

# Servo Chatter

July 2010, Issue #137

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

[www.sccmas.org](http://www.sccmas.org)

AMA Club Charter #110



**Upcoming Contest Schedule:**

**August 07, Sat., Summer R/C Swap Meet**

**August 21, Sat., Pattern Contest**

**See page 9.**

**See page 17.**

**See page 18.**

**Next meeting at SCCMAS Field: Saturday, July 31 at 5 PM.**

**GPS Location: 10250 Monterey Road, Morgan Hill, CA 95037.**

**Entrance Sign: Mara Brothers, 550 Monterey Road.**

Cover photo: Playboy RC assist built and flown by Harold Davidson. Pat Rose photo.

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

<b>President*</b>	Michael Luvara	408-292-1212	mike@sccmas.org
<b>Secretary*</b>	Dean Sala	408-244-2153	secretary@sccmas.org
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<b>Field Weather (automated)</b>		408-776-0101	
<b>On Site Field Telephone</b>		408-776-6844	
<b>SCCMAS Business Office</b>		408-292-1212	
<b>SCCMAS WWW address</b>		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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Harold Warner flies his Pitts Special.





## Flyin' Fast - President's News By Michael Luvara

Air show 2010 was another great success and I'm still recovering from a busy week leading up to the event,

not to mention the long days at the show. Attendance numbers were good, but down slightly from last year. This is due in part to several advertising opportunities that were missed, along with the Soccer World Cup finals being on the Sunday of the show and likely a down economy. I can't tell you how many hours go into this show each year by numerous individuals. We often sit on the porch on Sunday evening, after the show is complete, asking ourselves "Why do we do this?". Of course, this show is a big part of the SCCMAS and giving back to the community. It is our opportunity to showcase the SCCMAS to the public and allow them the chance to see R/C and the surrounding county park system. If you were not able to help at the event this year, please consider volunteering at the next airshow or even another event during the year. Thank you to everyone who helped make this event a success!

I also want to invite you to the SCCMAS's annual club meeting/BBQ, which will be held on Saturday, July 31st at 5pm. Bring your family and have a great evening at the field. We'll be serving the main course, and you are free to bring your favorite dish/dessert to share. Hope to see you there! Of course, bring a plane to fly beforehand, and a show and tell item for a free raffle ticket.

It is becoming ever more apparent how difficult it is for R/C clubs to maintain their facilities in the Bay Area, let alone other parts of the country. EBRC in Livermore is now (as of July 1) limiting their field to electric only, and Bayside R/C has been given a date of Sept 31 for the last day of operations. With that said, we will more than likely be getting new members as they look for other facilities at which to fly. Please welcome any guests who want to try the facility out (have them fill out guest form and discuss the field rules) and help new members get acquainted with the SCCMAS. We're also looking at a dedicated heli area at the north end of the field, which will move the official hover area from its current location. This will better serve the needs of members wishing to fly helis.

I want to personally thank all of the helpers at the work party on June 19<sup>th</sup>. Without these individuals, the field would not look as good as it does today! If we forgot anyone below, my sincerest apologies!

**Matthew Smith, Steve Smith, Mike West, Katie Schurtz, Rogwe Pellor, Don Coulter, Jim Thompson, Dan Neal, Lew Chee, Tom Ciccone, Tim Jones, Norm Sly, Mike Legett, Jim Patrick, Paul Calvi, John Ribble, Juanita Ribble, Luke Peng, Dale Johnson, Dave Salac, and Ray Fraser**

I also want to take a moment to discuss our flight operations in regards to full scale aircraft surrounding the field. Many know that there has been numerous discussions about the CHP aircraft and even the Sheriff helicopter flying in the park area. At the Hollister airshow, the SCCMAS's static display booth was right next to the CHP's aircraft, so I spent some time discussing the issues that they have with some of our operations. Many of you know that my brother and I own and fly a full scale Citabria aircraft. Occasionally, on weekends, I will fly by the field at 1000ft AGL (above ground level) and watch the R/C aircraft in the air. Reggie Del-Aquila will be on the radio with me on the ground and I will give reports of aircraft position and altitude. It is not uncommon for R/C aircraft to be well above 500ft, and even above 1000ft. The CHP has informed me that they have a radar altimeter in their Cessna aircraft and are flying 1000ft or more above the ground. On numerous occasions, they have reported R/C aircraft at altitudes equal to or higher than them. I know that it is hard to tell our altitude of R/C models at times, but it is IMPERATIVE that we watch for full scale traffic and yield the right of way NO MATTER what their altitude. We do not have any rights to the sky over them. Please work with us on this issue and the CHP assured me that they are not harassing us. They simply have a job to do and unfortunately, it does include operations near and above our facility. I can tell you that the perspective from a full scale aircraft is much different than on the ground. A pilot cannot hear other aircraft or see them often until it is too late.

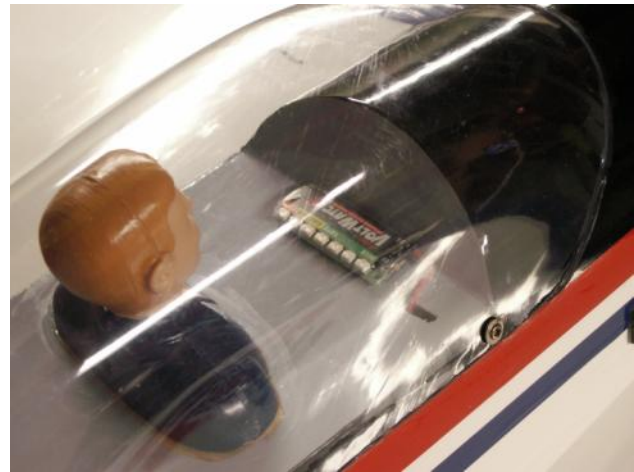
I would also like to thank Rick & Merriam Maida, Don Coulter, Lynne Stover, Babe Caltabiano, Judy Norris and Denny/Barbara Baker, who were instrumental in putting together the SCCMAS's float for the Morgan Hill 4th of July parade. (See p. 16. Ed.) The SCCMAS took second place in its category! Thanks guys.

Until next issue, Michael ●



## From the Editor

By Pat Rose



**Volt Watch 2** is a nifty on-board battery monitor that newbies to our sport may want to try. This device has a switch to set it to monitor a 4 cell or 5 cell NiCd or NiMH battery pack. When a green LED (small light source) illuminates, you have a good-to-go battery charge. When a yellow LED starts to flash, you're at the end of your flying session and need to charge your batteries. Installation includes setting a tiny 4-cell/5-cell switch and plugging a connector into an unused receiver connector. That's it. When the receiver is powered up, the Volt Watch is activated. The LEDs are readable in bright sun light.

When I work on one of my planes, I am retrofitting the plane to add the Volt Watch. I find the coolest spot to install the Volt Watch is in the cockpit near where the instrument panel would be found. Mounting is accomplished with the supplied double sided tape. The cost from Tower is around \$11. ●



**Next meeting: Saturday, July 31 at 5 PM.**

**Location: SCCMAS Field, 10250 Monterey Road, Morgan Hill, 95037.**

You are invited to the SCCMAS's annual club meeting/BBQ, Bring your family and have a great evening at the field. We'll be serving the main course, and you are free to bring your favorite dish/dessert to share. Hope to see you there! Of course, bring a plane to fly beforehand, and a show and tell item for a free raffle ticket.

**Raffle prizes** will include a 2.4 GHz Aircraft Receiver, 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





## Secretary's Report on the Members' Meeting By Dean Sala

**Meeting Date:** 06/03/2010  
**Start Time:** 7:15  
**Attendance:** 43

**Meeting Headed by**  
Mike Luvara

**Officer Comments:**

Mike Luvara:  
Working on airshow signup webpage  
Went over survey results

Steve Smith:  
Flea market went well  
A well attended warbird race  
Upcoming warbird fly-in  
Summer flea market in August  
Mike Radu will head the electric fly-in  
Was a good event at San Martin airport

Mike French:  
Two students in need of training  
Need some trainer pilots

Pat Rose:  
Thanked everyone for all the contributions to the newsletter..

**Dumb Thumb:**  
Steve Smith watches daughter crash plane.  
"Looked like she had it."

**Dumb Thumb Runner Ups:**  
Steve Culp reversed ailerons

Matthew Smith Plane started nose heavy and wouldn't take off. Moved battery to back then plane went up and stalled.

**Show and Tell:**

Carlos Tripodi  
Delta Jet by World Models. EDF jet flies great running on a 40 amp controller  
He also brought a Unijet by World models. Great looking jet.

Walter Colby  
Trying to sell a very nice biplane running a 70 OS Surpass 4 cycle..

Matthew Smith  
Ultra Micro J-3 Cub by Park Zone. 3 Channel rudder/elevator control. Great little plane.

Carl Quinn  
AK models Sokoi. OS 46FX 5.5lbs.

Bruce Devissar  
Showed us a scratch built fuse based on an old Skywing fuse. Plane originally produced by an old German company.

**Raffle:**

Rod Shurtz	Futaba Receiver
Kyle Alegete	Glow Driver
Terry Barber	CA Glues
Babe	Drill Bits
Dick Zorker	Drill Bits
Eric Sander	CA glue
Roger Pellor	CA glue, Drill bits, Wheel stuff
Mike Radu	Cutting Mat
James Gale	C-clamps
Steve Smith	Hinges

Show and Tell photos by Pat Rose.



Above: Carlos Tripodi.



Above: Matthew Smith

Below: Carl Quinn



Right: Bruce Devissar



## SCCMAS Workforce



- The SCCMAS is an ALL volunteer organization
- The 5 governing board members pay FULL dues, receive no compensation
- We would like to see more involvement from club members

## Are you willing to help?



- Would like volunteers for the following:
- Field Maintenance
  - Lawn/grounds upkeep
- Club Meeting Coordinator
  - Find guest speakers, etc
- Public Outreach/Communications Coordinator

*Interested? Let us know!*





## Training

By Mike French

### Watch Where You Step

It is common for people to crash their plane on the far side of the runway. Although one of the goals of our flight training program is to insure that students can always glide their plane back to the runway safely in case of engine failure, it is not uncommon to see people recover their planes from the dirt and weed area in the field towards 101. The following are two pictures that were taken of some of the friends found in that field. The pictures shown below are not of a rattlesnake [although I have seen them] but a gopher snake which is not poisonous. The photos were taken in that field area.



The point here is that these creatures do exist in that field. Knowing that, when people retrieve their planes, be aware that they are there. So watch where you step, please.



We have seen coyote and bobcat in our area as well. Again, these critters are not a direct hazard to anyone, but everyone should be aware that they sometimes frequent our field and so should be honored. Fly safely. -MF

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## Contest News

By Steve Smith

As I write this month's column, I realize that I have spent most of this week helping prepare for our annual airshow. Where does the time go? Looking back over

the last couple of months several events have occurred. The SCCMAS hosted a booth at the San Martin Wings of History Fly-In on Saturday May 8<sup>th</sup>. This year we did a flying demonstration with electrics, 3D helicopters, the lawn mower, the R/C parachute and giant scale 3D aerobatics, all being real crowd pleasers. Mike Leggett provided a nice display setup with his B-17 and WW-II memorabilia, attracting a lot of people to 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 6<sup>th</sup>, the sky was filled with Warbirds at the annual Warbird Fly-In. Open to all types and sizes of R/C Warbirds, from park flyers to giant scale aircraft, R/C Warbird enthusiasts from the SCCMAS and neighboring clubs flew, shared stories, and talked aircraft and building tips. The weather was spectacular, warm temperatures, and light winds. A special thanks to Lynsel Miller for making this annual event a success.

This year we moved the scheduled field work party day from late May to Saturday, June 19<sup>th</sup>, to better align with the annual airshow preparations. Many club members volunteered part of their Saturday to help cut back vegetation, paint tables and posts, trim the field surrounding the runway and taxi ways, trim weeds in the RV area and parking lots, and add additional shelves in the storage container. Afterwards all were treated to a BBQ. A special thanks to all of the volunteers who helped out.

Yet another public display for the SCCMAS was at the Reid Hill View Airport day on June

26<sup>th</sup>. The SCCMAS hosted a booth and static display promoting the SCCMAS and R/C model aviation. At noon, the group put on an R/C flying demonstration. We had the lawn mower, electrics, sport aircraft, giant scale aircraft flying. I want to thank all of those who came out to promote the SCCMAS and R/C model aviation.

Just around the corner, the summer R/C swap meet will be on August 7<sup>th</sup>. Clean out the work shop or come and find the perfect project. 8AM to 1PM, 10x10 spaces are \$10, first come, first served basis. Bring a table and chair just in case and we will find you a spot to sell those treasures. Coffee and donuts in the morning followed by a BBQ. More information is available on the [www.sccmas.org](http://www.sccmas.org) events calendar. Saturday August 21<sup>st</sup>, will bring back the smooth flying of some of the best pattern flyers in the area to compete in several classes. Ever wanted to fly pattern but really didn't want to invest in another special type of aircraft? You don't have to if you fly the sportsman class. Any type of aircraft is welcome to complete in this class. Come out and try something different. Contact Luke Peng for more pattern information and the sportsman pattern sequence at [lsipeng@comcast.net](mailto:lsipeng@comcast.net) and the [www.sccmas.org](http://www.sccmas.org) events calendar for additional information.

Mark your calendars for Saturday September 4<sup>th</sup>, charge those batteries, the electrics are back for the annual Electric Fly-In. Come out and fly with fellow R/C electric powered aviation enthusiasts. All types of electric aircraft are welcome, propeller, EDF, helicopters, park flyers, larger models, etc. Every year this event grows in popularity. Contact Mike Radu for more information at [radu@mac.com](mailto:radu@mac.com) and the [www.sccmas.org](http://www.sccmas.org) events calendar for additional information.

**Contest News continued on page 10.**

**Contest continued from page 9.**

This is another busy event year for the SCCMAS. Volunteers are always welcome at any of the remaining events. We are always in need of additional shack help, BBQ help, pylon judges, lap counters, field preparation and cleanup. If you would like help at any of

the events, contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org) .

See you at the field,

Steve



Remaining events for the 2010 season

August 07	Summer R/C Swap Meet
August 21	Pattern Contest
September 4	Electric Fly-In
October 2	Warbird Race
November 6	Fall R/C Swap Meet
December 5	Toy-For-Tots

**If you're not sure about the correct control surface movement for the usual fixed wing plane, with Mode 2 transmitter, *SAVE THIS NOTE.***

To check for the correct control surface movements:

With your plane ready to fly, wing assembled to fuselage, or vice-versa, position yourself at the rear of the plane and look down at the plane. Move the left transmitter stick full left. The **rudder** should deflect to the left. Move it full right and the rudder should deflect to the right.

Move the right transmitter stick full back and the **elevator** should move up. Move it full forward and the elevator should move down.

Now the often most reversed control, the **ailerons**.

Move the right transmitter stick full left and the left aileron should move up and the right aileron moves down. Move the right transmitter stick full right and the right aileron moves up and the left moves down.

Note: If you're doing the control surface check with the plane inverted, say on an assembly stand, the ailerons work the same. However, the rudder and elevator will be reversed.



## SCCMAS Jackets for Sale



Hi Pat, I have 5 SCCMAS jackets that are pretty heavy in weight. They are leftover's from about 10 years ago. We were selling them for \$75.00 at the time but are willing to let them go for maybe \$25.00 each, just to get rid of them. If you have any questions, give me a call at 408 578-9014. The sizes are 4 large and 1, 2XL Babe



Arnauld Weber flies his Jet Cat under turbine power. Nicholas Lygizos photo.



# Seen at the Field



Jake Eu piloting his Hangar 9 F4U on a HOT July day. Pat Rose photos.



Electric Jets.  
Jim Patrick photos.

Reid-Hillview. Photos by Jim Patrick.



Mike Legget

Warbirds. Photos by Jim Patrick.





# San Martin Wings of History Museum Fly-In

Photos by Steve Smith



Mike Legget's B-17.

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## Don Coulter's Fat Albert.

Don Coulter photo.







## Treasurer's Report

By Jim Patrick

### SCCMAS Profit & Loss

May through June 2010

#### Ordinary Income/Expense

##### Income

Contest entries	480.00
Food sales	353.00
Membership dues	823.00
Vending machine	300.00
Total Income	1,956.00

##### Expense

Apparel expense	491.63
Bay Alarm	135.00
Club Meeting expenses	40.00
Computer supplies	179.15
Food	1,307.51
Garbage service	374.00
Licenses and Permits	274.10
Postage and Delivery	227.90
Printing and Reproduction	777.56
Repairs and Maintenance	
Building Repairs	633.74
Field repairs	108.49
Total Repairs and Maintenance	742.23

Sanitation service	1,121.85
Supplies	1,659.62
Taxes	10.00
Telephone	
Internet	349.75
Telephone - Other	153.78
Total Telephone	503.53

Utilities	
Gas and Electric	212.58
Total Utilities	212.58

Total Expense 8,056.66

Net Ordinary Income -6,100.66

Net Income -6,100.66

# Why Wear Sun Screen and Limit Sun Exposure

by Harold Davidson

Some good reasons for applying sun screen are the prevention of skin aging, wrinkles, skin blotching and skin cancer. Many of us older RCers can attest to this damage. Fifty years ago parents encouraged children to go outside to play in the sun to get their vitamin D. Today we are suffering from that advice by being subjected to medical treatment with chemicals, liquid nitrogen and surgery.

We are very aware of the need for taking care of our teeth and watching our diet, but just as important is the need to take care our skin. "The simplest strategy for protection from the harmful effects of sunlight is avoidance. Studies of ultraviolet intensity have shown that about 30% of the total daily UV flux hits the earth between 11AM and 1PM, so that if possible, activities should be planned to avoid this peak exposure time. A useful rule of thumb is that if your shadow is shorter than you, the risk of sunburn (and skin damage) is substantial." The best strategy for sun protection is wearing hats and protective clothing.

The best hats are ones with 2 to 3 inches of brim all the way around. The best clothing protection is cloth with no holes in the weave. Best is denim. The Sun lotion that equals denim is SPF 50. Lotion should be put on 10 to 20 minutes before going out into the sun and reapplied every two hours.

A tan is essentially the skin's way of protecting against sun damage, but recently it has been found that DNA damage occurs before tanning.

Sources: SUN DAMAGE AND PREVENTION by Mark F. Naylor, MD and Kevin C. Farmer. Their article is on the web at [www.telemedicine.org/sundam/sundam2.4.html](http://www.telemedicine.org/sundam/sundam2.4.html).

And, personal experience of the author, Harold Davidson, AMA 81432.

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## Morgan Hill 4th of July Parade

Don Coulter Photo



# R/C Swap Meet

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

## Saturday - August 7th

**8:00am - 1:00pm**

Come join us at the SCCMAS field for our Summer 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 Fall Swap Meet on 11/06/10**

**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>



# Pattern at Tomcats

Date: 8/21/2010 Saturday

Place: SCCMAS flying site at Morgan Hill, CA

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

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

**Pre-registration preferred**

CD: Luke Peng

Tel: 650-575-9207

e-mail: [lsjpeng@comcast.net](mailto:lsjpeng@comcast.net)



**Field opens for practice on  
Friday, 8/20/10. AMA required**

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

# Golden Age Fly-in

Saturday  
Aug 21st!

One day ONLY!

## Woodland/Davis Aeromodelers






**AIRCRAFT MUST HAVE BEEN IN PRODUCTION PRIOR TO WWII**

**\$5 Participation Fee**  
**Pilot's Choice Awards for:**

- \* **BEST GOLDEN AGE**
- \* **MOST REALISTIC FLIGHT**

RC vendors — WELCOME  
 Expect great (HOT) weather.  
 This is a non-competitive, non-sanctioned fly-in for lovers of Golden Age Aircraft.

CD: Richard Geertson  
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## Electric Fly-In

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### BRING YOUR:

- 1 AIRPLANE
- 2 EDF JET
- 3 3D AEROBATIC
- 4 HELICOPTER
- 5 SAILPLANE

AND OR ANYTHING THAT FLYS WITH ELECTRIC!



CONTEST DIRECTOR  
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# SEPTEMBER 4TH

PILOTS FEE IS \$10.00  
NOON TIME LUNCH WITH  
HAMBURGERS AND  
HOT DOGS  
SODA AND WATER  
FOOD IS NOT INCLUDED

SCHEDULE:  
9:00AM OPEN REGISTRATION  
9:30AM PILOTS BRIEFING  
NOON SHOWCASE ON RUNWAY / LUNCH  
3:30AM - 3PM FUN FLY (OPEN)



### DIRECTIONS

#### From Morgan Hill & Gilroy

Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.6 miles. Just after Live Oak, turn right at the entrance to the 'Mura Brothers, 550 Monterey Rd.' You'll see our 8x10' sign at the entrance to the driveway (between high power lines). Proceed down this private driveway and through the first gate. Follow the road to the right around the pond, and continue to the field.

#### From San Jose

Travelling south on either Highway 101 or 85, take the Bernal Road or Bailey Ave exit, west to Monterey Road. Proceed south on Monterey Road to Live Oak. You will have passed the field entrance on the other side of the road, but there is no opening through the divider. There is also no U-Turn allowed at the Live Oak intersection. Turn right on Live Oak, cross the R/R tracks and make your U-Turn there. Proceed back onto Monterey Road, northbound (0.8 mile) to the entrance to the 'Mura Brothers, 550 Monterey Rd' (see above).



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**Next meeting: Saturday, July 31 at 5 PM.  
Location: SCCMAS Field, 10250 Monterey Road, Morgan Hill, 95037.**



Jim Boes flies D-Day decorated P-47. 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.



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