffle and we gave four gift certificates from Sheldon's and D&J hobby shops. Anyone who didn't win a gift certificate received a business card with my name signifying they attended the talk and received a 10% discount from D&J hobby Shop.

I want to give special thanks to Sheldon's and D&J for gift certificates to this event. I also want to acknowledge the Santa Clara Library staff assisting with the audio and seating arrangements. Finally, I want to thank Walter Colby for his support in making the presentation fun for all who attended. •



Safety

By Tim Jones

As you read this, the annual SCCMAS airshow for 2008 will be a recent memory. Newsletter requirements dictated that we get our writings done the night before the show. Hopefully, as you read this, there will be no stories about any incidents at the airshow. I can assure you that all involved in the show will have made every effort to make it a fun and safe event.

No doubt, by now most all have seen the evidence of a recent grass fire at the field. This fire was a unique one at our field. The unique fact of this fire is that there doesn't seem to be any explanation for how it started. As I was loading a few things into my car to go out for my summer time Wednesday night play time at the field, Mike Luvara called to ask if I was going. I said I was loading up to go soon and he told me that the field was on fire. He was watching the action on the website. I called Don Coulter and told him the news as he was going out too.

We left the gear in the garage and went out to look over the damage. When we arrived we found the fire nearly completely knocked out. However there were still about 15 pieces of fire equipment and about 35 fire fighters there cleaning up. Babe Caltabiano arrived and we walked the area to see if we could come up with any evidence or explanation of how the fire started. Walking the area and speaking with the firemen, we could find no explanation for this fire. There was no indication that the fire was started by a model plane. The following day, I spoke with a member who was

there when the fire started. He confirmed that the fire was not started by any club member's aircraft.

What this points out is that the fire dangers are very real at this time of the year. While this fire was not apparently started by any club models, it was started somehow. This means that we have to be aware at all times of the risk of fire. We must be most aware of handling of our gasoline powered models and jets. Keep a fire extinguisher handy. Someone has placed several large bottles of water in the shelves under the impound. These can be very handy to have nearby at the startup areas when starting jets or gas models. Make a note of their location. Watch for cigarette butts in the cigarette cans in the pit area. Make sure that there is no smoldering paper in the cans.

There are of course many other suggestions. Share your suggestions. Watch for each other. Take note of the three green signs at the field with the emergency information on them. This information is the flying site name and address along with the address for the access road. This information will be helpful for any emergency services, should they be needed.

In the meantime, keep your fingers out of the props and I'll see you at the field.

Tim





Training

By Mike French

2008 Air Show Flight Training Session

Each year at the SCCMAS Air Show, the noon time hour is devoted to offering the visiting public an opportunity to fly an RC aircraft. (See the photo on page 13.) This year's program was successful as virtually everyone who wished to fly a plane did have the opportunity. This was done with the dedication and participation of many of our club's members to whom we offer a sincere thank you. There were few losses this year as compared with last. This year we had only one mid-air collision and one ground collision which was a decided improvement considering the chaotic situation that typifies the event. Pretty good!

Each year we put this event on, we learn from our mistakes and make a resolution to correct the problem next year. The first mistake was have to correct is failing to limit the age of the public flying student. I had two ladies who brought their very small children in their arms and asked to have them fly the trainers. No, that doesn't work. My suggestion would be to set the minimum age to perhaps six or seven. At least they have to know their left hand from their right. You would be astonished exactly how many people we served who don't. Incredible. There

were adults who would have failed the right/left hand test.

Secondly, we have to have a broader backup roster of club members who volunteer to fly the public. We had several last second no-shows which forced us to immediately switch to plan B. Thank God, we did have spare planes and pilots ready to serve, else we would not have been able to support the people who lined up to fly. Special thanks to all the noontime pilots and support personnel. We made it by virtue of your determination, generosity, patience and skill.

Thirdly, we were lucky. Fate and fortune were on our side in that, save for the one midair collision we only had one in-flight problem. We flew higher and more conservatively than last year at which time we lost two trainers in the first ten minutes and four trainers overall. This year we found our trainers higher and the pilots more cautious. Great.

I wanted to say thank you to all who participated. We did support all visitors to our event through your help. ●



Contest News

By Steve Smith

Steve's column will return next month. ●

2008 Events Calendar

Date	Event
August 23	Electric Fun Fly
September 20	SCCMAS at Reid Hillview Airport
September 27	Pattern Training Day
October 11	Triangle Series T-34 Race Finals
November 1	RC Swap Meet
December 7	Toys-For-Tots





Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss
Cash Basis
April 24 through July 8, 2008

Ordinary Income/Expense	
Income	
Contest entries	970.00
Food sales	628.00
Membership dues	1,725.00
Swap meets	300.00
Vending machine	881.00
Total Income	4,504.00
Expense	
Bay Alarm	135.00
Equipment Rental	75.00
Food	1,259.18
Garbage service	552.81
Licenses and Permits	835.00
Office Supplies	8.11
Postage and Delivery	214.20
Printing and Reproduction	781.63
Raffle supplies	280.09
Repairs and Maintenance	
Janitorial Exp	55.08
Repairs and Maintenance - Other	271.14
Total Repairs and Maintenance	326.22
Sanitation service	168.64
Supplies	1,076.63
Taxes	10.00
Telephone	
Internet	279.80
Telephone - Other	127.73
Total Telephone	407.53
Utilities	
Gas and Electric	592.54
Total Utilities	592.54
Total Expense	8,722.58
Net Ordinary Income	-4,218.58
Net Income	-4,218.58

Watsonville Photos by Dan Petroff



The Spartan Phoenix Flies

Don Coulter photos



The Spartan Phoenix Flies!

I had the opportunity to work with the Senior Class SJSU Aerospace Engineering Team this year. I contacted Sean Montgomery in response to a plea for help constructing his team project aircraft back in April. It has been a very rewarding challenge.

The team consisted of:

Luis Casas
Jon Hall
Sean Montgomery
Hiren Patel
Sanjeev Samra
Joe Si Tou

Mission Summary:

Every year, wildfires claim lives and cause costly property damage worldwide. Improved surveillance of wildfires would save lives and reduce property damages. San Jose State University students have designed the Spartan Phoenix airplane as a prototype unmanned aerial vehicle (UAV) for automatic, real-time mapping of the perimeter of a large wildfire. The prototype will be used to more accurately determine the mission profile for an optimized fire surveillance UAV. The prototype can also be used to test the autopilot and fire detection system which uses an infrared camera.

Weight: as flown, approx. 25 lbs.
Estimated payload weight: up to 30 lbs.
Wingspan: 123 in.
Wing area: 12 sq. ft.
Engine: Zenoah G-62
Radio: JR 7203 w/ 6 servos
Tricycle landing gear

While the team did a great job of engineering the airfoils, load computations, balance parameters and onboard UAV electronics, none of them had any real experience building RC models. I was able to provide some guidance with construction techniques. We vacuum bagged the foam wings and tail surfaces. This was the best way to maintain the true

aerodynamic design of the airfoils.

The "Spartan Phoenix" was successfully test flown on Monday, May 26 at the SCCMAS flying field. I performed a high speed taxi test and found that the aircraft wanted to lift off at approx. ¼ throttle. As I rolled into the throttle for the takeoff, the aircraft lifted off smartly, due to the high angle of incidence of the wing. A bit of down trim was all that was required to level the aircraft. The elevator and rudder were very effective, however, the ailerons were a bit sluggish possibly due to the 75% differential. Altitude changes were accomplished with throttle (as designed) and, since the G-62 was probably way more engine than needed for the high aspect ratio wing, a few clicks up from idle were all that was needed to maintain altitude. I brought the throttle down to full idle and set up for landing. The Phoenix slowly started to descend and once on final, a bit of rudder was needed to crab the plane to create some drag. Touchdown was smooth and aside from a few loose rudder hinges and a tweaked nose gear, the flight was uneventful.

Further testing with the onboard autonomous controls will take place in the near future.

Respectfully submitted,

Don Coulter

○

Programming the Triton 2 Battery Charger

By Bob Lutz

I have become aware that some of our members are confused about programming the Triton 2 battery charger. Follow these instructions and see if they will help you.

Abbreviations used in the following instructions:

PF = Press dial button to start numbers flashing.

PS = Press dial button to stop numbers flashing.

After welcome screen, the memory selection program is displayed.

PF and turn dial to select the memory number you want. PS

Turn dial to "Battery Type."

PF and turn dial to the battery type you want. PS

Turn dial to "Total pack volts."

PF and turn dial to select voltage you want. PS

Turn dial to "Battery Capacity."

PF and turn dial to select the capacity you want. PS

Turn dial to "Charge Current". (Except for Lithium).

PF and turn dial to select the charge current you want. PS

Turn dial to set other parameters if you want them and follow above procedures for each one.

Turning the dial will lead you to the original memory program screen.

Press the "Memory Change" button to confirm and store the settings you entered. Now when

you want to charge a battery, choose the memory number corresponding to the battery you

want to charge, press the "Memory Change" button and the proper battery will be displayed.

You can PF to alter the capacity and voltage if needed. Then press and hold the dial button to start the charging.

Training continued from page 7.



SCCMAS Airplane Float in Morgan Hill 4th of July Parade



Chris Attebery photos.



Float continued.



Don Coulter photos.



Airshow July 12 and 13



Paul Hasselbach and friends.



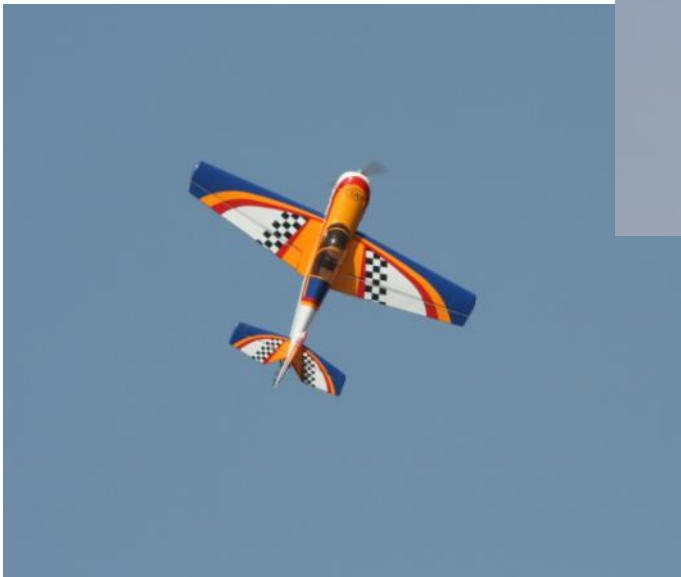
The crowd.



Chris Luvara



Dantley Davis



Pat Rose photos.

Jacob Boracca



Snoopy and the Red Baron
(Michael Luvara and Reggie Dell-Aquila)

Airshow continued.



Greg Milosevich



Richard Spicer



Michael Conrardy
of **California Hobbies.**



Chris Attebery

Salinas Area Modelers Present . . .



IMAA Giant Scale Fly-In

Chapter 147 Invites All Giant Scale Modelers

IMAA Size Rules Apply, AMA and IMAA Membership Required
(can be purchased at event)

August
22—24,
2008



Joe Francis and Extra



Rick Maida and His Big Hellcat

Fun, Fellowship, Flying, Food
Big is Beautiful!

- Contest Directors:
Joe Francis and
Rick Maida
- Landing Fee
\$10.00
- Field Open Friday
the 22nd
- RV's and Campers
OK (no hookups)
- Breakfast and
Lunch Sat. and
Sun. - \$5/plate
- 450' X 60' Paved
Runway
- Sound Ordinance
is 85 dB @ 50'

Contact Information

Jim "Crash" St. John, President
831-442-5050

Tigger999@sbcglobal.net

Joe Francis, CD

831-476-7392

cdjf@sbcglobal.net

Rick Maida, CD

408-778-6885

mrcorsair@usa.net

See SAM Website for Map to Field
<http://www.salinasareamodelers.org/>

JLM 6/13/08

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



7367 MONTEREY STREET, SUITE 101, GILROY, CA
 Phone: 408-842-0450
 jim_everitt@verizon.net
 www.flyingfortreshobbies.com

HobbyTown USA
 World's Largest Hobby Store Franchise!

BRIAN FERRARIO
 OWNER

Sunrise Plaza Phone (408) 229-1972
 638 Blossom Hill Rd. Fax (408) 229-1948
 San Jose, CA 95123 htusanjoseca@yahoo.com
 www.hobbytown.com

HobbyTown USA
 Where Hobbies Begin!

TIM & LORI ARNEY
 TERRI APPLEBY
 OWNERS

585 E. El Camino Real
 Sunnyvale, CA 94087
 (408) 738-9600
 Fax: (408) 738-5900
 http://sunnyvaleca.hobbytown.com



Norred Aero Products
 www.norredaeroproducts.com
 408-482-5437

SHELDON'S HOBBIES

Store Hours:
 MF 10:00-6:00
 Sat 10:00-6:00
 Sun 10:00-5:00

2130 Trade Zone Blvd.
 San Jose, CA 95131
 408-946-3801

... for all your R/C and hobby needs
 www.sheldonsobbies.com

PIC Penn International Chemicals
 A Division of PIC Adhesives, Inc.
 A California Corporation
 PO Box 4202
 Mountain View, California 94040

Reggie Dell-Aquila
 President

(800) 722-GLUE
 (650)322-1030 ph/fax

AeroMicro
 The Source of Electric RC Supplies

Perry Lee

2090 Duane Avenue
 Santa Clara, CA 95054
 U. S. A.
 Phone: 408-496-6699
 Fax: 408-496-6669
 info@aeromicro.com
 http://www.aeromicro.com

RC World of Planes

Kris Gholamipour

520 Lawrence Expy. Suite 307
 Sunnyvale, CA 94085
 408 732-9029 Phone
 408 732-9046 Fax
 kris_gh@yahoo.com

On line ordering
 www.rcworldofplanes.net

96 N. San Tomas Aquino Rd.
 Campbell, Ca 95008
 Phone: (408) 379-1696
 Fax: (408) 379-1652

Web: www.djhobby.com

D & J Hobby and Crafts
 Your Hobby and Crafts Shop

California Hobbies

R/C Planes-Helicopters-Cars-Boats
 1702 Meridian Ave, # 1
 San Jose, CA 95125
 408-448-1449
 www.california-hobbies.com



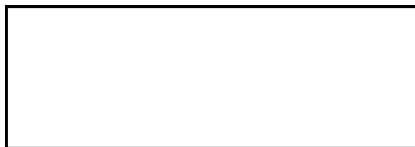
Jim Boes taxis his Spitfire.

Pat Rose photo

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.



Servo Chatter c/o SCCMAS
16345 W. La Chiquita Ave.
Los Gatos, CA 95032-4610



Next meeting: Saturday, Aug. 2 at
5 PM. Location: the SCCMAS field in
Morgan Hill.