

Servo Chatter

March 2008, Issue #128

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

www.sccmas.org

AMA Club Charter #110



Next Meeting: Wednesday, March 19, 2008 at 7PM. Location: Hayes Elementary School, San Jose, CA.

Cover photo: Paul Hasselbach's scratch built Kinner Sportster on maiden flight. Reggie Del Aquila at the controls. Plane took two years to build, 117 inch wing span, G-45 for power, 23 oz./sq ft wing loading. Pat Rose photo.

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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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Flyin Fast - President's News By Michael Luvara

For those who have been around the SCCMAS for some time, the phrase "When are we getting the bathrooms?"

has become a lamented comment around the field. Of course, some of you are probably wondering what's behind this comment, so let me give you a little history. In 1986, when the SCCMAS first started operations at the current location, it was thought that the field would be a short term location. We installed porta potties and a slurry over the dirt for a runway. Over time, the field became a much longer term proposition and development began to what you see today. Part of this development included the concept of a permanent restroom facility, tied in with a longer term lease. In order for us to sink sizeable funds into such a project, we wanted to ensure we would be able to utilize the field for many years to come. Our porta potties have been one of the few stops along the bike trail for users to utilize. We have provided them as a service to both the SCCMAS and the trail users. Through several turnovers in the county parks system, and the renewing of a master plan, the bathroom project has been delayed for some 8+ years. Discussions have once again begun to make this project a reality and I'll be reporting on it as things progress further.

We have been reading through the annual surveys that were returned with the 2008 renewals. This year has probably been best return rate ever and I want to thank everyone who has put the time and effort in to filling out and returning theirs. It is great to see all the comments, concerns, and constructive criticism that are given to us. We do read them all and act on the issues presented. At the next club meeting in March, I will present the results of the surveys.

I want to address an important issue this month regarding the flight line. While we realize many members are balancing family obligations and

bringing their children out to the field while they fly, there are some important guidelines to remember. On occasion, we receive complaints of young children that are wandering out to the flight line unsupervised and being put in a potentially hazardous situation. The AMA safety code explicitly talks about this in the following statement:

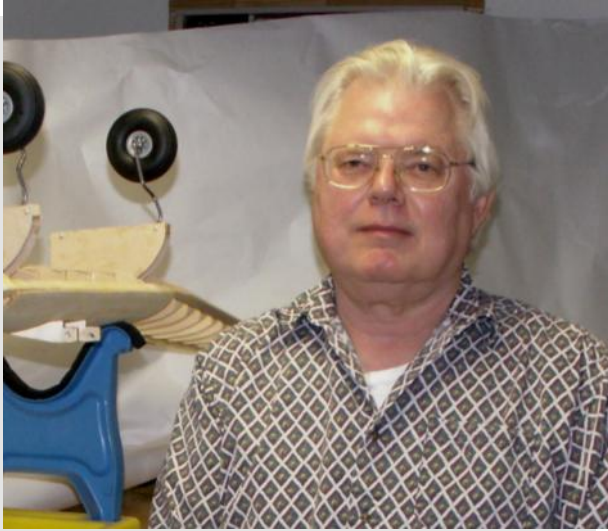
"11. Children under six (6) years old are only allowed on a flight line or in a flight area as a pilot or while under flight instruction."

This means what it implies – unless children under the age of 6 are undergoing flight instruction, they are not allowed on the flight line. We appreciate your cooperation on this issue.

I want to also take a moment to remind people about courtesy and the field boundaries. Everyone should be aware of the wetlands to the north of the field and how our aircraft are not supposed to overfly this area. It is difficult to judge the distance when we are flying, so use a spotter if necessary. The CHP is also using its aircraft to do runs down Hwy 101. We need to be aware of this aircraft and any other full scale aircraft in the area. They commonly fly overhead at 1000ft above ground. It's lower than you think. Our R/C aircraft need to be kept away from any full scale aircraft and avoid flying at those altitudes. On courtesy, remember that we are all at the field to enjoy a great day of flying. Sometimes our tempers do flare when we have a problem or lose an airplane. Remember that young children and their families are around. Foul language, outbursts, and events that cause disruption to park users will not be tolerated. We have heard of altercations between club members. This is not acceptable. Certainly, if there are events that you consider inappropriate, please contact me with the details as the governing board would like to hear about them. Please help us by being good stewards and help foster a positive flying environment at the field.

That's it for this issue. We're starting to get some of those sunny days and I hope everyone gets a chance to utilize them. I know I will...

Until Next Issue,
Michael ●



From the Editor

By Pat Rose

Free Photography

If you would like some in flight photos of your plane, please ask. My camera has been underutilized this winter and I am itching to collect photos for Servo Chatter. Send me an email (patroserc@aol.com) or call me at 408-910-9421 and we'll arrange a time to be at the field.

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SCCMAS loaded with talent.

Many thanks to Jerry Bruce for pointing out the typos and errors in the last edition of Servo Chatter. I can always count on Gerry for his help. Unfortunately the meeting date in the printed copy was wrong—I blew it. I promise to do better with this edition and to sharpen my pencil.

Members Meeting

I wasn't able to make the members meeting in January so I asked Jim Patrick to take a few photos during the meeting. Without his help there would be no photo record of Paul Hasselbach and Don Coulter during Show and Tell. Thanks, Jim.

I have talked to Paul about his plane and to Don about his. Both can talk at length about their creations, and discuss the details of the construction. Paul told me that he keeps a notebook with dates and time spent on his creations—therefore he is able to tell you how much time the model took to build.

Upcoming Meeting: Wednesday, March 19, 2008, 7 PM

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. Hot coffee and donuts during the break. See map on page 14 to Hayes school.

Future meeting dates: Thurs. May 15th.



From The Secretary's Building Board

By Rich Luvara

Meeting notes for Jan. 31, 2008

40 members present

New members: Mitch Zollinger And Michael Corrazzelli

Show and Tell:

Lynsel Miller did a vacuum bagging demo, he showed the process from start to finish including the equipment needed. Don Coulter demonstrated how to vacuum form parts needed for that scale project or for that Sunday flyer.

Paul Hasselbach brought his latest project, a 1933 Kinner Sportster. a semi-kit from David Reid Quality Models, wing span 117 inches, wing area of 2100 sq in, G-45 for power. It took 2 years to build @455 hrs . Paul Steiner, Bob French and David Reid also added their expertise. Paul built the cowling.

Don Coulter brought an Anderson Kingfisher, built from plans. Molded all of his Fiberglass parts, powered by a G-20EI. It weighs 10 pounds, bare bones.

Dumb Thumb – no nominations for this month.

Helper's Raffle winners:

- Radio – Don Walsh
- Engine – Steve Kulp
- Kit – Jim Patrick
- Glow Driver – Chris Trihorn
- 3-d Plane – Matthew Smith
- Monocote iron – John Ribble
- Power Plane – Tom Criswell
- Digital Tach – Mike Conrardy
- Prop balancer – Andy Keats
- 12V Starter Battery – Tim Jones (he donated it back to the club)
- Precision screwdrivers – John Motta
- Fuel – Norm Sly
- Tool set – Wayne Wilson

- Fuel – James Gayle
- Servo set-up – Matt Campi
- Fuel pump – Bob Rich
- Heat gun – John Ribble
- Robart stand – Jacob Baronka

Monthly Raffle winners:

- Dremel tool – Lynsel Miller
- Radio – Robert McReynolds
- Kit – Dean Sala
- Fuel pump – Dean Sala
- Fuel – Vern Bollesen
- Fuel – Mike Luvara
- Fuel – Bob Wiggins
- Pump – Ed Glynn
- Power panel – Dick Gilchrist
- Battery – Steve Smith
- Scissors – Dean Sala
- Gluestand – Chris Trihorn
- Xacto saw – Ron Marier
- Fuel pump – Don Coulter
- Power panel – Carlos Tripodi
- Control panel—Jerry Bruce
- Scissors—Jerry Bruce
- CA holder—Jerry Bruce

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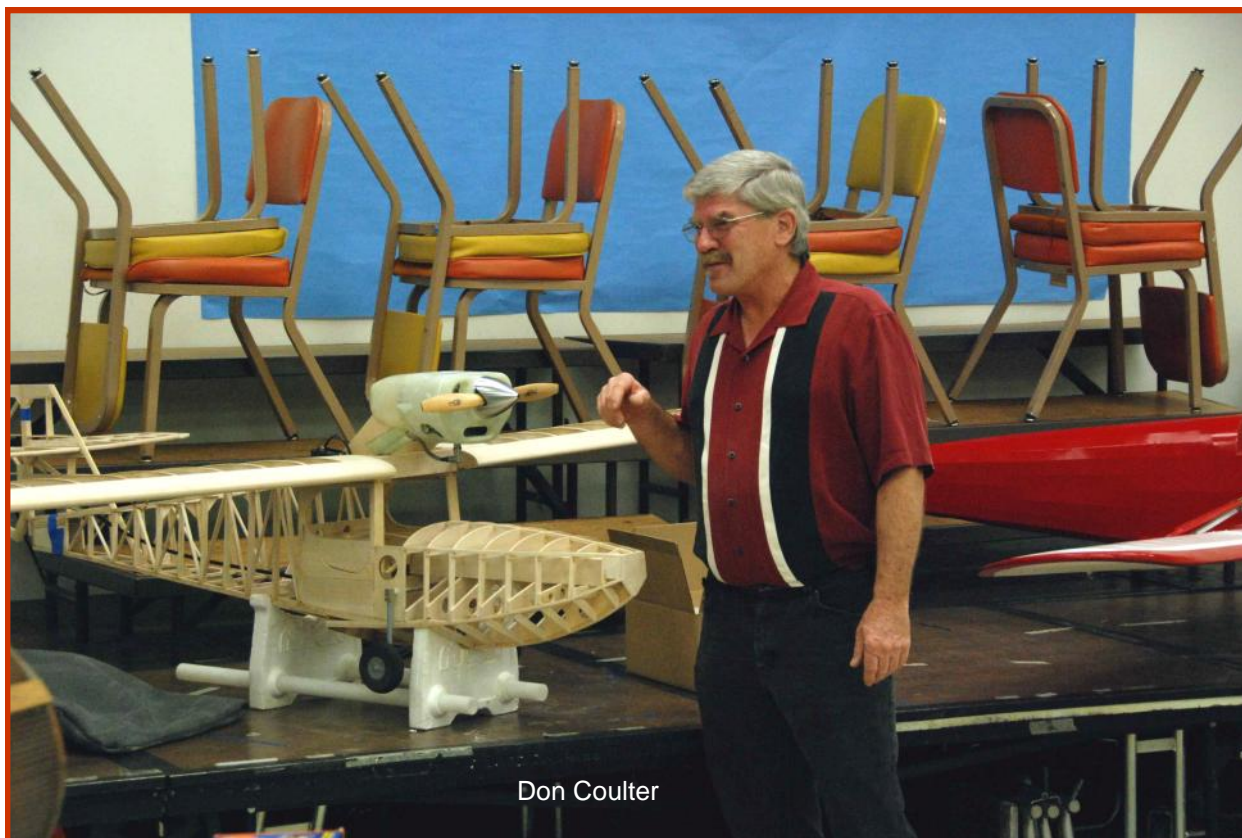
Member Meeting Photos courtesy of Jim Patrick.



SHOW AND TELL



Paul Hasselbach



Don Coulter



Safety

By Tim Jones

I'm scratching for material for this column to make a better impression than the last writing.

It has been suggested that I might bring up some past topics as reminders for most and new revelations for others. So, the following is a slightly edited for the times, reprint of a May '05 entry into the newsletter.

Winter is gone, spring is here and summer is coming. This may not mean a lot at our field, as with the weather that we have here, we can fly at some time through most of the winter. But with the clearing weather, we will see more new fliers at the field. There are several new solos emerging from the winter weekends. Certainly there are some new planes emerging from rainy days browsing of E-bay, Tower Hobbies, Sheldon's and more. I've got a few. Many of these new planes will be the second or third additions for the newer members of the club. If you see a newer flier with a new plane, take a few minutes to check with him or her and offer help in a preflight check, range check and first flight of a new plane. This will be very helpful and a good time to remind the new fliers of the need to do a proper range check. I know that we can often get so excited about a new plane that we can forget these necessary tasks. We've all seen a new plane take a nasty roll in the wrong direction on takeoff, resulting in total destruction, due to reversed ailerons. A friendly offer to give a second look might have saved it. Hopefully we can save a few in the future.

Occasionally, there is a report of a plane at the field that lost radio control and got away. Quite often, this plane is piloted by an experienced flier, using the best equipment available. This type of incident further amplifies the importance of maintaining AMA and club membership for insurance reasons. I note this incident because it is different from the typical mishap that occurs, such as landing mishaps or disorientation. This is the type of incident that is completely out of the pilot's control. All the more reason

to keep your eyes open and be aware of what's going on around you.

At the field, bolted to the side of the soda machine enclosure, is another enclosure. Inside this enclosure is a first aid cabinet with bandages and antiseptic materials. This enclosure has a padlock on it. The padlock is the typical padlock with the combination used on the club gates. So this makes first aid supplies available to all members at any time while at the field. I'm sure we can all see the benefit of this cabinet being available. There are additional materials in a larger cabinet in the shack. This enclosure might also have a fire extinguisher available. Hopefully none of these supplies are needed. But if they ever are needed, their availability will be greatly appreciated. Also, watch this enclosure for lost and found items. Many times a left transmitter or club card will be put in this enclosure for recovery.

The subject of flying small park fliers in the helicopter hover area continues to be a topic of discussion. These discussions maintain the decision to stay with the present rules regarding the use of the helicopter hover area for low level helicopter hover practice only. All fixed wing, radio controlled aircraft are to be flown beyond the safety net area. Helicopters only may be flown in low level hover practice in this area. The description of low level hover was further defined as below eye level only. Any "flight", other than low level hover practice of helicopters, is to be kept over and beyond the runway, as with the fixed wing craft. So, those are the official rules at this time, regarding the use of the helicopter hover area for small electrics.

Finally, a couple of reminders. Hold your planes in the startup area, there is no taxiing out of or into the startup area. Flight over the pond areas is officially prohibited. If you are becoming a bit relaxed in respecting this airspace rule, you should probably expect additional notifications from other members and the park rangers. **STAY AWAY FROM THE PONDS!!!**

Bring a "DUMB THUMB" nomination to the club meeting. I've got a good one. I'd like to invite all to come by the meeting, have a doughnut and a cup of coffee and vote on the nominations.

At the field or at the meeting, see you there!

Tim





Training

By Mike French

SCCMAS To
Begin RC
Helicopter
Flight Training

There are electric heli trainers [T-Rex 450SE shown] which are of limited initial investment which can serve in the same way as the traditional gas NexStar trainer does in fixed wing flying.

There have been enough calls and interest in learning to fly R/C helicopters from prospective and SCCMAS members that our club is planning



SCCMAS's first concern is always the safety of its members. There are intrinsic risks in flying these planes that are, perhaps, greater than the gas fixed wing planes to which we are accustomed. As such the heli training program will lead to a flight check that will have the student demonstrate adequate control, such as take-off, land, hover, directional orientation and airborne and ground positional placement. Mike Conrardy [shown left] will be SCCMAS's first instructor/check pilot. We are now setting up our program. Those members who are interested in heli flight training can call Mike French, Dir., Flt. Instr. at

to provide a flight training program at the field. Mike Conrardy, an experienced R/C helicopter pilot and owner of California Hobbies has offered to provide interested members their initial flight training as well as aid in the development of a standardized training schedule for the club. Other heli experienced club members have also offered to participate in instruction. The rapid growth in size and sophistication of these gas and electric aircraft has been remarkable. They require considerable training to fly them safely as well as protecting the investment.

Integrating RC helicopters flying operations at our field in such a way as to not interfere with our standard fixed wing patterns is a key issue to the program's success. The two types of aircraft must coexist seamlessly and adhere to permitted airspace requirements.



TREX

(408) 373-5301. Let's extend our RC flight experience. It is what our sport is about.





Contest News

By Steve Smith

With spring just around the corner, the rain usually subsides, the sun sets later and the days get warmer. The SCCMAS will kick off the 2008 season with the annual Fun-Fly on March 22nd. Preparations are underway and Don Coulter will be the CD. I'm sure Don will provide a set of wacky flying drills that will be enjoyed by all. All types of R/C aircraft are welcome. Come out and try something new with other fellow club members; it sure will be a fun time. More information is available at www.sccmas.org.

This year the SCCMAS will host two swap meets, with the first one on Saturday April 26th. The April swap meet is usually a popular one with lots of sellers and buyers wheel'en and deal'en for bargains. 10'x10' spaces are \$10 per seller, on a first-come-first-serve basis. Visit our web site www.sccmas.org or contact me for more information. On Saturday May 10th the SCCMAS will host a one day Warbird Fly-in. This event will be open to all pilots of any skill level with any R/C Warbird aircraft from any era; any size with any engine; electric, glow, gas or turbine. There will be a noon time BBQ and at the event closing, trophies will be awarded for several categories. Visit our web site www.sccmas.org or contact me for more information.

The SCCMAS will be participating in the annual Watsonville Airshow and the Reid Hillview Airport day this year promoting the R/C hobby and the SCCMAS, with static aircraft displays and flying demos. If you would like to help at these public events contact Mike Luvara or myself at contests@sccmas.org

This year the SCCMAS will host only two races, the Warbird race on Saturday June 14th and the final T-34 race on Saturday October 11th. With changes in the race series, it will be up to the individual clubs to run the entire race. I'm in need of several volunteers to manage the race office, this means processing entries, making sure all of the proper documents are signed, logging pilot names in to the computer, generating the race matrixes and managing the points through out the day. In addition pylon judges and lap counters are needed. If you are interested in helping contact me at contest@sccmas.org.

Volunteers are needed through the year for shack help, BBQ help, pylon judges, lap counters, helpers for field preparation, etc. Shack manager positions still exist. Manage the shack for one event and receive one-half off your 2009 annual dues. Manage the shack for two events and your 2009 annual dues are on the house. If you are interested in helping with any of the events contact me at contests@sccmas.org.

See you at the field, Steve ●

The SCCMAS will be participating in the annual

2008 Events Calendar

March 22	Fun Fly
April 26	RC Swap Meet
May 10	Warbird Fly-in
May 24-25	SCCMAS at the Watsonville Airshow
June 7	SCCMAS Field Maintenance Day
June 14	Warbird Race
July 12-13	Annual Airshow
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

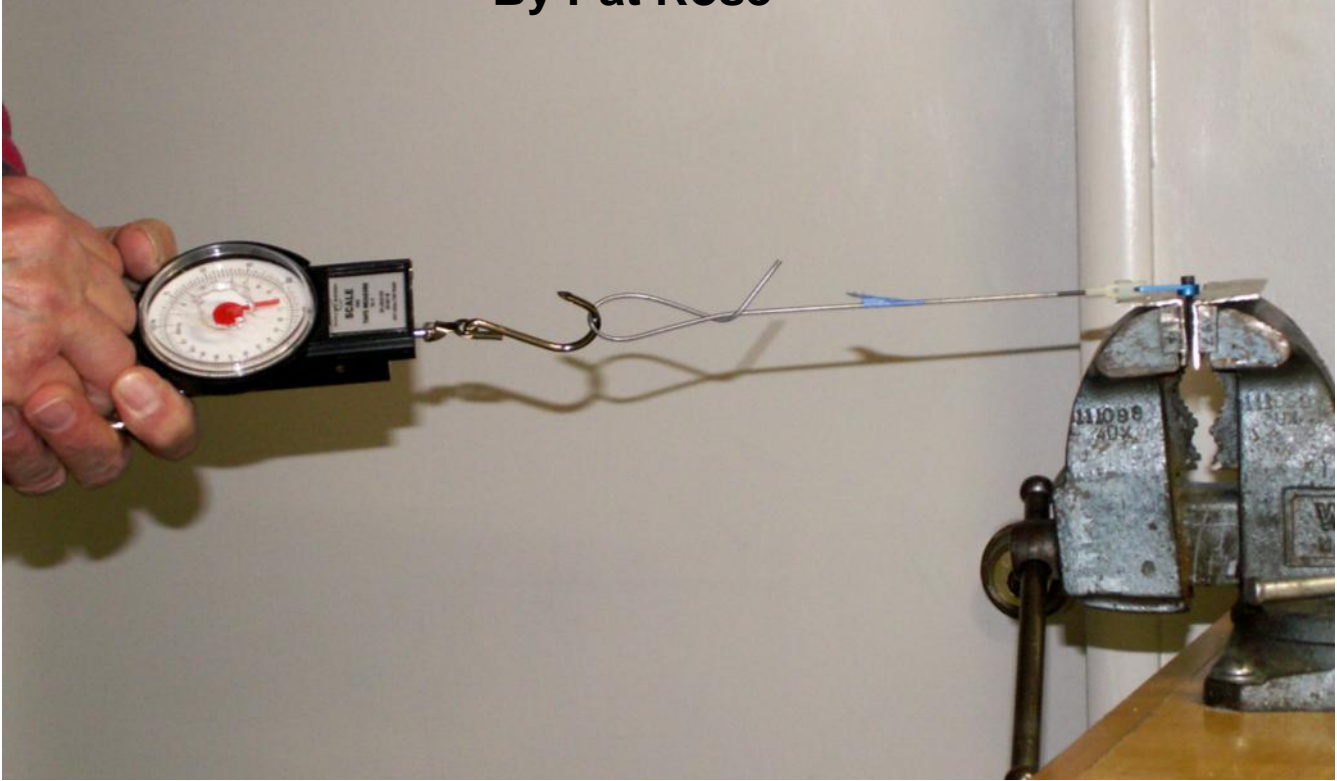
By Jim Patrick

SCCMAS Profit & Loss
Cash Basis
January 1 through February 29, 2008

Ordinary Income/Expense	
Income	
Membership dues	23,270.00
Total Income	23,270.00
Expense	
Computer supplies	16.16
Dues and Subscriptions	15.00
Equipment Rental	75.00
Garbage service	368.54
Insurance	140.00
Licenses and Permits	145.00
Postage and Delivery	634.44
Printing and Reproduction	239.23
Raffle supplies	618.27
Repairs and Maintenance	
Janitorial Exp	50.00
Total Repairs and Maintenance	50.00
Sanitation service	1,002.80
Supplies	2.17
Telephone	
Internet	281.90
Telephone - Other	136.77
Total Telephone	418.67
Utilities	
Gas and Electric	83.65
Water	1,224.00
Total Utilities	1,307.65
Total Expense	5,032.93
Net Ordinary Income	18,237.07
Net Income	18,237.07

Control Surface Clevis Pull Test

By Pat Rose



INTRODUCTION

I had some concern with the strength of the various clevises and control horn mounting techniques that I have been using. So to test the various clevises that I have used and plan to use, I set up a pull test on the work bench. My bench vise was used to anchor a 6-32 socket head cap screw which was fitted to a Hitec aluminum control horn. To this arrangement was fitted the various clevises. Either a 2-56 threaded rod or unthreaded rod is connected to the clevis, which in turn had a loop bent in the other end of the rod. A fish scale was connected to the rod loop and the pull test was performed. Tension was increased in 5 pound increments until either (1) 25 pounds of tension was reached or (2) a failure occurred.

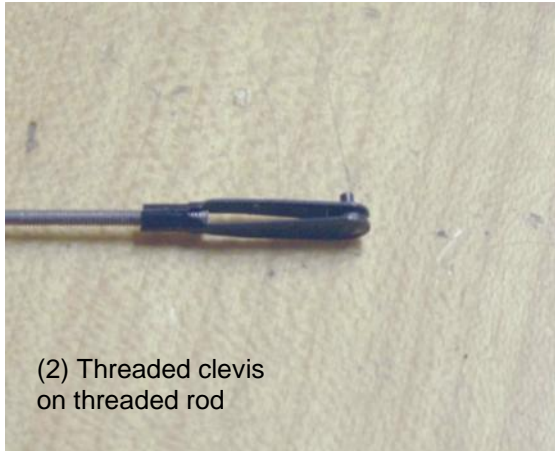


RESULTS

The table on the next page summarizes the results. The three surprises were (2) where the threaded rod stripped and (6) and (7) where screws into wood held up to the 25 lb pull test..

o

Description of Test	Test Force	Pass/Fail
(1) Du-Bro solder Kwik-Link with Du-bro .050 rosin core solder on tinned rod. Extra flux used.	25 lbs	Pass
(2) Du-Bro 2-56 Spring Steel Kwik Link mounted on 2-56 threaded rod.	12 lbs	Failed three times. Threads on threaded rod failed.
(3) Du-Bro 2-56 Swivel Ball Link	25 lbs	Pass
(4) Nylon clevis on 2-56 threaded rod	25 lbs	Pass
(5) Du-Bro Nylon mini clevis (Mini Kwik Link)	12 lbs	Fail
(6) Nylon horn held to 1/2 in. cubed hard wood block in ARF aileron salvaged from trash bin. 1/2 inch wood screws.	25 lbs	Pass
(7) Nylon horn held to 1/8 inch ply. 1/2 inch servo mounting screws into the ply.	25 lbs	Pass



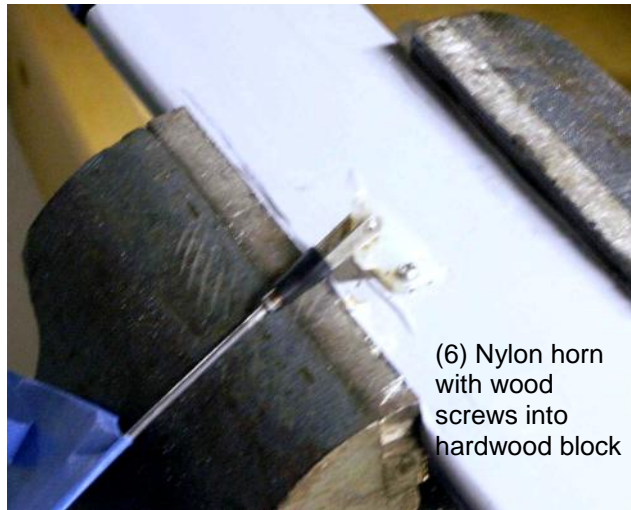
(2) Threaded clevis on threaded rod



(5) Mini Clevis



(3) Swivel ball link



(6) Nylon horn with wood screws into hardwood block



(4) Standard nylon clevis



(7) Nylon horn with servo screws into 1/8 ply

The following appeared at SFGATE”

(02-26) 10:35 PST DALY CITY --

A Daly City man was rescued by helicopter from a wooded hillside on San Bruno Mountain after he became trapped while trying to retrieve his model airplane, authorities said today.

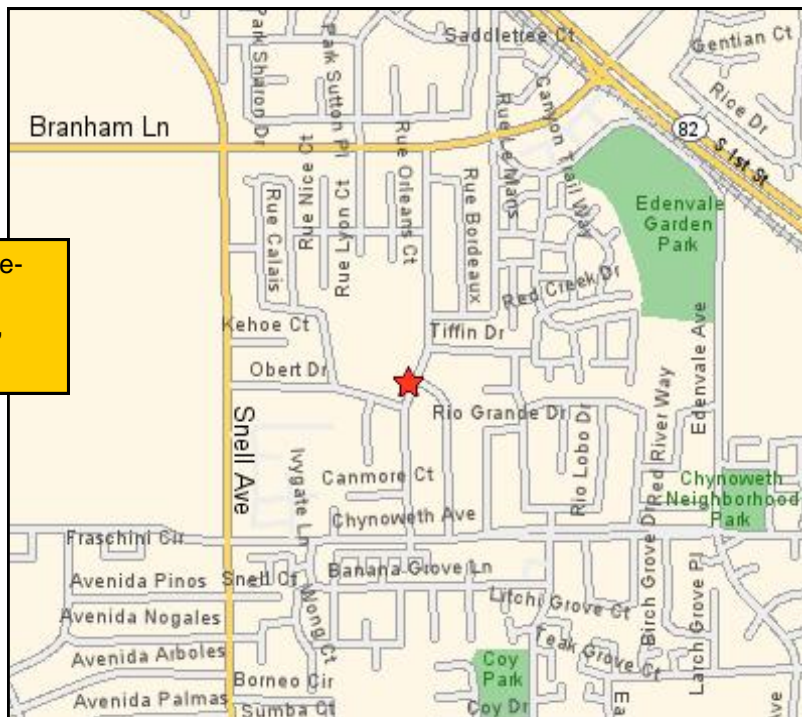
The 44-year-old man, who was not identified, called 911 on his cell phone about 6:45 p.m. Monday, saying it was dark and he couldn't make his way down the hill. Daly City firefighters summoned a Coast Guard helicopter, which arrived a half hour later.

"It was very thick brush and very steep," said Fire Department inspector Angelina Ciucci. "It would have taken a long time to get hand crews in there to rescue him."

The helicopter hovered while a Coast Guardsman was lowered on a rescue harness and the man was lifted to safety. There were no injuries.

The model airplane was not retrieved.

Map to Hayes Elementary School, 5035 Poston Dr., San Jose.



The Annual R/C Fun-Fly

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

Come out and try your hand at some of the wacky flying drills we have in store for you. Any AMA insured pilot can participate with any type of R/C aircraft; trainers, sport planes, aerobatic/3D planes, warbirds, tail draggers, gas, glow and electrics, All events will be chosen the morning of the Fun-Fly and scoring is setup so all skill levels have a chance to bring home one of five trophies.

Saturday - March 22nd

Registration: 8:00am – Flying starts at 9:00am

Entry Fee: \$10 per pilot

Contest Director: Don Coulter

(408) 690-3830 contests@sccmas.org

Also see our website for directions www.sccmas.org



*Some events we've seen in the past..
and a few that may show this year!*

Spot landing, Limbo, Timed events, Airplane Bowling

Mirror Taxi, Drag Strip, Aerial Golf, Balloon Bust

Dead-Stick Landing



CAMPFIRE & NITE FLY

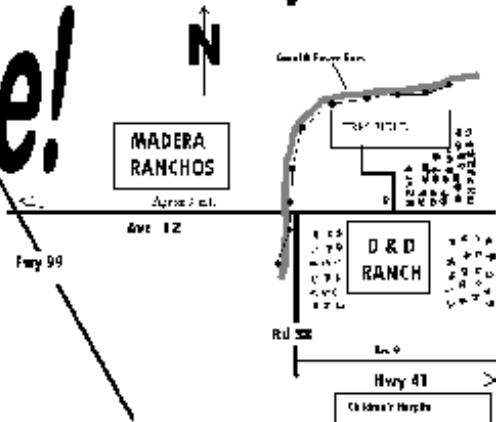
Saturday April 5th - Dusk till?

Fellowship Flying & Fun

Don't forget your nite plane!

RVs Welcome!

FRM Flying Field on
Ave. 12 across from
D&D Ranch.



Pot Luck Munchies and/or BBQ Your Dinner

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 - April 26th

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 11/1

**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>

Salinas Area Modelers Present . . .



26th Annual IMAA Giant Scale Fly-In

In Honor of Bob Francis, Master Modeler

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

April
25-27,
2008



Bob Francis and his Dalotet

04/25/08 - 04/27/08

F-PPZE



Joe Francis and his Dad's Dalotet

Sponsors include: D & J Hobbies and Craft, SRS Hobbies, California Hobbies, St. John's Attic, Sheldon's Hobbies, Flying Fortress Hobbies and Norrad Aero Products.

Fun, Fellowship, Flying, Food
Big is Beautiful!

- Landing Fee \$10.00
- Field Open Friday the 27th
- RV's and Campers OK (no hookups)
- Breakfast and Lunch Sat. and Sun. - \$5/plate
- 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, 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

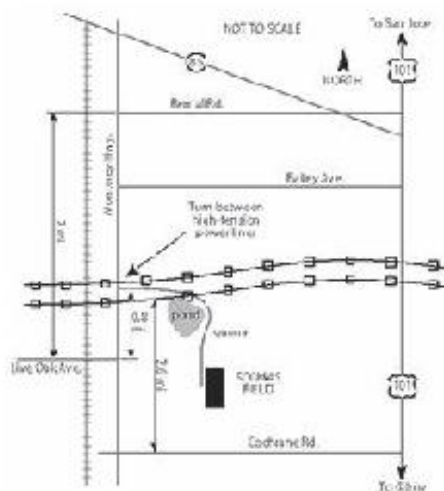
See SAM Website for Map to Field
<http://www.salinasareamodelers.org/>

JLM 1/8/08

Warbird Fly-In 2008

Saturday May 10th

Tomcats field Morgan Hill



Open to all AMA members with any size of R/C Warbird aircraft; prop or jet from any era; any engine type; gas, glow, electric, turbine.

Awards for best in class WWI, WWII, Modern, Electric and best of show.

Registration: 9:00AM

Entry Fee: \$15

Noon time BBQ

Awards: 3:00PM

More information is available at www.sccmas.org

The 16th Annual Northern California Regional Float Fly



Float Flying at it's Best!

Red Bluff California June 12-15 2008

This years float fly promises to be another great one. Great flying, huge raffle, awesome lunches and the Saturday evening banquet dinner! The event will again be a 4 day event, Thursday through Sunday, but don't forget we need to be cleaned up and out by 2:30 Sunday afternoon.

All pilots must have their AMA card. The landing fee is \$15 and is good for all 4 days of flying.

We will have our great impound crew as always and all radios will be impounded (excluding the new 2.4 systems) Last year we impounded them because they were new, this year we will treat them as they are intended to be used, without impound use! **Because I added Thursday as an official flying day there will be NO Early arrivals allowed Wednesday!** As always you can camp in the campground before but you may not put anything down by the flying area holding a flying or parking spot. **It will be first come first served Thursday morning at 7am.**

We have a good clean friendly atmosphere for the entire family so bring your wife and kids. This event is free to the Public. **The new park flyer insurance WILL NOT be allowed at this event, sorry. PLEASE Read the other side of this flyer!!!!!!!!!!!!!!**

This event is sponsored by NCRCUF and RAMAC radio control clubs of Northern California and is possible by permit from the Mendocino National Forest Service.

Hi all.

First, thanks for reading this.

I hope you can make this years event as myself and the NCRCUF and RAMAC clubs are planning another great one. If it's anything like last year, you are in for a real treat (or like the last several years for that matter!).

I wanted to go over a few things for this years event, mostly for new pilots to the event, but there's something for everybody. I know most everybody wants a spot under the trees and close to the impound but there aren't very many of those places to be had. So,,,,,,,,,,,,, here's the deal for 2008!

Camping at the regular campground is allowed Wednesday, the night before the event, actually you can come there for 14 days before the event if you want? Anyway, nobody will be let onto the event grounds **BEFORE 7:00AM Thursday** so **DO NOT** come over early. You also can't hangout in the parking lot, it is **NOT** legal as far as the Forest Service is concerned and Ray **WILL** have to site you! We have to do this, so please 7am Thursday morning for arrivals.

Parking spots; No saving parking spots on the water side in the trees, NONE!!! This means EVERYBODY. I believe in first come first served and I will accept nothing less! If you are from out of town and drive to my event, I don't expect you to see ½ the parking spots saved for guys who won't be there for ½ a day or live 10 blocks away! The middle or east sides I don't care, save away.

(Because of some recent issues with some 2.4 systems I might not be able to allow free use of 2.4. This will be decided by float fly time. If all ends up well the below paragraph will be in effect)

Spektrum; last year I asked Spektrum pilots to impound their radios. The three reasons I did this were because it was fairly new technology, I would have no control of whether they registered, and last I wouldn't know if they turned off their power, well I am going to trust those pilots to turn off their power, trust my faith in them to pay, and the technology is no longer new. The landing fees are only \$15 for 4 days and I have never raised them so I hope all pilots will help the club and pay, besides all airplanes have to be inspected and get an inspection sticker before they can fly. This might change depending on more findings about 2.4 systems? Thanks Mike

Inspections; as always we will inspect ALL aircraft, *even foamies!* For anybody new, we check your motor/mount, spinner/prop, control surfaces, no loose covering and make sure there are keepers on clevises etc... Simple but safe.

Pilot stations; No more than 5 pilots in the air at any time!

3-D flying, I like 3D flying and I feel 3D pilots have a right to do their thing. To help insure it doesn't cause a problem with the normal pattern flyers, I will allot some separate 3D flight times. The 3-D pilots will need to ask for those times, so if there are a few 3D guys (and I know where will be) I will make time available (there will be a max of three times per day per group) (max 5 pilots in a group). Also if during regular flying time nobody is flying with you, you may fly 3-D maneuvers, but if somebody is in the air or *starts to take off* you **MUST** get into and stay in the pattern.

Please understand there are way more non 3-D pilots and those non 3-D pilots have made this float fly what it is, **BUT**, I believe we can all fly together if we communicate our intentions and treat each other with respect. There is no reason a 3-D pilot cant have 3 flights in a day. This type of thing has worked at all my events without any issues, just like this event last year.

I hope these few simple rules are ok with everybody.

Come and enjoy the Western United States Largest Float Fly.

The float fly is located at the Red Bluff Recreation area just off I-5. Turn onto Sale lane (the first right East off the freeway) follow sale lane to the flying area.

Mike Brown
Contest Director
PO Box 69
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Mike West flies his “I hope this thing will fly” plane. PR photos.



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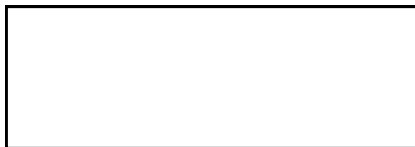
Lynsel Miller during Show and Tell at Member's Meeting.

Photo courtesy Jim Patrick.

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Next meeting: Wednesday, March 19,
7 PM, at Hayes Elementary School.