

Servo Chatter

July 2009, Issue #136

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

www.sccmas.org

AMA Club Charter #110



Next meeting: Saturday, August 1 at 5 PM. Location: SCCMAS field in Morgan Hill.

Our guest speaker this month will be Zdravko Podolski, who will again fly in a full scale aircraft (see page 16) for a "sizeable" show and tell! Don't miss it.

Cover photo: Michael Radu's Fokker D. VII on its maiden flight. Julie Radu photo.

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AMA Intro Pilots (These pilots can fly non-AMA members once, certain restrictions apply.)

Reggie Dell- Aquila, Mike French, Jack Sunzeri



Old Glory flies during the Airshow opening ceremony. See Airshow photos on pages 15 and 16.

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Flyin' Fast - President's News By Michael Luvara

To sum up
Air show
2009 in
one sen-
tence –
2 6 0 0 +
spectators,
1290 cars,
550 ham-
burgers,

600 hot dogs, 12 gallons of chili, 4 gallons of nachos, 1000+ drinks, 8 motor homes, a full scale cub, Sheriff's helicopter, 500+ free gliders, and a lot of great flying, not to mention happy spectators! This year's airshow was probably one of the best that we have ever had, bar none and it simply was not possible without so many of the SCCMAS's dedicated members.

Some of the highlights from this year included larger aircraft than usual. Club member Leo Gonzalez (aka Deputy Gonzalez) is part of the Santa Clara County Sheriff helicopter crew and arranged for an appearance of the heli with himself doing live narration from the cockpit on Sunday's demonstration. After the conclusion of the demonstration, the helicopter landed on the runway, we pushed it back to the pit area, and they allowed the public to enter the cockpit at the conclusion of the show. I was told that they only do two of these public open cockpit opportunities a year and we were fortunate enough to be one of them! On Friday night, many were treated to a full size aircraft landing at the field. Aerodynamic Aviation flight school owner Zdravko Podolski flew a Savage cub into the field for static display and donated two introductory flight gift certificates to the raffle. The Experimental Aircraft Association chapter 62 was present on Saturday and was building wing ribs, along with promoting the young eagles program. The Western Warship combat club brought out many of their radio controlled battleships to

show off on Saturday. Quite the machines!

Some question why we do the airshow. Why do we shut the field down for two days? Why do we go through all the trouble? It's simple – we are an inclusive organization seeking to give back and be a part of the community. History has shown that fields which become exclusive, that limit memberships, not welcoming in new members, etc. do not last. They have no way to justify their existence at the field. I feel like I am a broken record at times, but 42 acres of land is a lot to be privileged enough to have for our facility. The end of 2009 will mark the 24th year that we have been at our current location. This is nothing short of a small accomplishment, spearheaded by individuals like Brian Nelson, Don Coulter, Babe Caltabiano and more, who founded the SCCMAS in the 1980's. We are very fortunate to be spoiled with the facility that we have and too often take it for granted.

There were many spectator comments on the airshow surveys that were very favorable. I even received several emails and phone messages from people just saying how wonderful of a time that they had! Typical feedback leans toward the following areas – more shade, more seating, more shuttles, more vendors, etc. This year we opened the field up to vendors, as I had negotiated an agreement with the county for this. One vendor took us up on the idea and had a favorable experience. We will likely revisit this for the next year. We are limited on space and this does add to making it difficult to pack things into the field. Some say that the EZ up type tents on the flight line block their view, and that seating is difficult at times. All good points and we need to look at ways to work with these suggestions for next year.

President continued on page 4.

President continued from page 3.

Between the snack shack, raffle, donations, soda machine, etc we grossed approximately \$6700. I think this is the largest amount we have ever taken in. All expenses are not yet tallied, but we will more than likely break even for the event. These funds will help with maintenance around the SCCMAS facility.

I do want to invite any SCCMAS members who would like to take on a more prominent role in next year's airshow to step up and volunteer their time next year. This airshow is no small feat. Several of us take time off of work and invest significant hours to be able to ensure that the show goes off smoothly. We had four planning meetings leading up to the show in the months preceding, permits for food and the event have to be filed and followed up on, contracts with the shuttle service acquired, etc. Planning for the airshow begins in January of each year and is a constant process. It may look easy, but it sure isn't!

There's likely no way that I can name every person who was a participant or volunteer at the airshow without forgetting someone's name, but I can't express in words how much your contributions mean to us. You know who you are and thank you!

Sponsors for the event included (in no particular order):

Aerodynamic Aviation, California Hobbies, Flying Fortress Hobbies, Aero Micro, Hobbytown USA, D&J Hobbies, Penn International Chemicals, Sheldon's Hobbies, Penske Auto, Santa Clara County Parks and Recreation Dept

Saturday, August 1st is our annual club meeting and BBQ. Please join us for this event. Bring your spouses, family, etc. for a great evening at the field. We'll supply the main course. Feel free to bring your favorite dish or

dessert to share. Last year, we had over 100 people! Our guest speaker this month will be Zdravko Podolski, who will again fly in a full scale aircraft for a "sizeable" show and tell! Don't miss it.

Many have asked what I have been up to lately as my presence at the field has been sporadic flying wise, or only for club business. I even missed my first meeting in 15+ years in May. Rest assured I'm doing a lot of work behind the scenes as usual to keep the gears turning at the SCCMAS, however I have been doing a lot of traveling for work up playing with UAVs and other odd projects. In May, I flew a very unique UAV for Aurora Flight Sciences, of which club member Bob Parks was involved with the design in the 1980's. This airplane first flew in 1986 and I was still in elementary school then! Dubbed "Light Eagle", this human powered aircraft was the prototype of the record setting Daedalus aircraft that flew to the island of Santorini. I understand that the Light Eagle is the only known aircraft to have flown, be put in the Smithsonian Air and Space Museum, and then come back out to fly again. It was converted to a radio control aircraft in 2009, and I was tasked to be the pilot for its initial flights as a UAV this year. Quite the honor!

Hope to see you at the BBQ on August 1st!
Michael





From the Editor

By Pat Rose

Next meeting: Saturday, August 1 at 5 PM.

Location: SCCMAS field in Morgan Hill.

Saturday, August 1st is our annual club meeting and BBQ. Please join us for this event. Michael says to bring your spouse, family, etc. for a great evening at the field. We'll sup-

ply the main course. Feel free to bring your favorite dish or dessert to share. Raffle prizes will include the usual - a radio (very possibly a 2.4 GHz unit), 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.

P.S.: The best part is the break when you can chit chat with your colleagues. The raffle is a lot of fun also. ●

Al Messina:
With deep sorrow I report on the passing of Alfred Adam Messina on Mar 7, 2009. Al was a long time Tomcat member who flew with the Wednesday crowd and was well liked by all who knew him. Al is immensely missed by his friends at the field.

●



Message from the Secretary

By Pat Rose

Meeting Date: 05/21/2009

Attendance : 38

Speaker

Michael Radu gave an informative presentation on a finishing technique using the iron-on fabric covering Lozenge Camouflage from Arizona Model Aircrafters.

Officer comments:

Michael Luvara was out-of-town so Steve Smith chaired the members' meeting. Steve recognized volunteers Jim Thompson (cuts the grass), Jerry Bruce (empties trash cans), and Paul Steiner (weed control).

Mike French reported on two new qualified RC pilots.

Jim Patrick discussed the financial report.

Pat Rose thanked Paul Hasselbach for his newsletter article and invited others to contribute. Steve Smith commented that there is a need for an engine starting article and a T-34 build article.

Dumb Thumb:

Michael Luvara won the Dumb Thumb award for his jets' "box takeoff" from the snack shack porch. Needless to say, that was a dumb thing to do.

Show and Tell:

Correction: Last month's photo of "Roger" holding his yellow Jenny should have been labeled "Rod Schurtz presents his Jenny."



Steve Smith leads the meeting.



Guest speaker Michael Radu.

Members' Meeting



Chris Attebery shows his model.



Lynsel Miller describing his paint techniques.



Babe Caltabiano describes his plug construction technique, aka lots of Bondo. Plug is very heavy.



Rick Maida displays his VQ Warbirds Macchi mc.205 Veltro ARF.



Babe takes the radio. Don't forget the donuts for the August 1st meeting.



Carl Quinn shows his latest model.



Training By Mike French

Inclusive Flight Check

I have had one comment and one question addressed to me often by new students that should be published in the Servochatter. The first is a comment that "you teach people to be good pilots, eh?" No, We don't teach people to be good pilots. That is not our objective. We teach people to be safe pilots such that they are not a hazard to themselves and others. We also try our darndest to keep their trainers in one piece for the entirety of their club flight training experience. That is a task for which we are not always successful. Safety is our first priority. We don't want anyone to get hurt either in the act of starting their planes or in the process of flying their planes within permitted airspace. New students typically underestimate the magnitude of that task. The safety aspect of flight training is the first priority I try to impress on everyone.

The question that I get from students is "why do we have to do all these things in the flight test?". The Solo Pilot Certification Check Flight is designed to serve as the minimum criteria for safe flying at our field. The test is really minimal. However, there are aspects that insure that the student is sufficiently skilled so as to not threaten adjacent pilots. The test is simply taking off and landing three times against the wind. This is the normal procedure. The second part is taking off and landing three times with the wind. Touch and goes are usually performed here. With a little bit of skill, this is not a problem unless a person does not have a good sense of spatial relations which is essential in flying R/C planes. The third and final demonstrated act is being able to fly the plane back to the air-

strip and land the plane safely without the engine being operative. Losing an engine is a virtual certainty along with other in flight emergencies. The student should always fly his plane expecting that at any moment some flight failure will occur. Being ready mentally for that event and maintaining sufficient altitude or speed to allow the safe return back to the landing area is essential .

There are only three ways that I know by which a student can fail a flight exam. First, it is essential that pilots be able to keep their planes within permitted airspace. Failing to do so potentially threatens others. Flying on the parking lot side of the fence during a check flight would be, in my judgment, disqualifying. Secondly, if the student were to crash his plane. A crash is defined as putting the plane down anywhere other than on the runway or landing on the runway and breaking something on the plane that would prevent further flight. Breaking a prop or a landing gear would be examples. Lastly if the check pilot in his judgment has to assume control of the plane for the safety of others. the flight test would be needed to be repeated after further training of the student. The flight check is about the demonstration of flying under control and safely. This assures everyone that the pilot standing next to you on the flight line is sufficiently competent so as to not to have his plane strike you while you are focused on flying your own plane.

The check flight is really an inclusive rather than an exclusive process. It simply assures that we include all the people flying at the field who have the ability to fly safely. Not passing the check flight simply means that the student needs some further instruction before taking the flight check again. Pretty simple. MF ●



IMPORTANT SAFETY MATTERS

By Harold Davidson

field flying and schmoozing, put on sunscreen, and wear a long sleeved shirt and a hat.

On WWI bombers mechanics could climb out onto the wing to adjust an engine or tighten a wing wire. We don't have that luxury. We are more like WWII flyers who didn't have that luxury either, but we have gremlins as they did. A gremlin creamed a plane on a recent Wednesday. The ground based aviator was flying his 43% Edge 540 when we heard a loud crack. The plane was over the runway and was going vertical. The pilot chose to keep flying, but in about a minute the plane did a fatal nose dive. The gremlin got him good. Probably the correct thing to do was to land...pronto. There are two maxims I can think of for the situation. One is if you think something is wrong, it is wrong. Two, it is far better to do diagnostics on the ground than in the air. Also, if you hurry there is still a chance to practice a landing.

As a kid I was told to go out to play in the sun and get my vitamin D. I was not alone getting this advice. Unfortunately, I have heard the same scenario, or one like it, by other men my age. The advice must have been in some 'How to Raise a Child' book. When I was in my teens I worked on a ranch plowing and moving irrigation pipes around all day in the summer sun with a crew cut, no sunscreen and without a hat. Today I'm paying dearly for all that vitamin D. I go to the dermatologist twice a year to have spots removed from my ears, nose, hands, face and the top of my head with liquid nitrogen. I have also had three patches of skin removed from my head. What is frustrating is that it was preventable. My experience is that when one is out at the

I thought our gas engines were relatively more dangerous than the new electric motors, but the more I hear about E-motors and items discussed in the MA magazine safety column, I'm finding my assumption is not true. The MA magazine has two examples of the dangers of E-motors this month. One guy reversed the throttle setting on his transmitter while the battery in the plane was still hooked up and the motor went to full power. Another modeler was soldering the electrical system in his plane with the battery installed. When the propeller came alive the wiring wrapped around it, him and his soldering iron. One suggestion is to remove the prop when working on a plane at home. What scares me about E-flight is the lack of sound. I now appreciate the runway being as far as it is from the pits. I feel a lot safer than at some fields where the pits and the runway are only separated by a few feet.

I bought a 60 size diesel engine recently just to see if I would like using one in a plane. Diesels are a different technology. The engine is started under high compression, but once it starts the compression is reduced until the engine warms up and runs properly. Every time you fly you have to go through this adjustment. The things I disliked most were that the fuel is a lot messier than glow fuel and the smell of the ether. It made me sick every time I ran the engine during break-in. So I gave up on diesels not wanting to experience the gremlins attached to diesel technology. Did you hear about the guy who went to the stationary store but it had moved? How can a stationary store move? ●



Contest News

By Steve Smith

With the annual Airshow now behind us, myself and others involved in the preparations for this prestigious event are able to return to a normal life again. This was one of the largest SCCMAS Airshows I've ever seen with over 2500 spectators attending both days. We even ran out of food on Saturday and had to make another Costco run that evening. This year I was able to spend 4 days at the field in the motor home with my family. Staying on site made things a lot easier, not having to shuttle between home and field everyday. A special thanks to all of the Airshow volunteers, this was a lot of work.

Since the last newsletter several events have taken place at the field. The SCCMAS had a booth and static display at the San Martin Wings of History Fly-In on May 16th. This was the biggest turnout I've seen at this event, with a lot of spectators stopping by our booth. Special thanks to Dan Petroff for pulling this together and all of those who came out on that warm spring day to promote the SCCMAS and R/C model aviation.

On June 6th, the sky was buzzing with Warbirds at the annual Warbird Fly-In. Open to all types and sizes of R/C Warbirds from park flyers to IMAA scale aircraft. This was a fun filled day of flying, where R/C Warbird enthusiasts shared stories, talked about their aircraft and building tips. We even saw the first taxi tests with Mike Leggett's scratch built scale electric B-17. We had a larger than normal turnout this year. By noon time the SCCMAS pit area was packed with pilots and spectators.

Yet another public display for the SCCMAS

was at the Reid-Hillview Airport day on June 27th. The SCCMAS had a booth and static display promoting the club and R/C model aviation. At noon time the group put on an R/C flying demonstration. We had the lawn mower, electrics, turbine jets, sport aircraft, giant scale aircraft flying for about an hour. Mike Conrardy even did his famous knife edge ribbon cut, a real crowd pleaser. I wanted to thank all of those who came out to promote the SCCMAS and R/C model aviation.

Looking forward, several events are on the calendar. Mark your calendars for Saturday August 15th, the electrics are back for the annual Electric Fly-In. Charge those batteries and come out and fly with fellow R/C electric powered aviation enthusiasts. This is becoming a very popular event, bringing together R/C electric pilots from the bay area and as far away as Los Angeles. This year we expect several E-Jet pilots to attend, since the E-Jet event in early May was hampered by the weather. Contact Bahman Dara for more information at bahman@mac.com.

On Saturday August 29th the SCCMAS will be hosting the Sport Warbird Races. With Warbird style planes reaching 150mph, this is sure to be an action packed day of fun. Contact James Gale at t34racing@yahoo.com for registration and additional information. Immediately following will be the second R/C Swap Meet on Saturday September 5th. 10'x10' spaces are \$10 per seller, on a first-come-first-serve basis. More information is available at www.sccmas.org.

Contest continued on page 11.

Contest continued from page 10.

Volunteers are needed at the remaining events for 2009. We need additional shack helpers, BBQ help, pylon judges, lap counters, helpers for field preparation, etc. If you would like help at any of the events contact Steve Smith at contests@sccmas.org .

See you at the field,
Steve



The Remaining events for the 2009 season

August 15	Electric Fly-In
August 29	Warbird Race
September 5	R/C Swap Meet
October 3	Triangle Series T-34 Race Finals
November 7	R/C Swap Meet
December 6	Toys-For-Tots



Mike Leggett flies his magnificent giant scale electric B-17 during Airshow 2009..

SEEN AT THE FIELD

Right: Jon Brunl helped to dig the stop sign post hole. Thanks Jon.



Left: Chris McCastlin also helped to dig the stop sign post hole. Thanks Chris.

Below left: Ron Marier installed two receptacles for charging electrics.

Below: Bob Lutz installed this shelf for charging electrics.



Work Party Volunteers



Photos by Michael Luvara.





Treasurer's Report

By Jim Patrick

SCCMAS
Profit & Loss
May through June 2009

Ordinary Income/Expense	
Income	
Apparel sales	13.00
Contest entries	390.00
Food sales	348.00
Membership dues	1,105.00
Vending machine	1,605.00
Total Income	3,461.00
Expense	
Bay Alarm	135.00
Club Meeting expenses	60.00
Food	1,260.65
Garbage service	387.82
Licenses and Permits	842.00
Postage and Delivery	358.89
Printing and Reproduction	273.56
Raffle supplies	185.70
Repairs and Maintenance	
Building Repairs	69.24
Equipment Repairs	98.62
Field repairs	212.74
Repairs and Maintenance - Other	76.58
Total Repairs and Maintenance	457.18
Sanitation service	1,059.66
Supplies	886.71
Taxes	10.00
Telephone	
Internet	468.00
Telephone - Other	176.42
Total Telephone	644.42
Utilities	
Gas and Electric	319.28
Total Utilities	319.28
Total Expense	6,880.87
Net Ordinary Income	-3,419.87

Airshow 2009



Jacob Boracca hovering over the runway.



Brian Luderman flies inverted.



Bob Parks launches his jet powered glider.



Mike Leggett flies his giant scale electric B-17.



Matthew Smith and Jacob Boracca man the glider booth.

Pat Rose photos.

Airshow 2009



No, these are not doctored photos. A full scale Zlin Savage Cub landing at the SCCMAS field for airshow static display. Chris Luvara photos.



Airshow 2009



Dean Sala gives 2 year old Jacob a try at the controls.



Michael Luvara "pilots" the lawn mower that should not fly. PR photos.

Electric Fly-Ins

Tomcats field
Morgan Hill

Saturday August 15th

All AMA members welcome






Registration: 09:00 \$10 per pilot
Prizes offered
Electric Program will end at 15:00
 field will be open till sunset

For additional info contact
 Bahman Dara (bahman@mac.com)

Electric only

directions to the field are available on www.sccmas.org

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



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Don "Skydanz" Coulter shows his new plane, A Seagull Models Spacewalker II .40 size.

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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