Servo Chatter

May 2010, Issue #137
Official Newsletter of the SCCMAS "Tomcats"
Located in Morgan Hill, CA

www.sccmas.org
AMA Club Charter #110

Training: The 3 Biggest Challenges. See page 8.

Home Made RC Plane and Helicopter Tool Contest Results. See page 6.

Next meeting: Thursday, June 3 at 7 PM. Location: Hayes Elementary School, 5035 Poston Drive, San Jose, 95136.

Cover photo: This Boeing L-15 Scout was scratch built by Jim Collin. Electric powered, on its maiden flight. Reggie Dell- Aquila at the controls. Jim Patrick 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

In This Issue

Below: Albert Sadakien flies his Skyhawk during a windy day at the field.

Flyin' Fast - President's News
By Michael Luvara

Spring is here in full force! Boy, what wonderful weather it has been bringing us. There's a lot ahead at the SCCMAS in the coming months. Many event flyers and schedules will be included in this newsletter.

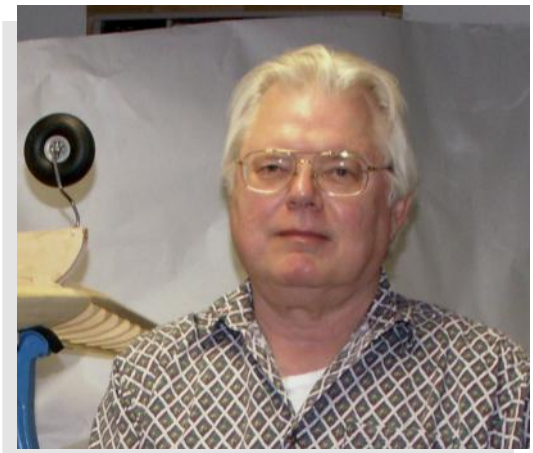
Please note - Our **next meeting** will be on Thursday, June 3rd. It was originally scheduled for May 27th, but due to school budget cuts and closures, we had to change dates around their schedule.

First off this month, I would like to personally thank **Don Coulter** for all of his hard work in the resurfacing of the SCCMAS's asphalt areas. Work was completed on May 3rd. It was badly needed and Don managed the entire project, securing us a great deal on the slurry coat and repairs. New striping was applied at the same time and we now have a really great flying surface! With that said, we need you to do your part in preserving the surface for us. This means not spilling fuel, oil, etc on the surfaces and utilizing some form of fuel capture device. It is really easy to run fuel back from your overflow line to your jug, an extra tank, etc. If you happen to spill any fuel, there is some cat litter available in the start up area to help with this. Please clean up the cat litter when you are done. In addition, this means if you are running your motor REALLY rich in the pits for extended periods of time, this will not help the issue. We look forward to your participation in helping keep the SCCMAS facility clean.

Our annual **airshow** is right around the corner. Every year, we ask for the help of the members. We do need your help. Remember that this event is our opportunity to give back to the community and share our hobby with those around us. The airshow flyer is included in this newsletter and we will be sending out emails and lists of where we can utilize your help. Please contact myself or Steve Smith if you can assist. The airshow cannot be put on without the club's help!

I wanted to touch on some issues this month related to courtesy and general field operations. We all are participants here at the SCCMAS. We all have an equal right to fly at the field, no matter what our aircraft is. We understand that some have put significant expense and effort into their models and may want to fly with an open sky. Remember that this has to be balanced with the fact that other members need to fly also. The SCCMAS is not an exclusive group, so let's work together at the field. **Communication at the flight line, pit area, etc.** Remember also that we are in a park setting and visitors come by. We need to be friendly to all around us, welcoming them to the facility. Also, in relation to the SCCMAS snack shack and workshop – If a member or board member is present and has access to open the shack for something that you may need to use (buddy box, tools, etc), this is more than acceptable. It has come to my attention that the shack is being used as a "clubhouse" of sorts at times for people to hang out and make it their own place on occasion. This is not the intent of the facility. We should not be convening inside of there, making a mess, telling others they should not be in there when we are, taking food (without paying for it), etc. I'm not pointing fingers at anyone – it's just a general habit that has occurred over the past few years where the spirit of the shack has been abused. The SCCMAS pays for all of the materials/supplies inside of there and it does not mean that it is there for the taking.

President continued on page 11.



From the Editor
By Pat Rose

Inaugural Homemade RC Plane/Helicopter Tool Contest. There were seven contestants. Wow, I could not believe how popular this first time contest turned out to be. I invented this contest for the members' meeting just off the wall, really. I was hoping for an increased member turnout and that is exactly what we got. There were 46 members present for the meeting. I received many positive comments about the contest and I was encouraged to do a repeat. In fact, I received many favorable comments about the newsletter– nothing like positive reinforcement. I guess I'll keep doing what I have been doing.

P.S.: I'm cooking up another contest.

Dumb Thumb Self Nomination

I had a very nice Sig Mayhem hanging in my garage. This plane was without an engine and with an old 72 MHz receiver. I moved a boxed Magnum 90 2-stroke into the plane, and equipped the plane with a new Hitec 2.4 GHz radio. I knew there was a problem with the throttle idle position. It was not consistent. Each time I started the engine, I had to adjust the idle trim. I ignored the problem. Anyway, the plane took off with authority. Well, I'm flying around the circuit and throttle back in a turn. (BTW, the wind is from the north at about 15 mph.) The engine stops and the strong headwind stops the plane's forward motion. The rest is history—I tried to fly it to the ground but the wind pushed the plane backwards. Never made the runway. The fuselage broke in several places and is not worth repairing. I examined the plane's throttle—it was completely closed. Examination of the throttle servo showed flex in the servo arm. Yikes, done in by a cheap servo and servo arm. Examination of my other planes did show some flex in one other plane.

The culprit.

o

Upcoming Meeting(s): Thursday, June 3 at 7 PM. Location: Hayes Elementary School, 5035 Poston Drive, San Jose, 95136

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 Dean Sala

Meeting Date: 03/25/2010

Attendance: 46

Meeting Headed by
Steve Smith

Officer Comments:

Steve Smith:
Check out the online RC radio network http://www.rcradionetwork.com
Mike Luvara hopes to be back soon
Field to be resurfaced
Shack upgrade work, sheet rock, new racks, paint and linoleum on floor
There will be a field work day at the end of May

Jim Patrick: 306 members

Dumb Thumb:
Bob House wins again! He was flying around and looked away for an instant, then looked back at his plane and the plane just disappeared!

Dumb Thumb Runner Ups:
Walter Colby, Corkscrews plane into dirt. Prop never even broke.
Rod Schurtz, Took off, turned, then crunch!

Tool Contest:
The tool contest was for modelers to show off their specialized custom made tools.

Kip Turley
Made a slot machine tool, modified a slot cutter and built a rig to help cut hinge slots more accurately.

Jim Patrick
Made an aluminum, machined, prop pitch gauge. Very accurately measures prop pitch. It can do large props too. Ask Jim if you ever need an accurate check on your prop pitch. Nice work!

Jim also made a nice little choke tool to help adjust engine choke through cowl as well as a nice little screw holder with brass tubing and shrink tubing.

Jerry Bruce
Made an allen wrench extender.

Robert Sweeney
Made a very elaborate, cnc milled, machined and anodized T-REX helicopter blade pitch adjustment tool. Very impressive.

Paul Hasselbach
Wire soldering jig

John Ribble
Special prop balancer. One like you have never seen before!

Paul Steiner
Servo tray builder. Helps make epoxy/glass servo trays. Very cleaver!

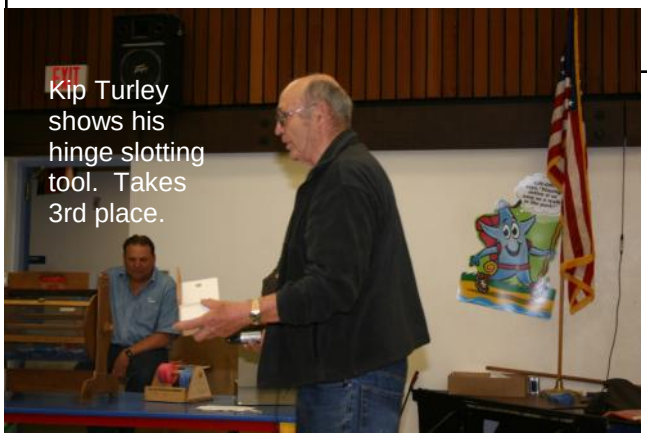
Raffle:

James Gale	Receiver, Epoxy
Kent Collins	Dremel
Randy W	Epoxy
Kip Turley	GWS receiver
Bervin Britt	Stuka
Dick Gardner	Nut Driver Set
George Black	Trim Solvent
Dave Barmore	Nut Driver Set
Babe	Box of balsa, Porsche shirt

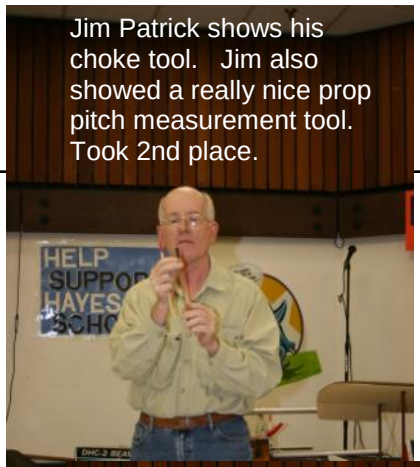
Homemade RC Plane/Helicopter Tool Contest photos by Pat Rose

Where and when: At the Members' meeting on March 25. What: Like Show and Tell, contestants brought their homemade tools (instead of planes) and gave a brief explanation of what the tool is and why they built it. CD: Pat Rose directed the event with help from Steve Smith. Winner decided by show of hands. OK to vote more than once. First place prize: Tower Hobbies Box-A-Balsa and a $10 Tower gift certificate. Second and third place prizes: a $10 Tower gift certificate.

Paul Hasselbach and Dr. Jerry Bruce not shown.



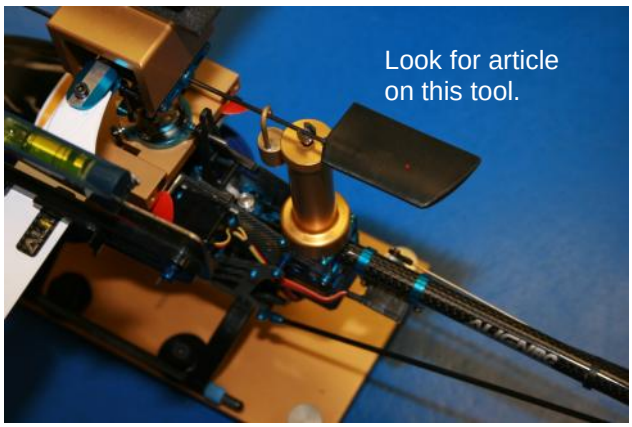
Kip Turley shows his hinge slotting tool. Takes 3rd place.



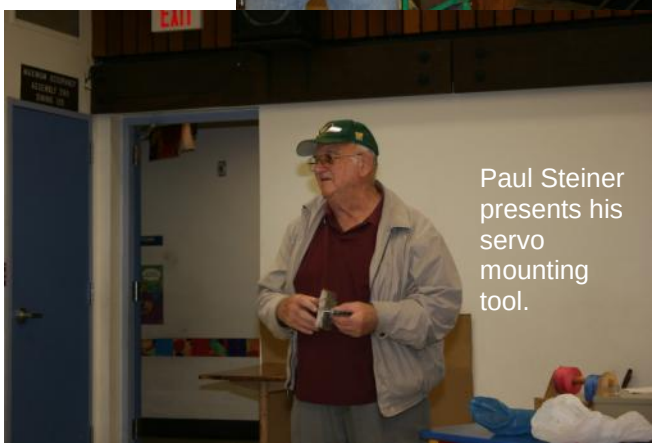
Jim Patrick shows his choke tool. Jim also showed a really nice prop pitch measurement tool. Took 2nd place.

And the winner is Robert Sweeney showing his T-Rex rotor setup tools.

John Ribble shows his prop balancer.



Look for article on this tool.



Paul Steiner presents his servo mounting tool.

Show and Tell photos by Dean Sala.

Above: Michael Radu

Show and Tell:
Lynsel Miller
P-47, Horizon Hobby kit purchased from a friend. Built up to scale look. G-45 engine, Robart retracts

Paul Hasselbach
Monocoupe 90AL, Over a year of work, scratch built from David Reid plans, 18lbs, G-38 Engine, Wingspan 96", over $1200 in costs.

Mike Radu
Sopwith Camel Biplane, Balsa USA kit, gas engine EVO 26, ¼ scale. Beautiful work!

Rod Schurtz
Hots Bipe Plane brought back to life from scrap parts found in trash can. Great recy-cling there Rod!

Below: Rod Schurtz with his latest Hots creation, an Ultimate Hots.

Above: Paul Has-selbach

Training

By Mike French

The Three Biggest Challenges For Starting RC Students

Flight training is about becoming a safe pilot. SCCMAS Flight Training is about teaching people quickly to fly RC aircraft such that they are not a hazard to themselves or to others at the field. All pilots should know the operating rules for each of the areas at the field. This is not as true as it may seem. It sounds simple enough but the reality is different.

In order to land an RC aircraft on the runway and survive requires that the pilot (1) is able to fly the plane down the middle of the runway in order to not put the plane into the dirt or crash it into the fence, (2) is able to control the speed and altitude of the plane such that its energy is sufficient to land after the approach threshold and stop before the departure threshold and (3) is able to control the altitude and attitude such that the main gears hit the runway first and not the nose wheel. Probably the most common sight in watching new students trying to land the plane is having the plane hit its nose gear first while attempting to land, bouncing up into the air, having the wings stall and finally seeing the plane crashing nose first into the asphalt or bouncing down the runway.

(1) The key to landing a plane on the runway lies in thinking ahead by getting the approach right. Most new students turn toward the approach end prematurely [shown], which causes the plane to be misaligned, necessitating a last second turn when the error becomes apparent. This typically places the plane into the web fencing protecting the flight line from landing planes. If the approach is aligned with the center line, and a continuously descending glide slope to the point of touch down is maintained, half the landing problem is solved.

2) Controlling the plane's speed may seem easy but in many cases this is not so. Thinking ahead of the plane is the key. First you have to reduce power while flying down wind so that when a descent is made on base, the plane doesn't pick up much speed. Turning the plane from base to final must be done with the plane still descending. The next most common mistake of starting pilots is to pull the plane to a nose high attitude when making that turn. More students' planes are lost because the plane runs out of airspeed at this point causing the wings to stall.

Training continued on page 13.

Seen at the Field

Photos by Jim Patrick

This Boeing L-15 Scout was scratch built by Jim Collin. Electric powered and making its maiden flight. Reggie Dell-Aquila at the controls.

Seen at the Field Photos by Harold Davidson

Carl Quinn with his DGQ-4 "Mike."

President continued from page 3.

My business travels have finally come to a halt in recent weeks and I am glad to be back home in a regular fashion. For the past year, I have been on the road at least 3 weeks out of the month which has taken its toll on me. Of course, this project was supposed to only last 6 months, but continued for a year. Given the economy, I won't complain too much. With that said, I look forward to being around the SCCMAS more regularly and being at the next meeting to discuss the year's survey results and issues going forward with the SCCMAS.

Until next issue,

Michael

Aerial view of re-surfaced and re-striped facility. Photo by Chris Luvara.

Jeff Mohn's KMP LA-7 in flight. Tim Stahlke photo.

Contest News

By Steve Smith

After the long, wet winter, spring has finally arrived. The 2010 contest season began with the annual Spring R/C Swap Meet on Saturday March 24th. This was one of the largest swap meets in several years at the Tomcats. By mid morning parking extended beyond the SCCMAS entrance gate. The pit area was packed with buyers looking for that bargain and there were bargains galore. If you missed this one, the SCCMAS will be hosting a summer R/C swap meet on Saturday August 7th.

On April 24th the Warbirds were racing around pylons. This was a very successful day of intense, but fun racing with a larger than normal turnout for pilots from clubs around central California and local spectators. Four classes of races were flown; modified 46, stock 75, 120, and unlimited. I would like to extend a special thanks to the volunteers that made this event a success.

The SCCMAS and Tam Jets will be sponsoring the Annual Electric Jet Fly-In on Saturday May 15th. Come out and join the SCCMAS and fellow R/C jet enthusiasts for a day of fun, and see jets reaching speeds up to 150MPH. Open to all AMA pilots of any skill level with any type of R/C electric jets from the simple park flyer to the high end composite jets. Engine types – EDF and propeller. This year smaller single engine Turbine jets are welcome. Maximum Wing size is 72". Current AMA Turbine certification and proper Turbine safety equipment is required. Donuts and coffee will be served followed by a BBQ. Entry fee is $10. A free raffle for all registered pilots will follow. More information is available at www.sccmas.org .

On Saturday June 5th, the SCCMAS will host a one day Warbird Fly-in. Come out and enjoy a day of fun and flying. Open to all AMA pilots with any size R/C Warbird aircraft; prop, EDF or jet from any era; any engine type; gas, glow, electric, turbine. Turbine powered jets; pilots must have current AMA Turbine certification and proper turbine safety equipment. Registration opens at 9:00AM. Landing fee is $10. Donuts and Coffee will be served in the morning followed by a BBQ. Trophies will be awarded for best in class for WWI, WWII, Electric, Modern and Best of Show. More information is available at www.sccmas.org .

The field will be closed to flying on Saturday June 19th from 8AM to 1PM for maintenance. Bring your handyman skills, painting skills, toolboxes, gardening tools and we will have a task for you. Free BBQ lunch at 1:00PM for all helpers. Contact Steve Smith at contests@sccmas.org for more information.

The SCCMAS will be hosting a booth at the Hollister Air Show on Saturday May 29th Memorial Day Weekend, and at the Reid Hill View Airport day on Saturday June 26th promoting the R/C hobby and the SCCMAS, with static aircraft displays and flying demos. We are in need of additional volunteers to manage the booth, bring planes for the static display. If you would like to help with either public event contact Michael Luvara or Steve Smith at contests@sccmas.org

Contest News continued on page 13.

Contest continued from page 12.

Preparations for the annual Airshow on July 10-11 are underway. With just two months remaining, the Airshow is approaching fast. Many positions are available for both Saturday and Sunday. We are in need of volunteers for field setup/tear down, additional shack help, beverage tent help, BBQ help, flight boss, schedule staging coordinator, transmitter impound monitors, information/ answering questions, policing the static aircraft display, raffle booth help and glider building booth help. If you would like to be a part of this prestigious event contact Michael Luvara or Steve Smith at contests@sccmas.org .

This is another busy event year for the SCCMAS. Volunteers are always welcome at any of these events. 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

Remaining events for the 2010 season

May 15	Electric Jet Fly-In
May 29	SCCMAS at the Hollister Air Show
June 5	Warbird Fly-In
June 19	SCCMAS Field Maintenance Day
June 26	SCCMAS at Reid Hill View 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

Training continued from page 8.

(3) The student must fly the plane smoothly down to about six inches off the runway and then hold the plane off the runway at this altitude while the airspeed naturally slows. This will allow the plane to make its natural rotation to a nose high attitude so the main gears are now the lowest object on the plane. The main gears hit first, the plane then rotates to allow the nose gear to touch and finally rollout is achieved with the application of the rudder joy stick control.

To the experienced pilot this becomes second nature. To the student pilot, this procedure is sometimes filled with apprehension. Flying the plane low to the ground in order to land is a mental hurdle that requires many landings to overcome. Flying every week during training and using a flight simulator at home will make the process pass quickly.

Gold Trophy winners from the April 24th Warbird race at the SCCMAS. Photo by Steve Smith.

Back row: Matt Campi, Joe DeLateur, Brett Cole (Fresno), Doug Cook (Fresno), Stan Cole (Fresno) and Chris Attebery.

Front row: James Gale, Matthew Smith, Mark Sumich, and Don Coulter.

Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss

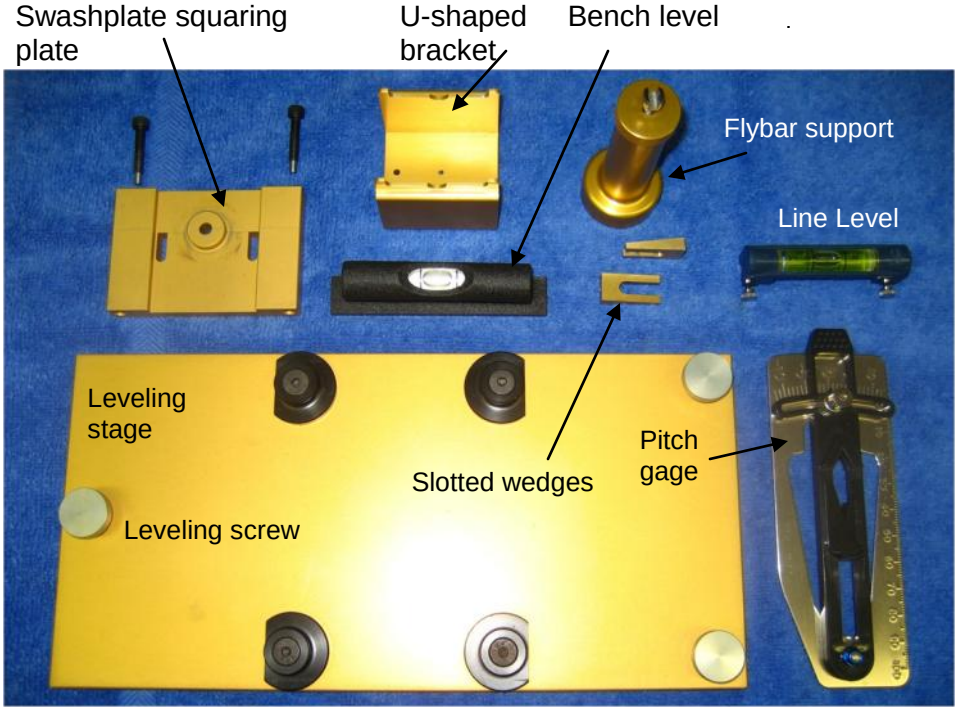
March through April 2010

Ordinary Income/Expense		
Income		
Contest entries		420.00
Food sales		474.00
Membership dues		2,701.00
Swap meets		370.00
Total Income		3,965.00
Expense		
Club Meeting expenses		60.00
Computer supplies		159.81
Equipment Rental		75.00
Food		541.86
Garbage service		374.00
Insurance		
Fire Insurance	921.13	
Liability Insurance	140.00	
Total Insurance		1,061.13
Licenses and Permits		85.00
Postage and Delivery		290.13
Printing and Reproduction		251.28
Repairs and Maintenance		
Building Repairs	393.55	
Field repairs	7,000.00	
Total Repairs and Maintenance		7,393.55
Sanitation service		1,103.19
Supplies		571.68
Telephone		145.85
Trophies		729.22
Utilities		
Gas and Electric	96.15	
Total Utilities		96.15
Total Expense		12,937.85
Net Ordinary Income		-8,972.85
Net Income		-8,972.85

T-REX 450 ROTOR HEAD ALIGNMENT FIXTURE

By Bob Sweeney

robertsweeney09@comcast.net



The purpose of this article is to describe a rotor head setup fixture I designed and made for my T-Rex 450 SE.

In 2007, I got my first T-Rex 450. I wanted tooling to accurately align the rotor blades and flybar paddles, and to square the swashplate, without having to disassemble part of the rotor head. I couldn't find a swashplate squaring tool I liked, and the other accessories, besides pitch gage and levels weren't available as far as I knew, so I decided to make my own.

The fixture is tailored specifically to the T-Rex 450's dimensions, and it enables me to set my rotor head accurately enough that it doesn't need additional trimming of the cyclic/collective servos, or linkage adjustment to correct the main blade tracking as long as I'm using good carbon blades. I can usually get the blade pitch adjusted equal to each other within 1/4 degree (15 minutes).

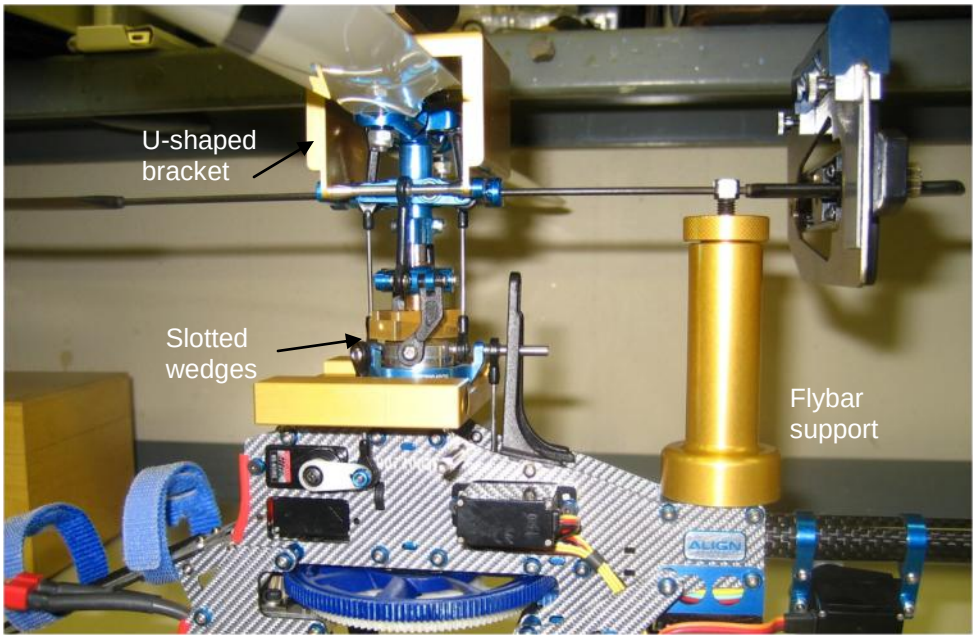
The **above photo** shows the whole system. The screws with the pilots turned on the ends are for pressing the two sections of the plates apart, by pushing the dowels out of the rear section of the plate.

The landing skids clip to the black plastic bosses of the leveling stage, and the three leveling screws are clearly visible.

The off-the-shelf items that were used:

- Align "micro heli pitch gage" part no. K10180A, with a small sheet of lead attached to the backside, so it's C.G. will coincide with the center of the flybar to prevent it from twisting the 2mm rod and causing a false reading on the angle.
- $1.00 line level available at any hardware store, with brackets added so it can be clamped onto the pitch gage.
- Starret 3-3/8 long machinist's "Bench Level" Starret part no. 130/ EDP# 50560..

This tooling was a lot of work to make, but it was worth the effort because it reduces the accumulation of errors that add up to cause poor blade tracking and vibration, and I like knowing that each step of the process can be closely controlled. Since a number of things can lead to improper blade tracking, this setup makes it easier to identify and correct the root cause, instead of putting a band-aid on the symptom.



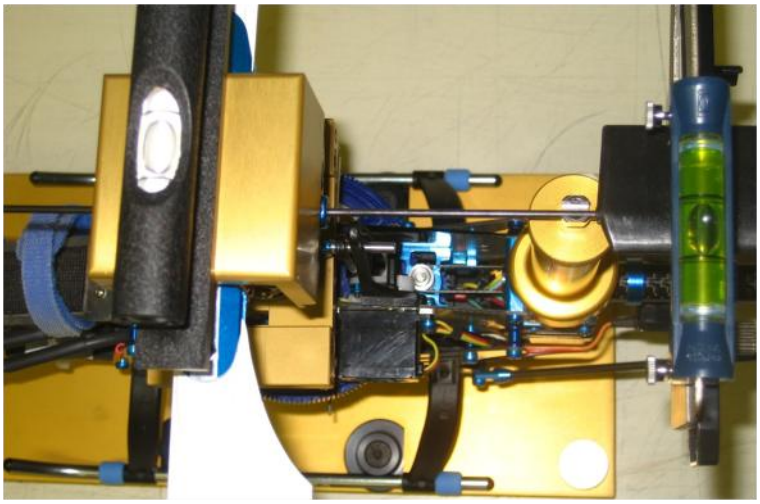
In the photo above , it is set up to align the flybar paddles. The components are visible in this photo:

Swashplate squaring plate - A 2-piece plate with a 5mm hole at the parting line, aligned with dowel pins and clamped to the mainshaft with two bolts. The servo trims are adjusted so bottom of the swashplate bearing will seat flat against its top surface providing a base-line to build all the other settings from.

Slotted wedges, which slide towards each other, over the mainshaft, between the top of the swashplate's spherical bearing and the washout base. They act as an adjustable spacer to eliminate looseness in the swash-plate bearing and linkage, and hold every-thing in a stable position while adjustments and measurements are being performed.

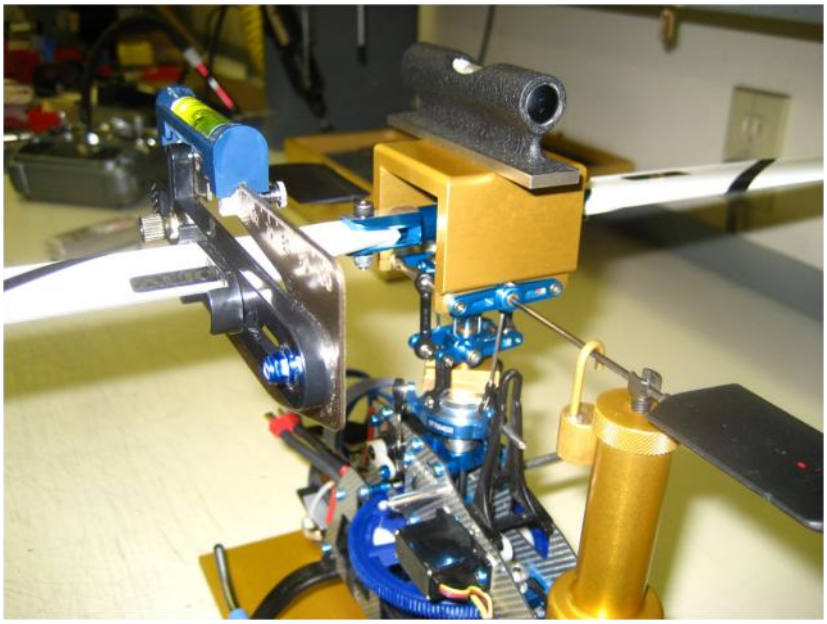
Flybar support, with an adjusting screw, slot-ted to capture the flybar, and a knurled lock nut. This piece sits on top of the tail boom block, holds the flybar level, and supports it.

A U-shaped bracket with flanges that locate on the ends of the flybar control rods. A ma-chinist's level, barely visible here, is placed on top of it, in preparation for measuring pitch of the flybar paddles.



In the previous page photo, bottom, you see the leveling stage, visible directly below the landing skids, which has been adjusted to orient the main shaft into a true vertical position. The bracket on the left, with the level sitting on it verifies that the flybar frame is remaining level while the paddle orientation is being established. I'm using the late version fixed length flybar control linkage, so the control rods are already level with each other. The flybar paddle is rotated on its threads, which have a little thread locker on them, until the level attached to the top of the pitch gage - which has been preset to zero degrees, reads level. For the other paddle, the 2-piece plate that is still attached directly under the swashplate is then loosened a little so the rotor can be rotated 180 degrees, then the plate is re-tightened and the process is repeated for the other paddle. When complete, both paddles will be level and parallel to each other.

In the photo right, you see the pitch gage attached to the main blade, and the flybar being held level, ready to measure the pitch angle on the main blade. Note that the swashplate squaring plate has been removed, since the angle of the blades closely follow the angle of the see-saw /flybar assembly. Removing the plate makes it easier and faster to check main blade pitch, since it allows the rotor to be rotated 180 degrees as each blade is checked and compared without sacrificing accuracy. The slotted wedges are still used, to minimize movement in the swashplate bearing and linkage. After setting the blades equal at zero degrees, I check them at maximum collective pitch, and adjust the travel limits of the servos to square the swashplate at maximum pitch. The 2-piece plate will not allow more than about two degrees negative pitch, so I have to eyeball it, when setting the travel limits in the negative direction. Then I re-check it at zero to make sure it didn't change, and then at five degrees, which is about where it is during hover.



Note: It is important to ensure that the flybar is parallel with its control rods that are being used by the level as a reference datum. I always check the straightness of the flybar with a template to see if it's bent up or down or swept forward or back. I also have a tool that works like a depth gage to measure from the top of the bracket to the flybar in two places – inboard and outboard. Then I make sure that the level on top of the flybar control frame will read level at zero and 180 degrees. I tweak the flybar with a pair of needle nose until it's right. Then I'm ready to trust the angle measurements.

Wire Solder Jig
by Paul Hasselbach

At the last club meeting some of you were interested in the Wire Solder Jig. Years ago I saw this tool in MRC magazine. This jig is really handy when you're soldering two aileron wires together. Most of you will have the materials in your shop.

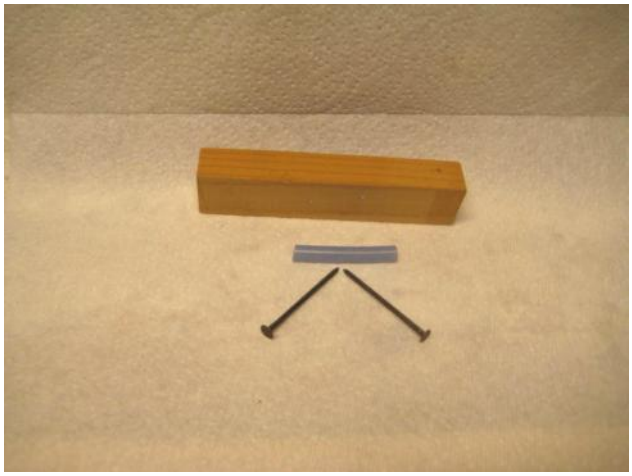


Photo 1: Material List

1- 3/4" x 3/4" x 4" any kind of wood except balsa

2- Glow tubing because it will not burn when soldering two wires together

3- Two nails

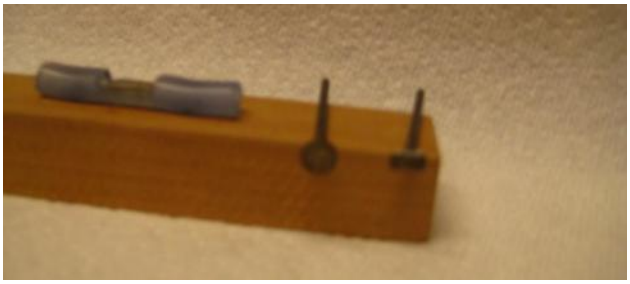


Photo 2: You will need to file or grind down both side of the nails. Notice the tubing cut-out in the center.

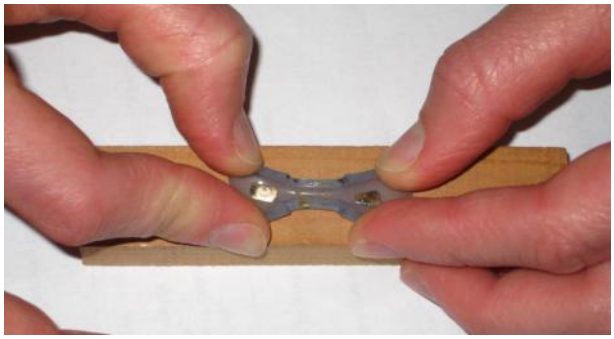


Photo 3: The glow tubing is centered on the block with nails. The nails are hammered down into the tubing.

Photo 4: Tinned wire in the tubing. Both wires should be tinned prior to inserting them in the tubing. Makes soldering easy.

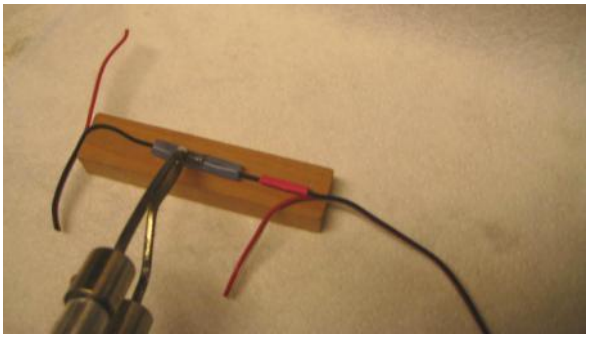
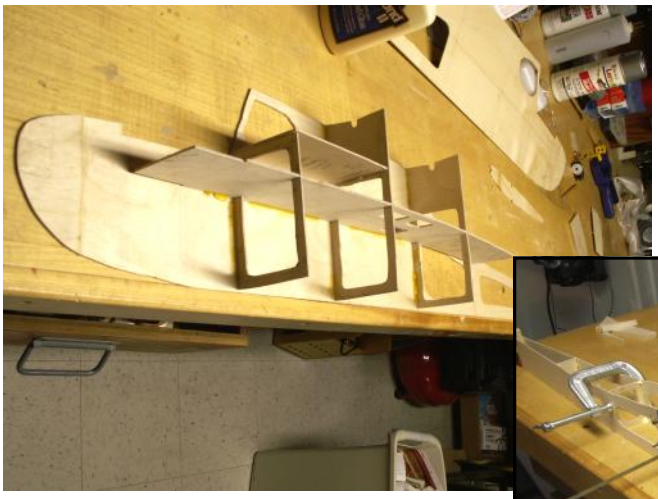


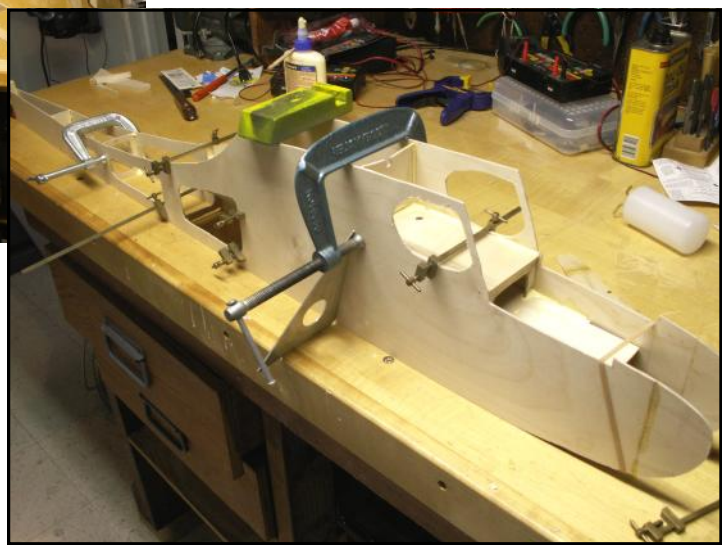
Photo 5: Let the soldering begin. Notice shrink tubing on the right side ready to be slid over the solder joint. The Soldering Jig holds the wire to be soldered in place.

Sniffer 40 built during winter has flown.

By Pat Rose.

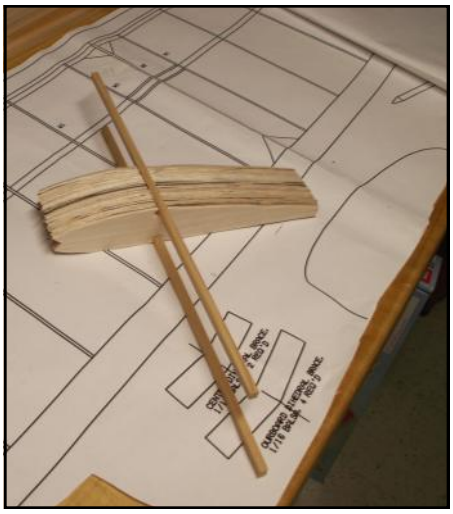


Here the right fuselage side has the internal structure attached. .



At right, the left side of fuselage is attached. Note aluminum right triangle just under the blue clamp. .

Below, a stack of ribs are held together for sanding.



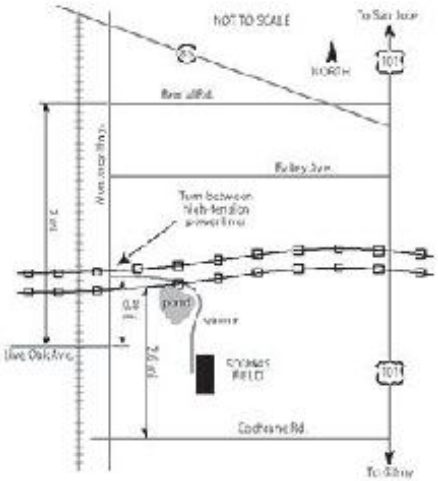
Below, the wing builds fast as there are no control surfaces.

Right: Wingspan 72 inches. Engine: OS LA 40. Plane flew with reliable engine run on March 10.

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

The Santa Clara County Model Aircraft Skypark Presents a Radio Controlled

Airshow '10

July 10th & 11th

9am-3pm

FREE Admission!

www.sccmas.org/airshow

- TURBINE JETS
- HELICOPTERS
- RACING AIRCRAFT
- AEROBATICS
- GIANT SCALE WARBIRDS
- ELECTRICS
- CONTROL LINE
- SNOOPY'S FLYING DOGHOUSE
- GLIDERS
- FAMILY FUN
- TRY YOUR HAND AT FLYING
- FOOD, REFRESHMENTS & MORE!
- LIMITED SHADE & LIMITED SEATING AVAILABLE

Airshow 2010 is brought you by the Santa Clara County Model Aircraft Skypark, Santa Clara County Parks and Recreation Dept, Sheldon's Hobby Shop (San Jose), Penn International Chemicals, California Hobbies (San Jose), Aerodynamic Aviation (San Jose) HobbyTown USA (Sunnyvale), D&J Hobbies (Campbell), Aero Micro (Santa Clara) & RC World of Planes (Sunnyvale)

The SCCMAS is located in Morgan Hill, Ca - For more information call (408) 292-1212 or visit www.sccmas.org

For more info:
email: airshow@sccmas.org
web: www.sccmas.org
phone: 408-292-1212

Bring the whole family! Come and enjoy a fun filled day full of Radio Controlled excitement. See flying like you've never imagined possible, and try your hand at flying during the noon-time lunch break.

9:00	Pre-airshow Activities
10:00	Opening Ceremonies
10:05	Gliders and Slope Soaring - Along with aero-tow demonstrated by the South Bay Soaring Society.
10:30	Electric Flight - See these quiet, graceful, yet powerful flyers in action.
10:55	Control Line - Check out the best in control line combat and aerobatics
11:15	Fly Fast & Turn Left - Experience racing action as many high speed racing designs fly the course at over 150mph.
11:45	Trainer Demo - We'll show you just what a "buddy box" is, and what it takes to learn to fly.
12:00	Lunch Break - Check out the airplanes up close and talk with the pilots. You can even try your hand at flying R/C with an instructor and a trainer plane! (FREE)
1:00	Snoopy vs the Red Baron - Snoopy's flying doghouse goes head to head with the Red Baron.
1:15	Things that Shouldn't Fly - Flying Witches, Stop Signs, Cars and more.
1:30	Giant Scale Warbirds - Witness WW2 Warbirds such as Corsairs, P-51s patrol the skies along with many other 1/5 scale or larger aircraft
1:45	Helicoper Flying - See scale and aerobatic helicopters put through their paces doing things that seem to defy gravity.
2:15	High Tech Jets - Witness 200mph action as real turbine powered jets strut their stuff.
2:40	Aerobatics - Watch the Bay Area's top aerobatic pilots put their aerobatic machines through IMAC, Pattern and out of this world Freestyle sequences.
3:15	Airshow Conclusion

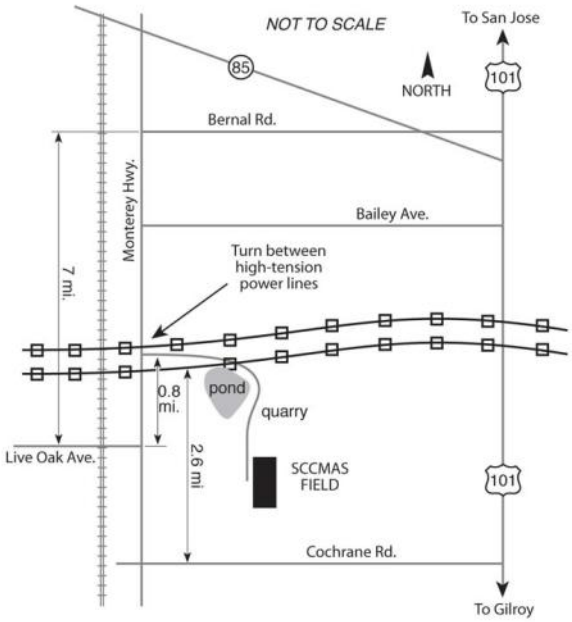
Directions to the Skypark

HOW TO GET TO THE SKYPARK:

From Morgan Hill and Gilroy: Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.5 miles. After passing Live Oak, turn right at the entrance to the Dole Packing Company. You'll see our 8' x 10' sign at the entrance to the driveway (between the high-tension power lines). Proceed down the private driveway and through the first gate. Follow the road to the right around the pond and continue to the field.

From San Jose: Traveling south on either Highway 85 or 101, take the Bailey exit from 101, west to Monterey Road. Proceed south on Monterey Road, 3.5 miles 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. Turn around at Live Oak and proceed back on Monterey Road, north-bound (0.8 mile) to the entrance to the Dole Packing Company and the private driveway to the field (see below). Notice: The speed limit on the private road to the field is 15 mph.

Carpooling is encouraged, and a shuttle will be provided for those who park in our overflow lot off of the entrance road.



The SCCMAS is located at 10250 Monterey Road, Morgan Hill 95037 and is a facility of the Santa Clara County Parks and Recreation Department
*Schedule is subject to change without notice, including the addition of fill-in acts.

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

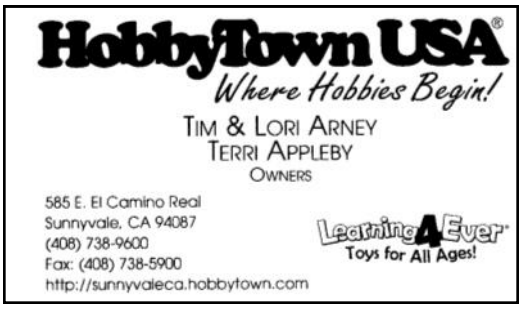
10'x10' Space Rental $10.00

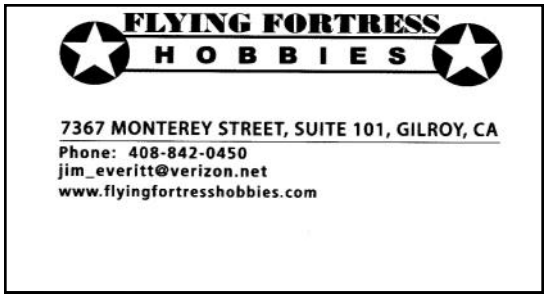
(No Booth Sharing or "Partners")

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

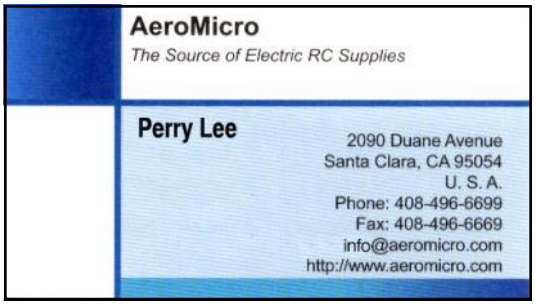
Maps and additional club info available at our website
http://www.sccmas.org

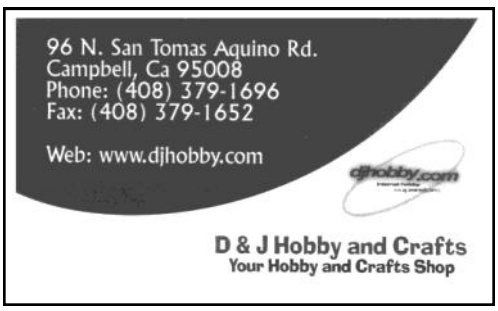
Please help support these companies and organizations as they help to support us:





Norred Aero Products
www.norredaeroproducts.com
408-482-5437





Mike Conrardy's GPS stabilized helicopter. It can be flown literally hands off.

Servo Chatter c/o SCCMAS
16345 W. La Chiquita Ave.
Los Gatos, CA 95032-4610

Next meeting: Thursday, June 3, at 7 PM. Location: Hayes Elementary School, 5035 Poston Drive, San Jose, CA 95136.