

Servo Chatter

January 2010, Issue #135

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

www.sccmas.org

AMA Club Charter #110



**Next meeting: Thursday, January 28 at 7 PM. Location: Hayes Elementary School,
5035 Poston Drive, San Jose, 95136.**

**Cover photo: Excalibur III at the Udvar-Hazy Museum near Dulles International Airport.
Pat Rose photo.**

Governing Board Members* and other Volunteers of the S.C.C.M.A.S.

President*	Michael Luvara	408-292-1212	mike@sccmas.org
Secretary*	Dean Sala	408-244-2153	secretary@sccmas.org
Treasurer*	Jim Patrick	408-356-0817	treasurer@sccmas.org
At Large*	Don Coulter	408-690-3830	
At Large*	Steve Smith	408-234-0095	contests@sccmas.org
Newsletter Editor	Pat Rose	408-910-9421	servochatter@sccmas.org
Newsletter Proof Reader	Jerry Bruce		
Contest Coordinator	Steve Smith	408-234-0095	contests@sccmas.org
Safety		408-xxx-xxxx	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

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Flyin' Fast - President's News By Michael Luvara

Well, here we are in 2010... As I think about the fact that another ten years have gone by, I realize that R/C modeling never ceases to amaze me with the new technology that is implemented. Simply look at the technology changes since 2000. It's unbelievable how far that we have come in just the past 5 years alone. Often times, members drop off old R/C magazines at the field. Pick any up and thumb through it, and one will see the phases that the hobby goes through. Electrics have been the craze for the past five years and I only see them getting to be a bigger part of R/C. We are seeing an increase in new members coming from small fields or parks, where their aircraft have outgrown the backyard flying areas.

Just a quick reminder that if you have not yet renewed your 2010 SCCMAS membership, dues were due on December 31, 2009. Included in the renewal package was an annual survey that we ask the members to fill out. Please take a few minutes to give us your feedback as we use it for guidance in running the SCCMAS. If you have lost your renewal form, please download the membership form off of the SCCMAS website and simply put "renewal" on it. Don't forget to sign the form and send in a copy of your AMA insurance.

For those of you who have renewed and received your new club card, we hope that you like it! We've worked for the past few years looking at a new way of having club cards made, with the option of including a picture. Thanks to Tim Jones, who has worked with me in implementing the new card system. Due to the cost of these cards and equipment investment/upkeep, we are going to have to charge a fee for replacements (if we make an error, it's on us). The fee will be \$3.00 per card.

Amazingly, I hadn't missed a club meeting for some 15 plus years until 2009. I have spent much of my time lately on business travel, where my days home just never seem to coincide with the meeting dates. There's a possibility that I may miss the January meeting too, but I hope to make it if possible. It's been awhile since I've been able to chat with many of you, other than on the weekends at the field. I am truly grateful for all those who are helping to pick up the slack when I have been away, especially Steve Smith, who has handled the recent meetings.

Until Next Issue,
Michael





From the Editor

By Pat Rose

part in this inaugural event.

FYI, I was the “acting” secretary once again for the members’ meeting on Dec. 4. Any discrepancies in the meeting notes can be blamed on me once again.

At the members’ meeting, a member commented that he reads the total newsletter during his lunch break, cover-to-cover. Ahh! So someone does read the newsletter. Not only that, but he prints it out in color.

Discount for SCCMAS members: Kris Gholamipour of RC World of Planes at 520 Lawrence Expressway is offering to pay the tax on any purchase of \$130 or more. For instance, for the item on page 17, which he carries.

Saved Plane: When I learned to fly RC planes years ago, my instructor told me how to recover a plane too far out and out of control. He advised to pull full up elevator, watch the plane loop, and fly it back. I can happily advise that it worked for me again. My plane somehow got too far out to the south of the runway. I lost orientation of the plane and it started to dive into the ground from a few hundred feet up. I pulled full up elevator and the plane did a nice loop and I recognized the plane’s under wing stripes while the plane was vertical in the loop. I pushed down elevator and leveled the plane towards my position and flew it back. ●

Well, I visited the Udvar-Hazy Center near Dulles International Airport. This was my second visit. Surprise! I took lots of photos. The cover photo and photos on page 18 are from this most recent visit. When I saw the Turner Special, I noted that it would make a great subject to model. Bang, the December 2009 issue of Model Aviation features a Turner Special model by Jim Young.

You have been to the Smithsonian Air and Space Museum on the mall in D.C. and the Udvar-Hazy Center near Dulles, haven’t you - at least once? How about the Air Force Museum in Dayton, OH?

If you did not attend the members’ meeting on Dec. 4, you really missed out. There was an auction of a bunch of planes donated to the club and presented by Mike French. Pennies on the dollar were spent. Proceeds were kept by the club. Mike French promises more of these exciting events. So much fun to take

Upcoming Meetings: Jan 28, Mar 25, May 27 at 7 PM.

Raffle prizes will include a Spektrum Aircraft Receiver AR7000, a kit, adhesives and lots of other stuff. Remember, the person who wins the receiver can trade for store credit or exchange for another brand of receiver. Bring your latest project for show-and-tell and receive a free raffle ticket. Coffee and donuts during the break.

Secretary's Report on the Members' Meeting

Meeting notes by the substitute secretary Pat Rose.

Meeting Date: 12/3/2009

Meeting Place: Hayes Elementary School.

Attendance: 36 (plus or minus)

Officer Steve Smith: Chaired the meeting since Michael Luvara was out of town.



Officer Jim Patrick: Impressed again on members the need to report the usage of fire extinguishers to Jim so they can be refilled.

Editor Pat Rose: Favorable comments received about the newsletter. Pat is substituting for Dean Sala for this members' meeting, again.

By Pat Rose

(substituting for Dean Sala)

Flight Instruction Manager Mike French: He frequently receives airplane and equipment donations. Tonight, some of these donations were auctioned.



Dumb Thumb Winner: Tim Jones had a high speed accident where the weeds reached up and destroyed his plane.

Runner-up: ??? Flying a new P-51 Mustang had the ailerons functioning backwards. A takeoff with an attempted roll to the right did in fact roll left. [Editor suggests this pilot may benefit from our Newbie Help document.]

New Club Member: Cliff Burdim. Welcome, Cliff.

New Solos: Steve Smith reported one solo but could not remember his name.

Show and Tell:

Babe finished his Macchi in German colors. Plane has yet to be flown. Plane first appeared in 1967 RCM plans. It was commented by one of the members that Babe was slow to build (by 42 years) his version of the Macchi.



Don Coulter: Demonstrated his "secret" model to figure out CG. There is a secret set of individuals who donated to this secret project so that Don will not explain when he will test fly as this information is secret. Secret! Got it!



Frank Marvacz: Displayed a very light weight jet model.



Matthew Smith had this itty bitty helicopter that he flies in the bathroom at home.

Raffle:

Babe: model stand
James Gail: Fast receiver.



John Ribble: Throw meter.
Kyle Alegrete: Tools.
Bervin Britt: Clamps, monokote.
Mike Radu: Tools.



Secretary's note: My apology if I failed to list your name as a raffle winner. It was real tough to take photos for the newsletter and write the minutes.



Training

By Mike French



The Pits - Accident Prevention

As a flight instructor, I have the fortune [or misfortune] of witnessing many R/C plane crashes from both students and members alike. It is hard not to categorize each of these events into preventable and probably unpreventable categories. Those crashes that I feel are preventable could have been avoided by a thorough inspection in the pit area prior to takeoff. Based upon working with many students and their new planes and equipment, I have compiled a small list of items that I find which would have caused a flight failure had the student [and instructor] not been vigilant in preparing their plane. The list submitted is not in any order of likelihood or frequency.

1. Servo sense reversed on the transmitter. I frequently have seen planes lift off, roll inverted and then crash because the pilot did not check his transmitter in the pit area prior to taxi or do a preflight check list prior to takeoff. The aileron servo sense is inverted. This problem is quite common.
2. Receiver battery insufficient. I have had several instances in which it turned out that planes were flown off the ground with insuffi-

cient battery voltage to sustain the full flight. If the battery voltage is less than 4.8 volts, don't fly. Check your battery voltage in the pit area when you set your plane up.

3. Fuel feed tube leading to the "clunk" inside the fuel tank is disconnected. What happens is that the fuel line inside the fuel tank connecting the output fuel line to the clunk residing on the bottom of the tank becomes disconnected. When the plane is horizontal, the engine runs fine. When the plane is lifted off the runway and pointed upward, the fuel drains to the back of the fuel tank causing fuel starvation during takeoff. After fueling the plane, point the plane vertically to insure that fuel is being drawn from the tank when the plane is pointed straight up.

4. Nose gear linkage is not tight. I have had many trainers suddenly skid off the runway because the directional control of the nose gear has failed. The set screw connecting the nose wheel linkage to the nose wheel shaft has come loose allowing the nose gear to twist without servo input. Check to see that the nose gear linkage is secure in the pit area prior to flight.

Training continued on page 8.

Training continued.

5. Tricycle gear plane rests nose high. In order to land a tricycle gear trainer without potential damage, the main gears must hit the runway first. This is done by keeping the plane level and letting it run out of airspeed and then having the plane settle down on its main gears. As the main gears bend with rough landings, the tail begins to sag closer to the ground. What happens is that the nose wheel becomes lowest to the ground causing the plane to bounce up after hitting the nose wheel. The wing then stalls and the plane crashes nose first on the runway. This is quite a common cause of the trainer crashes.

All of the above crashes would be preventable if pilots would give their plane a thorough inspection in the pits prior to attempting to fly. It would be my wish to see fewer planes wind up in the white trash cans if pilots would inspect their planes completely before lifting off. Fly another day after your plane is fixed and ready. It is a lot cheaper than having to buy a new one because you didn't check your plane in the pit area. -MF ●



Sad to say that Brian DeFrance passed away on Wednesday, Jan. 6, 2010. A fun-fly was held in his honor at the SCCMAS field on Jan. 16.

SEEN AT THE FIELD

Pat Rose Photos



Kent Kollings throws and flies his hand launch glider, a Solo by Soaring USA. Note how Kent checks wind direction with yarn in upper left photo.

SEEN AT THE FIELD



George Mateer and Mitchell Duh discuss the 14 year life of George's Goldberg Anniversary Cub built from a kit. Powered by a 50 2-stroke. Pat Rose photo.



Sean Sorkhabi with his Aero Works 30% Extra 300 with a DLE-55, Hitec servos, guided by a Futaba 12FG 2.4 GHz. Sean's uncle Jay took the photo.

SEEN AT THE FIELD

Photos by Bahman Dara



Bahman's daughter Katya poses with his electric Edge 540, a Wild Hare ARF.



Andy Hull shows his first plane, which was a Christmas present.



Contest News

By Steve Smith

Happy New Year to all! 2009 concluded with the well attended Toy-For-Tots/Bob Whitacre Memorial Fly-in and Pancake Breakfast, and now the 2010 flying season is upon us. Thanks to all Toys-For-Tots attendees and their generous toy donations and the boy scouts for cooking breakfast. The weather the past several weeks has been a mix of cold-rainy days and clear mild days. The field was busy over the holiday season, with overwhelming attendance on New Years day. The weather was perfect, sun with high clouds, light winds and mild temperatures. By the afternoon all six pilot stations were occupied continuously for several hours. There were giant scale planes, warbirds, helicopters, sport planes, racers, student pilots; all going at once. Talk about bees buzzing around a hive.

The 2010 SCCMAS event calendar is finalized and has been sent off to the NCRCS. Over the next month the NCRCS will align all the Northern California R/C clubs event dates and publish the master schedule. I don't expect any changes to the SCCMAS 2010 event calendar.

Let the bargain hunting begin. 2010 will kick off with the first of three R/C Swap Meets on Saturday, March 27th. Open to non-commercial sellers, this R/C Swap Meet date is traditionally the most popular. 10'x10' spaces are \$10, 8AM-1PM. Come early to claim a space, bring a table just in case, and first come first served. On-site donuts and coffee in the morning followed by a BBQ. More information will be available at

www.sccmas.org

This year several clubs will host independent T-34 and Warbird races in the Northern California region as both the T-34 and Warbird racing series takes a break, and the series organizers regroup for the 2011 season. There will be no series points to chase in 2010, instead just back to basic fun. Enough said, dust off those Warbird racing machines. On Saturday April 24th, the SCCMAS will host one of several central California Warbird races. The same California Sport Warbird Series rules apply. Frequency registration is required to prevent frequency conflicts. Come out and enjoy an action packed day of racing and fun. On-site donuts and coffee in the morning followed by a BBQ. Rules, frequency registration and information are available at www.t34racing.com.

On Saturday May 15th the SCCMAS and Tam Jets will host the Electric R/C Jet Fly-In. This event will be open to all AMA soloed pilots of any skill level with any Electric R/C Jet from park flyers to the high end composite models. This year the event will be open to the smaller (64" wingspan maximum) single engine turbine powered jets. Pilots with turbine powered aircraft must have current AMA turbine certification and proper safety equipment. Tam Nguyen will CD and sponsor the event. Trophies and prizes will be awarded for several categories. More information will be available at www.sccmas.org.

Contest continued on page 13.

Contest continued.

Back by popular demand, the Warbird Fly-In on Saturday June 5th. This was a fun and well attended event last year, open to all AMA soloed pilots of any skill level with any size and type of R/C Warbird aircraft from any era. All engine types are welcome, Gas, Glow, Electric and Turbine. Trophies awarded for best in class for WWI, WWII, Modern, and Electric. Come out and join in on the fun. More information will be available at www.sccmas.org.

The SCCMAS will be participating in annual South County Wings of History Open House Fly-In on Saturday May 8th, and the Reid Hillview Airport day in June promoting the R/C hobby and the SCCMAS, with static aircraft displays and flying demos. If you would like to help with either public event contact Mike Luvara or Steve Smith at contests@sccmas.org.

I know that 2010 has just started, but the SCCMAS annual Air Show is already being talked about. With that said, the SCCMAS

will kick off open forum Air Show preparation meeting in the March timeframe. Any SCCMAS member can attend. Bring those ideas and volunteer to help prepare for this prestigious event scheduled for Saturday-Sunday July 10th-11th. Additional information will become available in the next few months.

2010 will be another busy year for events at the field. Volunteers are needed to make these events a success. Signup time is NOW! We need shack managers, shack help, BBQ burger flip'n help, pylon judges, lap counters, helpers for field preparation, etc. Manage the shack for one event and receive one-half off your 2011 annual dues. Manage the shack for two events and your 2011 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

o

The 2010 Events Calendar

March 27	Spring R/C Swap Meet
April 24	Warbird Race
May 8	South County Wings of History Open House
May 15	Electric Jet Fly-In
May 29	SCCMAS Field Maintenance Day
June 5	Warbird Fly-In
June 26	SCCMAS at Reid Hillview Airport
July 10-11	Annual Airshow
August 07	Summer R/C Swap Meet
August 21	Pattern Contest
September 4	Electric Fly-In
October 2	T-34 Race
November 6	Fall R/C Swap Meet
December 5	Toys-For-Tots



Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss

November through December 2009

Ordinary Income/Expense

Income	
Auction	56.00
Food sales	210.00
Membership dues	80.00
Swap meets	180.00
Total Income	526.00
Expense	
Bay Alarm	135.00
Computer supplies	299.00
Dues and Subscriptions	-80.00
Food	362.22
Garbage service	387.82
Postage and Delivery	491.43
Printing and Reproduction	189.00
Refunds, Returns, or Discounts	100.00
Repairs and Maintenance	
Equipment Repairs	1,242.12
Repairs and Maintenance-Other	91.14
Total Repairs and Maintenance	1,333.26
Sanitation service	1,091.92
Supplies	34.05
Telephone	
Internet	139.90
Telephone - Other	136.54
Total Telephone	276.44
Trophies	152.94
Utilities	
Gas and Electric	70.60
Total Utilities	70.60
Total Expense	4,843.68
Net Ordinary Income	-4,317.68
Net Income	-4,317.68

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 - March 27th

8:00am - 1:00pm

Come join us at the SCCMAS field for our Spring Swap Meet. 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 Summer Swap Meet on 08/07/10

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

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

Maps and additional club info available at our website

<http://www.sccmas.org>

Warbird Race

April 24, 2010

SCCMAS Field, Morgan Hill, CA



Hosted By :

The Santa Clara County Model Aircraft
Skypark – “Tomcats”

Entry Fee: \$20

Registration: 7:00AM – 8:30AM

Pilots Meeting: 9:00AM

Racing Begins: 9:30AM

**Fuel provided for the Stock Warbird
Class only.**



Four Classes:
MODIFIED .46 WARBIIRD
475 sq in minimum / .46 engine

STOCK WARBIIRD
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520 sq in minimum / max 1.6 engine



Come see Radio Control Sport Pylon
Racing at its best. See aircraft push speeds
of up to 160mph.

All races Require AMA insurance

Pre-registration of Frequencies required

Hard Hats REQUIRED

RV Parking available by appointment only
– limited hook ups.

FOR RULES AND INFORMATION, CONTACT JAMES GALE @ 408-507-8186 OR VISIT WWW.T3RACING.COM

Hitec finally supplies 2.4 GHz upgrade for their Eclipse radio system. By Pat Rose.



Transmitter module in place. No mods to the transmitter except remove old module and antenna, replace with new module and antenna.



Here are the parts to upgrade the Hitec Eclipse to 2.4 GHz. Two 7-channel receivers are bundled with the transmitter module. Relatively inexpensive. Cost including shipping around \$140.

Turner Special at the Udvar-Hazy Center near Dulles
International Airport
Pat Rose photos.



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Bahman Dara's electric Waco on first flight. Katya Dara 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: Thursday, January 28 at
7 PM. Location: Hayes Elementary
School, 5035 Poston Drive, San Jose,
95136.