

Servo Chatter

March 2010, Issue #136
Official Newsletter of the SCCMAS "Tomcats"
Located in Morgan Hill, CA

www.sccmas.org
AMA Club Charter #110

***IRRIGATION SYSTEM MAINTENANCE PERSON
NEEDED. See page 2.***

Try a Monkey Wrench. See page 8.

Teaching Duos. See page 7.



***Homemade Tool Contest.
See page 14.***

Next meeting: Thursday, March 25 at 7 PM. Location: Hayes Elementary School,
5035 Poston Drive, San Jose, 95136.

Cover photo: Hots 60 size scratch built by Rod Schurtz. Flown by Rod's son David. Plane
is covered in a patriotic theme.

Pat Rose photo.

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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

IRRIGATION SYSTEM MAINTENANCE PERSON NEEDED

The SCCMAS is looking for someone who is willing to volunteer their time to maintain the irrigation system at the field. Below is a brief list of duties:

1. Inventory sprinklers weekly or as needed. Are they all working? Are any mis-adjusted? Are any covered by the squirrels? Are any covered by grass?
2. Check controller programming weekly or as needed. Replace back-up battery yearly in the spring.
3. Check distribution pipes weekly. Any crushed by vehicles?
4. Check solenoid valve boxes monthly. Any tree roots or leaks?
5. De-weed solenoid valves yearly in the spring.

Contact Michael Luvara or Harvey Thackston if interested.

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Flyin' Fast - President's News By Michael Luvara

In January, I was asked to be a guest on a new online Internet R/C show (R/C Radio network) and discuss the SCCMAS field and its operations. Certainly, it was an honor to speak about the SCCMAS and how it has come to be the club that it is today. In fact, the hosts even talked about flying at our field.... That is - virtually on the Real Flight Simulator! Being on the show, I was asked many questions about how the club operates, what dues are, how many members, etc. But, it reminded of one of the things the SCCMAS board gets asked occasionally - "When are elections?", "Why don't you have elections?", etc. This certainly is a valid question. But, first let me discuss a bit about the SCCMAS and its organization. The SCCMAS was founded by individuals tired of seeing clubs torn apart by internal strife and club politics. They wanted it to be a flying site without politics - one where an R/C enthusiast purchases a membership and flies at the field, much like one for the gym or some similar organization. This is different than many other clubs where they rule by voting leaders in and out on a yearly or bi-yearly basis. In this case, the membership essentially runs the club. The SCCMAS is set up by a governing board of five individuals who are entrusted with the day to day operations. Below that are many volunteers who make up other positions. None of our governing board or volunteers within the SCCMAS is paid. It is strictly a volunteer operation, where many of us give

enormous amounts of time and energy to see that the facility continues to operate for all to enjoy. We're here to sustain the club and provide a place for people to fly and enjoy their hobby. While we do not have to publish the financials for the club, you will notice that we have chosen to publish our income and expenses. This allows for those who utilize the club to see what it costs to operate the facility each year. We utilize the annual surveys that are included in each year's renewal to help guide us in the field's operation and truly appreciate the time that many take to fill out the form. I don't think it would be hard to argue that the SCCMAS offers one of the finest facilities in the world for a very low cost. So, with that said, I was recently reminded that 2011 will mark our 25 year anniversary of operations at the SCCMAS's location. This is no small feat as many clubs do not last that long at one facility. I firmly believe that this is due to the way the SCCMAS is structured, and of course, for all of those that have put so much hard work into making the SCCMAS what it is today. Also, if you missed the show and want to listen, it is available here. http://www.rcradionetwork.com/shows/show_01192010.php.

President continued on page 9.



From the Editor

By Pat Rose

Rod took off and I followed the plane in the camera's viewfinder, when suddenly the plane dove for the ground just after the take-off turn. Rod said for some reason he did not apply throttle. Result: pieces and parts. Not a problem says Rod. He has a bunch of Hots' parts from crashed planes that he collects.

"You are responsible for You" can be seen in the photo of Matt Campi on page 6. Words to live by.

Dumb Thumb Nomination: Rod Schurtz and son David arrived at the field with a pair of 60 size Hots. I told Rod "Lets take some pics of your Hots in flight." Well, this one takes the award in my mind. I got one quick



shot as Rod taxied his plane to the runway.

Fix a minor ding: A comment by Mike French, such as some of his students have trouble repairing their planes, led me to document a repair of a minor ding on an ARF wing. See page xx. Depending on how much I beat up my planes will determine future repair content. I bet Rod Schurtz could give us some tips.

Homemade Tool Contest: See page 14.



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

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. 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

By Pat Rose

(substituting for Dean Sala)

Meeting notes by the substitute secretary Pat Rose.

Meeting Date: 01/28/2010

Meeting Place: Hayes Elementary School.

Attendance: 34 (plus or minus)

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

Steve is starting to plan the air show on 10, 11 July. Contact Steve if you want to help.

Safety comments: No smoking in the engine start-up area.

No new members.

Officer Jim Patrick: Stop flying in the fog.

When asked how much money the SCCMAS has in the bank, Jim replied "enough."

Jim noted that as a non-profit, we are allowed to only make one thousand profit off of food sales per year.

Steve Culp comment: Meeting needs more food. Steve Smith commented that there is always a big gathering at the meeting in August at the field.

Flight Instruction Manager Mike French: Kent Collings joined our check pilot list.

Many students in-progress.

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

Dumb Thumb Winner: Steve nominated Dan Petroff who flew his Pitts with G45 through the trees. Dan wins the trophy.

Show and Tell:

Shawn Berkheimer shows his "small" IMAC plane, a Lanier Laser 2000.

Helpers' Raffle:

Babe	screwdriver set
Jacob Boraca	tachometer
Tim Stahlke	glue
Lynn Stover	incidence meter
Don Coulter	stand
Mathew	4-way wrench
Juanita ?	Knife set
Dan Petroff	wrench set
Chris Tryhorn	heat gun
Mike French	starter
Steve Boracca	incidence meter
Reggie	iron
Mozart Taban (sp?)	balancer
Katie Schurrtz	cutting board
Blade Heli	Kevin ?

Regular Raffle:

Kent Kollings	accelerator
Matt Campi	receiver
Pat Rose	GWS Slo Stick
Babe	glue
Pat Rose	glue
Bervin Britt	foam
Matt Campi	foam



Shawn Berkheimer talks about his Lanier Laser 2000.



Matt Campi chooses foam in the raffle.



Training

By Mike French

Teaching Duos

I have had the privilege recently of teaching pairs of students at the same time. Fathers and sons, two sisters and a mother and son combination have been options for which the club's training program has had to adapt. Normally the success rate of pairs teaching is somewhat lower than that of dedicated individuals but there are noteworthy exceptions which should be presented as it represents a growing aspect of the club's training appeal.

The most common training pair is the father and son combination. It is probably not surprising to understand that the son is usually a much quicker learner than the father. Kids now are from the video game generation and are accustomed to the responses needed to fly a plane safely. They respond well to adapting to the flight rules at the field and are usually quick to learn. Dad on the other hand has slower reflexes, hasn't been involved in school personally for many years and has less patience with common errors in learning how to fly RC. Although RC flying is a great common interest item for a father and son team, an instructor has be ready to deal with dad crashing the plane while son greases his landings. I have had a situation where the son easily passed his check flight while dad crashed on final. Although dad passed his check flight the following week, there was that awkward time when son was solo qualified while dad was still a student pilot. Some di-

plomacy is required by all instructors attempting to handle pairs training.

The mother and son attempt did not succeed from the start. Mother had great intentions but no sense of RC flight whatsoever. As mother potentially had to drive son to lessons each week, this option was doomed from the outset.

Training sisters has been a unique challenge that has been most rewarding. Everyone knew from the outset that the challenges would be substantial but the required determination and perseverance were present. The effort is a still ongoing but progress has been measurable and I'm confident that SCCMAS will have among its roster a pair of qualified RC solo sisters.

The technique that has been used to train pairs is to alternately share flight time. This cuts the flight time per person each session in half but if the pairs are always together during flight training session, flying errors by one person can be shared with the other. So progress of the pair is not necessarily half that of a sole individual.

Training continued on page 8.

Training continued from page 7.

Everyone requires a different amount of time to personally learn to fly RC. Some people need only a few months to become solo qualified, while others will take much longer. The shortest time on record to teach a person who had never flown before is three weeks. SCCMAS has one student currently in training who has been diligently at it for over four years and is getting closer to taking his check flight. So sharing training time is not necessarily a detriment to total time to check flight.

The only situation that I have never encountered in our training program is to have the option of teaching an individual female stu-

dent. There is no reason that I can think of to not have this event occur. It seems that RC flying is dominated by male pilots. Perhaps SCCMAS will be privileged to have that event occur in the future. I hope so.

The club should endorse training pairs as it brings people in a unique situation into the hobby and gives a good experience that can be shared. Although pairs training has its unique aspects, it should be just as successful as flight training individuals. I'm for the opportunity to teach two at a time. It is currently a somewhat unusual event but progressively more common. -MF



Try a Monkey Wrench by Pat Rose



This pic shows just one of the many uses for a modern day Monkey Wrench. You could also call this item an adjustable wrench with a toothless jaw. Since it has no teeth, there is very little damage to the landing gear when bending force is applied. If the landing gear is held in a vise, so much the better—the combination of a monkey wrench and ball peen hammer will straighten most bent gear. If you are concerned about scratching the gear, just wrap the gear with blue masking tape where the wrench will be applied.

If you have to have one, a very similar wrench can be purchased at Amazon.com for about \$44 (Doesn't Amazon.com have just about everything?). If you have the time, you may find one at an antique store for a lot less. My wrench is obviously an antique as it was manufactured before chrome plating.



President continued from page 3.

It doesn't take much to notice that the field's asphalt areas are in dire need of resurfacing. We've put it off as long as we can, and will soon be going forward on this task. Resurfacing will necessitate the closing of the field for up to a week. We will do our best to notify everyone of the closure with as much advance notice as possible and the work will be attempted during the week.

I've been reminded lately that the CHP is again flying near the field doing runs down hwy 101. Let me remind everyone – we DO NOT own the sky. Our model planes have to avoid full scale traffic at all costs, no matter what their altitude. Please help us out by using a spotter and keeping your aircraft below the suggested 500ft level. We need to be good stewards and citizens at the field!

Steve Smith has coordinated another year of great events. Please see the schedule listed in this newsletter. The biggest event of the year is our Airshow and it is coming up fast. More details will be forthcoming, but if you

would like to lend a hand, please contact Steve so that we can get you down on the volunteer list. We always can use help! The annual airshow is our opportunity to open up the SCCMAS to the general public.

In recent years, club meeting attendance has declined. This is likely due to several factors (hobby changing, availability of info on internet, driving distance, etc). We would like to hear what you want to see changed at meetings. I'm at fault for not getting more guest speakers to the meetings and this is one thing that we will be working on. One suggestion was to have meetings quarterly. What do you think? Send me your thoughts.

I hope everyone is having a great 2010 thus far and look forward to seeing you at the field.

Until next month,
Michael





Contest News

By Steve Smith

March is now upon us, in like a lion and hopefully out like a lamb! Since the last newsletter little has changed. The 2010 SCCMAS event calendar is finalized and posted at the field. A copy of the most recent NCRCS master events schedule for all Northern California clubs is posted on the snack shack information board. In the next few months the SCCMAS will host several events.

Let the bargain hunting begin. 2010 will kick off with the first of three R/C Swap Meets on Saturday March 27th, rain or shine. Open to non-commercial sellers, this R/C Swap Meet 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 is available at www.sccmas.org

Dust off those Warbird racing machines. On Saturday April 24th, the SCCMAS will host one of several central California Warbird races. Four classes of racing, Modified .46, Stock 75, 120 and Unlimited. Trophies will be awarded for 1st thru 3rd place in each class. 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. Warbird rules, frequency registration is available by emailing James Gale at t34racing@yahoo.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 (72" wingspan maximum) single engine turbine powered jets. AMA Turbine certification and proper safety equipment is required for all Turbine aircraft. Tam Nguyen will CD and sponsor the event. Trophies and prizes will be awarded for several categories. On-site donuts and coffee in the morning followed by a BBQ. More information is available at www.sccmas.org.

Back by popular demand, the Warbird Fly-In on Saturday June 5th. A fun and well attended event last year, this is 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. AMA Turbine certification and proper safety equipment is required for all Turbine aircraft. Trophies awarded for best in class for WWI, WWII, Modern, and Electric. Come out and join in on the fun. On-site donuts and coffee in the morning followed by a BBQ. More information is available at www.sccmas.org

Contest News continued on page 11.

Contest continued.

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 on Saturday June 26th 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

The SCCMAS annual Air Show is just around the corner. The SCCMAS will kick off Airshow planning with the first of several open forum meetings starting in April. All SCCMAS members are welcome. Bring those ideas and volunteer to help prepare for this prestigious event scheduled for Saturday-Sunday July 10th-11th. Additional information will be available in the weeks to come.

2010 will be another busy year for events at the field. Volunteers are needed to make these events a success. Some shack manager positions are still available. Additional help is always needed in the shack, also for BBQ burger flippin', pylon judging, lap counting, field preparation, teardown and cleanup. 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



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
 Cash Basis January through February 2010

Jan - Feb 10

Ordinary Income/Expense

Income

Membership dues	28,450.00
Total Income	28,450.00

Expense

Bay Alarm	135.00
Computer supplies	66.62
Dues and Subscriptions	102.49
Equipment Rental	75.00
Food	292.01
Garbage service	567.91
Licenses and Permits	100.00
Postage and Delivery	346.77
Printing and Reproduction	621.09
Raffle supplies	438.97
Sanitation service	1,095.92
Supplies	354.46
Telephone	159.28
Utilities	
Gas and Electric	94.68
Water	1,108.25
Total Utilities	1,202.93

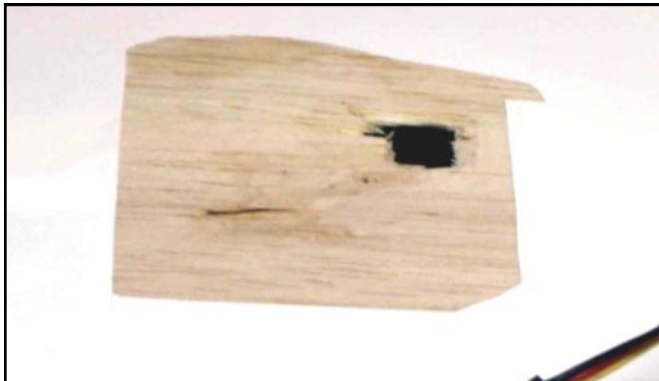
Total Expense	5,558.45
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Net Ordinary Income	22,891.55
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Net Income	22,891.55
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Fix a minor cosmetic ding on an ARF wing.

By Pat Rose.



Here we had a minor ding on the wing. First, gently cut through the covering only to expose the ding. In this case, the balsa sheet was punched out and there were some cracks in the balsa. Using a sharp instrument, pull up on the balsa to get a fairly flat surface. Then apply thin CA to the cracks in the balsa. Add a shot of accelerator.

Using a hobby knife, cut a bevel on the sides of the ding. Make a matching piece of balsa with a complementary bevel. Test for fit.



Here the patch balsa is glued in place with thick CA. Add a shot of accelerator. Sand area smooth.

Apply matching covering material. First, cut so patch covering is about 1/2 inch larger on all sides of the removed covering. Tack down at edges. Use heat gun to shrink patch covering material. Voila!

If the ding is much larger, or spanned the rib-to-rib space, remove a balsa slice rib-to-rib and make a complimentary balsa patch as required. Inspect inside of wing for damage that may need to be repaired before the skin surface patch is repaired.



Homemade RC Plane Tool Contest

Where and when: At the Member's meeting on March 25

What: Like Show and Tell, contestants will bring their homemade tools (instead of planes) and give a brief explanation of what the tool is and why they built it.

CD: Pat Rose will be directing the event. Email Pat at servochatter@sccmas.org or see him at the meeting to show your tool(s).

Winner will be decided by show of hands.

Winner's prize: Tower Hobbies Box-A-Balsa.

Sample tool: Made from 1/2 x 1/8 aluminum bar. This tool used to stuff foam around fuel tanks and batteries. Also used to pull out tight fitting fuel tanks.



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
W.M. or VQ Warbirds / O.S./Tower
Hobbies/Super Tigre .75 engines only

120 LIMITED WARBIIRD
Any .90 or 1.20 Engine
550 sq in minimum

UNLIMITED WARBIIRD
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

Electric Jet Fly-In



Saturday May 15th 2010

Sponsored by TamJets and the

Santa Clara County Model Aircraft Skypark

Entry Fee \$10.00

Registration opens at 8:30AM



Location: The SCCMAS "Tomcats" Morgan Hill CA.

Contact: Tam Nguyen (408) 224-7600

CD: Steve Smith (408) 234-0095

Open to all AMA insured pilots with any size Electric R/C jet, EDF or propeller. Single turbine Jets welcome, maximum wing 72".

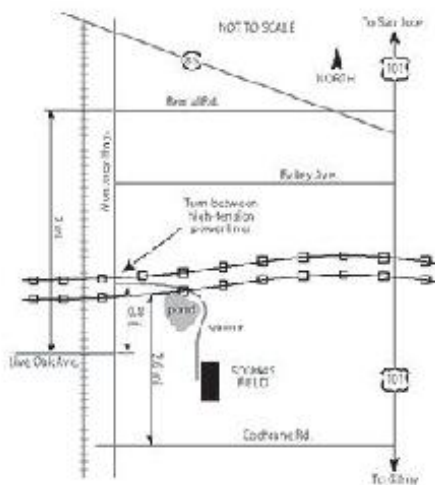
AMA Turbine waiver and proper safety equipment required.

Additional information is available at www.sccmas.org

Warbird Fly-In 2010

Saturday June 5th

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/Jet, Electric and best of show.

Registration: 9:00AM

Entry Fee: \$10

Noon time BBQ

Awards: 3:00PM

CD: Lynsel Miller (408) 374-9358

More information is available at www.sccmas.org

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Bervin Britt takes pic of large cat at the SCCMAS.

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
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Next meeting: Thursday, March 25 at 7
PM. Location: Hayes Elementary
School, 5035 Poston Drive, San Jose,
95136.