

# Servo Chatter

January 2011, Issue #140

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

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

AMA Club Charter #110

See Blue Angels Fat Albert by  
Don Coulter on page 13.



**Upcoming Event Schedule:**

**March 26, Saturday, Fun Fly**

**See page 18.**

**Next member's meeting: Thursday, January 20 at 7 PM. Location: Hayes Elementary School, 5035 Poston Drive, San Jose, 95136**

Cover photo: GeeBee Racer Z40 "City of Springfield"  
Lynsel Miller owned and operated. Pat Rose 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.

Do You Just Belong? (author unknown)

Are you an active member  
The kind that would be missed?  
Or are you just contented  
That your name is on the list?

Do you attend the meetings and  
Mingle with the flock?  
Or do you just stay at home  
To criticize the knock?

Do you take an active part  
To help the work along?  
Or are you satisfied  
To only just belong?

Do you work with your committee  
And get right in and mix?  
Or leave the work to just a few  
And talk about the "CLIQUEs"?

Think this over  
You know right from wrong!  
Are you an active member or

"DO YOU JUST BELONG?"

Passed along by  
Don Coulter.

**Next meeting: Thursday, January 20 at 7 PM. Location: Hayes Elementary School, 5035 Poston Drive, San Jose, 95136.**

**Future meeting dates: March 31, and May 19.**

**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.

### In This Issue

Governing Board Members and Volunteers.....	2
Meeting announcement.....	2
President's News.....	3
From the Editor.....	4
Secretary's Report.....	5
Training.....	7
Contest News.....	9
SCCMAS Field.....	11
Seen at the Field.....	12
Blue Angels.....	13
Treasurer's Report.....	17
Event Announcements.....	18
Sponsors.....	21



## **Flyin' Fast - President's News**

### **By Michael Luvara**

I sit and write this issue's column as we are receiving heavy rains at the end of 2010. Seems like the timing of all the weather has not allowed a lot of days to fly lately for me and of course passed colds around. Certainly, we are fortunate to have great flying weather for most of the year, compared to some areas who have snow, freezing weather, etc. I'm happy even if we have a couple months of inclement weather. During these slow times, it is a good time to have a look at our equipment and airplanes. While we should always inspect our models, an "annual inspection" just like full scale planes is not a bad idea. We should take a deep look at everything, including battery condition, connections, structural integrity of the airframe, etc. Take some time to ensure safe operation.

I'd like to take a moment to offer my thanks for those that make the SCCMAS what it is and especially those who have worked so hard at the SCCMAS in the past year. Certainly, there are too many people to name, but there are so many SCCMAS members who make the SCCMAS work like a clock, ticking away each day. From taking care of the landscape, sprinklers, snack shack, gar-

bage, etc,etc,etc. The list goes on. We have so many people who volunteer their time training new members, assisting those who are learning to fly and testing out new models. It's a great sight to see on any given weekend.

In 2010, we took on many new members and actually reached a membership level that we have not seen in 10 years. Part of this is due to two reasons. First, Bayside R/C in Fremont was forced to close, and secondly, we are seeing a lot of people joining who previously flew in parks and have outgrown it. The final count for 2010 was some 390 members. In 2000, we broke the 400 mark with 411 members. I'm sure we will again reach that level in the coming years.

Steve Smith has been working on our annual contest schedule and has details for that in this issue. As always, we will start gearing up for our annual airshow soon, so we ask for you to consider helping out at this year's show in any way you can. More details will appear in coming months. I look forward to another great year at the SCCMAS.

See you at the field,

Michael ●





## From the Editor

By Pat Rose

### ***My first harrier.***

Taking Noria Eda's advice (see November 2010 Servo Chatter, page 2) while flying my Funtana 90, I finally, after months of failed practice, put the plane (kinda mushed it in) into a harrier. Oh yes, this was on my FS-One simulator. It's a lot less expensive learning to fly the harrier on a simulator. First, hold enough elevator to get the right AOA (angle of attack), then add enough power to keep the nose from dropping. What surprised me was that Noria does not hold full up elevator, but just enough for the desired AOA.

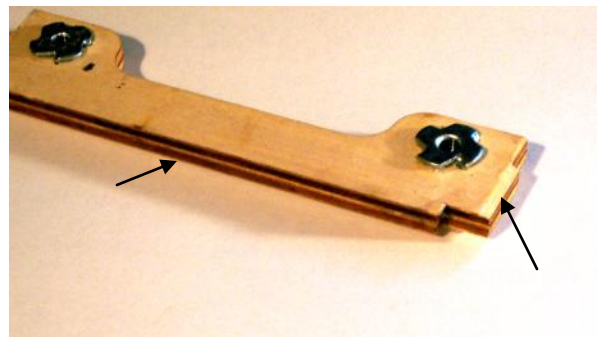


### ***Excuses, Excuses***

Flying my Aeroworks Edge .60 size, I was making a turn-around at the north end of the field. It looked like something failed—the plane snapped over and headed for the ground. I pulled back on the throttle and applied full up elevator, hoping to mitigate the

loss. Plop in the mud. First, I had to overcome the critters to get to my plane. There were these two huge, beautiful German Shepherd dogs roaming our field and now inspecting the crash damage up close. Lucky for me, Danny Hull followed me to the plane—we all had picked up stones to throw, just in case. The dogs left. I had called the Park Ranger number posted on our impound to report the dogs, but nobody answered the phone. Must be a budgeting problem or we have the wrong number.

The wing was laying separate from the fuselage and the fuse was broken in half. ***What happened?*** When I arrived at the crash scene, I tried all controls. All worked. Back at the pits, I performed a range test. OK on low power at 150 feet. All servos were tightly



mounted and all control surfaces working well. The battery checked OK. Now what? I was thinking, "How would Don Coulter troubleshoot this failure?" That's the ticket, think like Don. Wait—when I was mounting the wing, I heard a single snap type noise. There on the table, attached to the wing was the rear wing mount plate. I took it off the wing and just sort of looked at it. WAIT, there is no adhesive on any of the three keys.

This part was only held on by mechanical fit. Flexing of the fuselage under a high G turn could distort the fuselage and allow this part to escape. I think I found the culprit. ●



## Secretary's Report on the Members' Meeting By Pat Rose, substitute.

Meeting Date: Dec. 1, 2010  
Time: 7 PM, Attendance 47

### Officer/Volunteer comments:

Michael Luvara (President)

Welcomed new members Ryan Abbot and Dick Pevehouse from Bayside. Ryan Abbot in particular is a helicopter enthusiast.

Michael received a call from the FAA on his Tomcat phone. There was a big rig accident on 101 for which several full size helicopters arrived on scene to report on the accident. Apparently there was a plane(s) from our field flying too close to the full size helis. Michael suggests that if this happens to you, don't risk it—either land or fly only a smaller plane that reaches less altitude.

One sign at

Yield to full scale aircraft.

member suggested a the flight line:

Pat Rose (editor)

Reported that Don Coulter contributed a fine article on his Blue Angels project. Pat requests more stories and photos from members for the news letter.

Steve Smith (Board, Contest Coordinator)

Fun Fly will be back in 2011. Heli Fly-in with David Nevis, Electric Fly with Michael Radu. More volunteers are needed for the airshow in July.

Mike French (Training coordinator)  
No comment.

Jim Patrick (Treasurer) Not present.

### Dumb Thumb

Runner-up: Bob House.

Winner: James Gale. Not really sure of what he did to deserve the trophy.

### Show and Tell

Don Coulter

Shows an autogyro that he has flown twice, plus a Blue Angels signed print.

Michael Radu

A BIG P-51d from Aeroworks. An \$1800 kit. I am impressed with the cost of this kit.

Tim Stahlke

Discussed his red and white Super Cub and yellow P-51D. P-51D converted from electric to gas.

### Raffle (did not record all winners)

Dick Pevehouse: Radio.

Eric Sander: Glow driver

Don Coulter: Tools, CA glue.

Walter Colby: CA glue.

## Members Meeting photos by Pat Rose.



Paul Hasselbach always hard at work with the raffle.



There he goes again—Don always into new stuff, this time an autogyro.



Don Coulter way too happy with this Blue Angels autographed print. .



Walter Kolby poses with his latest purchase.



Michael Radu discussing his Aero Works P-51D. .



Tim Stalke with his Super Cub and yellow P-51D.





## Training

By Mike French

### Training Dimensions

I have talked with people over the past few months that haven't really understood all the services that the Training Department provides to our club. Yes, we train newbies how to fly, but there is so much more to the problem. I think it is important to all the club members to understand all the services that are available through our training organization.

1. **Primary Flight Instruction.** Yes, the principle charter of the training department is to find club instructors that will bring a new student from first flight through to Solo Pilot Certification Check Flight. What primary flight training is really about is teaching people to not be a hazard to themselves, to others and to their aircraft. Training's first priority is always safety and not just getting people into the air at all cost. We have had many people come to our field expecting to become a master pilot in a lesson or two. That is simply not reality. Yes, we want people to have fun and enjoy the flight training experience but we don't want to do that at the expense of other's welfare. Our field is a wonderful resource that needs to be shared safely by everyone. That experience is carefully taught.

2. **Club Flight Instructor Search.** Anyone who is solo certified can teach someone else at the field if they wish. But to have people be available to support new students who come to the club to learn is a constant search. Our annual training demand cycle is highly variable. It ranges from no new students during the cold and windy winter to more students than we have instructors in the late spring and summer. Finding people who wish to contribute their

time and automobile gas expenses is a non-trivial endeavor.

3. **AMA Intro Flight Offer.** Some club members may not realize that SCCMAS provides a free AMA chartered flight experience to anyone who contacts the club asking to fly an RC aircraft. We currently have three club instructors who are designated AMA Training Pilots to serve this role. If you have a friend who might be interested in learning to fly a RC aircraft, SCCMAS is able to have a plane and an instructor for that Intro flight.

4. **Air Show Spectator Flight Hour.** Each year at the SCCMAS Air Show, the training department organizes an hour and a half training session for our spectators. It is a wonderful way of introducing the public to flying RC. It has been an effective method of generating new members.

5. **Club Training Aircraft Maintenance.** SCCMAS has maintained several RC trainers in the store room to serve as planes for the Intro Flights. As these planes either crash or require maintenance the training department has either repaired the planes or replaced the planes as needed. Virtually all of the planes in this role have been donated to the club from members. What the training department has done is to give their time and effort to keep planes available to serve new or interested students. The training department also maintains a field kit with fuel, batteries and tools as required. SCCMAS has the resources to support all the calls received to provide first time RC flights.

*Training continued on next page.*

***Training continued from previous page.***

6. **Check Pilots.** SCCMAS qualifies all students or new members with a Solo Pilot Certification Check Flight. Though any qualified Solo Pilot can teach a friend, only a club Check Pilot can sign that student off as a Solo Pilot. This insures that everyone who stands on the flight line with a plane in the air is capable to takeoff, land and flies safely within the Permitted Flying Area without being a hazard to themselves or others.

7. **Type Training.** As we fly, some of us wish to increase our skills either by trying other types of planes such as RC Helicopters or enhanced performance planes such as larger 3D planes. Making this transition usually requires other instructors with experience in that type of aircraft. The training department is a conduit to link existing pilots to these specialized instructors.

8. **Check Pilot Coordination.** As with the problem of finding instructors for new students, SCCMAS must also have check pilots

available who are qualified to sign off new students as well. Each year the training department publishes the roster of qualified club check pilots who will serve for that period.

9. **Different Type Primary Flight Training Requests.** SCCMAS has many different types of aircraft flying at any one time. When new students come to our field, some will request helicopter primary training, others foam electric fixed wing training and yet others will request to be taught to fly with a war bird. Yes, it is more common than one might think to have people bring an expensive gas war bird ARF to the field for their first flight. All these requests are served in some capacity. That is to say that if the request is determined to be unachievable, SCCMAS will suggest perhaps an alternate approach to achieving the student's objective.

SCCMAS is here to serve the RC flying public. The Training Department must be multidimensional as well as flexible in order to support our changing hobby's needs. ●

Tim Stahlke's big Bob Hoover P-51D. Pat Rose photo.







H a p p y  
N e w  
Y e a r  
t o  
a l l !  
W i t h  
t h e  
r a i n y

weather the past weeks I've spent time finalizing the SCCMAS 2011 event calendar and sent it off to the Northern California Radio Control Society (NCRCS) which manages the contest schedules for all northern California clubs. This year, the NCRCS launched their new web site for both contest coordinators and the R/C community to view the events for all area clubs. Visit the website [www.ncrcs.com](http://www.ncrcs.com) and register as a new user. After website registration approval is received, you can navigate the northern California R/C events calendar and search for events by category, month, type, year, and even export the calendar to a PDF file.

2010 concluded with the annual Toys-For-Tots / Bob Whitacre Memorial Fly-In. The Boy Scouts provided us with a hearty breakfast and we received an overwhelming amount of toy donations for children in need during the holiday season. This is one of several community outreach programs that the SCCMAS schedules annually. This type of event allows the SCCMAS to give back to the community, and endorses our good standing in the community. A special thanks to all that donated to the cause and the Boy Scouts for cooking breakfast.

Looking forward to 2011 - Back by popular demand is the Fun-Fly on Saturday March 26<sup>th</sup>. This event is both entertaining to watch and to participate in. Open to any type of aircraft and pilot skill level. I am certain Don Coulter will have his bag of wacky drills ready. The set of flying drills will be chosen the morning of the Fun-Fly and scoring is setup so any skill level will have an equal chance of bringing home one of many plaques. In the past years we've experienced drills such as air bowling, balloon

## Contest News

By Steve Smith

bust, I can't fly 55, prop on the ground, dead stick duration, spot landing, musical landings, limbo,... the list goes on and on. Come out and try something new, or test your flying skills with other pilots.

Missed the November swap meet, or just need to clean up the shop and make room for that new project? On Saturday April 16<sup>th</sup> the SCCMAS will host the first of three R/C swap meets for 2011. A bargain hunter haven for R/C items as sellers and buyers wheel and deal. 10' x 10' spaces are \$10. Opens at 8:00 a.m. Concludes at 1:00 p.m. Limited park tables on a first come, first serve basis. Bring your own table and chair just in case and we will find a spot for you. On-site coffee and donuts in the morning followed by a BBQ. More information will be available at [www.sccmas.org](http://www.sccmas.org).

Adding another twist to the event rollup this year, the SCCMAS will host a three day West Coast Helicopter Jamboree on Friday. April 29<sup>th</sup>, Saturday April 30<sup>th</sup> and Sunday May 1<sup>st</sup>. Open flying for all types of model helicopters, b e g i n n e r s t o a d v a n c e d , Scale, sport and 3-D. Night flying permitted on Friday and Saturday. View of the SCCMAS Tomcats field available on Real Flight. Ever wanted to try your hand at flying a heli or want to see the latest innovations in the sport? There will be on-site training from local pilots and demonstrations from factory pilots on Saturday. Get tips and pointers from the top R/C heli pilots. On-site coffee and donuts in the morning followed by a BBQ on Saturday and Sunday. RV overnight camping with electrical hookups is available (no water). RSVP with Dave Neves at [rcheligu@comcast.net](mailto:rcheligu@comcast.net). Additional information is available at <http://rc.runryder.com/helicopter/t622928p1/> and [www.sccmas.org](http://www.sccmas.org).

**Contest continued on next page.**

### ***Contest continued from previous page.***

The SCCMAS will be participating at several events this year including the annual South County Wings of History Open House Fly-In on Saturday May 14th and the Reid Hillview Airport day in June. The SCCMAS will be promoting the R/C hobby and the club with static aircraft displays and flying demonstrations. We are always looking for additional volunteers to manage the booth, answer questions, help with the flying demos, piloting, and spotting. If you can help with these public events, contact Mike Luvara or Steve Smith at [con-tests@sccmas.org](mailto:con-tests@sccmas.org)

Before we know it, the SCCMAS annual July Airshow will be here. To help make this an even better Airshow in 2011, the SCCMAS is looking for new ideas and suggestions for this prestigious event. Send all ideas and suggestions to [airshow@sccmas.org](mailto:airshow@sccmas.org). All ideas and suggestions will be considered. Over the next few months, behind the scenes Airshow preparations will begin. Several open forum Airshow meetings will kick off in March. Bring those ideas and volunteer to help prepare for this event scheduled for Saturday-Sunday July 9<sup>th</sup>-10<sup>th</sup>. Meeting dates and additional information will be publicized in the months to come.

### **2011 Events Calendar**

March 26	Fun Fly
April 16	Spring R/C Swap Meet
April 29 – May 1	Helicopter Jamboree
May 14	South County Airport Open House
June 11	Annual Warbird Fly-In and BBQ
June 18	SCCMAS Field Maintenance Day
June 25	Reid Hillview Airport Day
July 9-10	Annual Airshow
August 6	Summer R/C Swap Meet
August 20	Pattern
September 10	Electric Fly-In and BBQ
October 1	Warbird Sport Pylon Race
November 5	Fall R/C Swap Meet
December 4	Toys-For-Tots

2011 will be another active year for events at the field. Volunteers are needed to make these events a success. Shack manager positions are available. Manage the shack for one event and receive one-half off your 2012 annual dues. Manage the shack for two events and your 2012 annual dues are on the house. The shack managers are always looking for volunteers in and around the shack, positions include food preparation, food or-

ders, BBQ/burger flip'n, setup/cleanup. The event CD's are always looking for volunteers to assist with the contest operation, judging, spotters, field preparation, teardown and cleanup. If you are interested in helping at any of the events contact Steve Smith at [con-tests@sccmas.org](mailto:con-tests@sccmas.org).

See you at the field,  
Steve ●





Michael Luvara  
photo.



## Seen at the Field - Sunday, Nov. 28

Tim Jones photos



# Blue Angels "Fat Albert" C-130

By Don Coulter

I can't believe it's January 2011 already!  
Happy New Year!

It's been a full year since I started construction of my ASM 100" C-130. I purchased this model in 2006 with the intent to convert it into the Blue Angels support ship known as Fat Albert. Since this was an ARF version of the U.S. Coast Guard, all I'd have to do is strip the Coast Guard decals off and paint it with the Blues Angels colors. The plans call for nitro engines. I did a lot of research on this particular model and, although they flew quite well, an engine out scenario inevitably caused a death spiral.

I noticed a recurring theme during my research of this C-130 model. ALL the models that crashed due to a flame out had nitro motors in them. The ones that seemed the most successful had electric motors. I decided that electrics were the way to go with this one. Keep in mind the only experience I had with electric motors is a small foamy that I won in a raffle. What better way is there to get your feet wet with electrics than to do it on a giant four engine model??? Now I needed four motors, four speed controllers, at least four LiPo batteries (and all the equipment to charge them), special heavy gauge wire, and a case of Deans connectors.

Tim Jones expressed an interest in co-owning the project and offered to help fund the motors. When I told him that I felt electrics were the way to go, neither of us knew where to start. I have to say Tim jumped right in and did a ton of research on electric power for model aircraft. After asking many of the club members that had experience with electrics for information as well, Tim placed an order for all the equipment. I got busy painting the model and designing the various logo decals that make the Blue Angels easily recognizable.

Unfortunately, by the time everything was

complete and the plane was nearly ready for a test flight, our annual Airshow was only a week away. We decided that it would be more prudent to statically display the model and postpone the maiden flight. There would not be enough time to make any repairs should something go wrong... As I mentioned in the last issue, it turned out to be a pretty good decision.

Ok, fast forward to the first week in October. We've already logged over a dozen flights on Bert and she's putting on quite a show. A few club members have taken some outstanding video of our flights and posted them on YouTube. Thank you Nick! and Walt!

I have been anticipating the arrival of the Blue Angels at Fleet Week in San Francisco so I thought I'd go on their website and let them know that I have a flying RC model of their C-130. So I fired off this short email:

-----Original Message-----

From: skydanz@comcast.net

[mailto:skydanz@comcast.net]

Sent: Monday, October 04, 2010 21:51

To: BAPAO

Subject: Blue Angels Feedback Form

Dear Sirs,

I built and fly a remote controlled version of your C-130 Fat Albert. I would like to show you the model in person at the 2010 San Francisco Fleet Week however, if this is not possible, please enjoy the YouTube video of it at:

>[http://www.youtube.com/watch?v=j6KKzmEYnLw&feature=youtube\\_gdata\\_player](http://www.youtube.com/watch?v=j6KKzmEYnLw&feature=youtube_gdata_player)

Respectfully,  
Don Coulter

***Fat Albert continued on page 14.***



***Fat Albert continued from page 13.)***

I certainly had no delusions that anyone would even read my message yet alone reply. To my surprise, I received the following email, even though it was the day after the Airshow.

----- Original Message -----

From: "Anderson, Kurt R MCC NAVFLIGHT-DEMIRON, Public Affairs"

<kurt.r.anderson@navy.mil>

To: <skydanz@comcast.net>

Sent: Monday, October 11, 2010 10:21 AM

Subject: RE: Blue Angels Feedback Form

Good afternoon Sir,  
We're sorry that we didn't get a chance to meet with you in San Diego. We all enjoyed watching you fly Bert on YouTube. In a couple of the shots it was even difficult to tell it wasn't actually him.

v/r

MCC(SW) Kurt Anderson

Public Affairs

U.S. Navy Blue Angels

kurt.r.anderson@navy.mil

While it was cool to get this confusing reply, it was what happened during the period between these two emails that really made my day!

My good friends Lew Chee and Brian Chan called me and said that the Peninsula Channel Commanders RC club were invited to do a static display of their models as part of the United Airlines Family Day at SFO.

***Fat Albert continued on page 15.***







***Fat Albert continued from page 14.***

A member of the club had seen my Fat Albert fly and, since the Blue Angels were stationed there during Fleet Week which was going on at the same time, he thought my bird would be a fitting addition. How could I turn down an opportunity like that? Maybe I'll get to meet some of the crew!

The day started out very early in the morning as is typical for an event like this. I hooked up with the gang in a parking lot across from the airport and we all caravanned in. They had mentioned that we were going to set up in the vehicle maintenance building, which is the big building visible from the freeway with giant

UNITED AIRLINES on the front. We wound around huge jets and between buildings and eventually drove directly through the huge sliding doors directly to the spot we were to set up. This was a huge relief as with my bad back, I was dreading having to haul my equipment very far.

As soon as I had "Bert" together, people were gathering around to see it, and some were urging me to set it up out front next to a Corvette on display painted in the Blue Angels livery. I happily complied!

***Fat Albert continued on page 16.***

***Fat Albert continued from page 15.***

Then one of the organizers walked by and said I should go talk to the event liaison to see if he could get me "around back" where the crew hung out. I was told to wait by this unmarked, out of the way door and "he should be by any moment." Now, I have the patience of a saint but, after an hour of standing there feeling like a groupie of a rock band, I started to think I'd been "punk'd." Just as I was about to head over to this hot dog vendor upwind about 50 yards away and driving my growling stomach crazy, this unassuming gentleman sporting a tie walked up to the door. I sprung toward him like an alligator popping out of the water after an animal that had ventured too close to shore, and asked if he was the person who could get me in to see the Blue Angels crew. He replied that I would need to talk to the airport manager and silently disappeared behind the door. Well THAT didn't play out as I had imagined it would!

I returned to the guys at our static display with a half-eaten hot dog and a soda, and tried to explain why I had been absent for over an hour. They seem very gracious and understanding but were too busy answering the same twenty questions about RC to the next batch of people milling by. I joined in chatting with passersby but silently plotting how I could make my next getaway to find the airport manager.

The Fleet Week program stated the Blue Angels would be performing as the closing act around 3:00 pm. But shortly after lunchtime, the hangar emptied out as the distinct whine of a half-dozen FA-18s fired up. I grabbed my camera and joined the thousands of people heading toward the Tarmac where the blue and yellow Hornet's were parked. Each jet had four or five uniformed personnel scurrying around it performing some form of redun-



dant maintenance, even down to putting Armorall on the tires. Apparently, this was just the pre-flight routine to top off the fuel and make sure everything was shiny and functioning properly.

I wandered over to one of the corners of a building where military personnel in blue jumpsuits were filing in and out of like ants on an anthill. I attempted to catch the attention of some of the ones with a few stripes on their sleeves. A thin rope tied to delineators was all that separated us but it was as effective as bullet proof glass. None of my pleas to talk to someone could get through. Eventually, an officer walked over to me as if he were going to scold me for harassing his cadets but politely listened to my tale about my model Fat Albert. The scowl on his face immediately changed to enthusiasm as he exclaimed that he had seen the YouTube video and wanted to go look at the model. I asked if I could show it to the crew of Fat Albert and he turned to go ask his superior if this was possible. He returned in no time and said they would love to see it after the show. Then, to my astonishment, he ask if I would be interested in going for a ride on Bert.

Sir, YES SIR!

(to be continued)

●



## Treasurer's Report

By Jim Patrick

SCCMAS  
Profit & Loss  
Cash Basis November through December 2010

Nov - Dec 10

### Ordinary Income/Expense

#### Income

Food sales	206.00
Membership dues	120.00
Swap meets	250.00
Vending machine	200.00
Total Income	776.00

#### Expense

Bank Service Charges	6.00
Bay Alarm	135.00
Club Meeting expenses	60.00
Food	420.38
Garbage service	379.34
Postage and Delivery	300.29
Printing and Reproduction	462.47
Raffle supplies	185.70
Sanitation service	1,133.66
Supplies	18.14
Telephone	
Internet	69.95
Telephone - Other	146.98
Total Telephone	216.93

#### Utilities

Gas and Electric	289.08
Total Utilities	289.08

Total Expense	3,606.99
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Net Ordinary Income	-2,830.99
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Net Income	-2,830.99
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# The Annual R/C Fun-Fly

**Presented by the Santa Clara County Model Aircraft Skypark  
Morgan Hill, Ca.**

**A Facility of the Santa Clara County Parks & Recreation Dept.**

Come out and try your hand at some of the wacky flying drills we have in store for you. Any AMA insured pilot can participate with any type of R/C aircraft; trainers, sport planes, aerobatic/3D planes, warbirds, tail draggers, gas, glow and electrics, All events will be chosen the morning of the Fun-Fly and scoring is setup so all skill levels have a chance to bring home one of five trophies.

## Saturday - March 26th

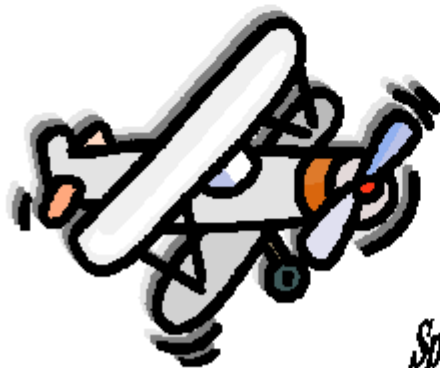
Registration: 8:00am – Flying starts at 9:00am

Entry Fee: \$10 per pilot

Contest Director: Don Coulter

(408) 690-3830 [contests@sccmas.org](mailto:contests@sccmas.org)

Also see our website for directions [www.sccmas.org](http://www.sccmas.org)



*Some events we've seen in the past,  
and a few that may show this year!*

*Spot landing, Limbo, Timed events, Airplane Bowling  
Mirror Taxi, Drag Strip, I Can't Fly 55, Balloon Bust  
Dead-Stick Landing*



1 page 368 views

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[Events, Shows and Fun Flies](#) > **SCCMAS HELI JAMBOREE, Morgan Hill, CA**

**Dave Neves**

Senior Heliman  
Location: Fremont, CA

My Posts This: [Topic](#) [Forum](#)

The SCCMAS R/C club would like to announce its first Heli fun fly in many years. Here are the details, hope you can make it.

Dave Neves

Date: April 29th, 30th, May 1st  
Where: Santa Clara County Model Aircraft Skypark  
10250 Monterey Road  
Morgan Hill, CA 95037  
<http://www.sccmas.org/>

Contest Director: Dave Neves (510) 673-4467  
[rcheliguy7@gmail.com](mailto:rcheliguy7@gmail.com)

Event Details:

Open flying for all types of model helicopters, beginners to advanced, Scale, sport and 3-D. Night flying permitted on Friday and Saturday. View of SCCMAS tomcats field available on Real Flight.

Event is not AMA sanctioned, but AMA membership required to fly. Turbine helicopters welcome. Turbine waivers required.

Noon time demos available to factory pilots on Saturday from 12:00 to 1:00. No structured competitions are planned at this time, but if there is enough interest, we will be open to suggestions.

110vac charging stations available for electric helicopters.

Registration fees will be \$20 at the event and \$15 if you pre-register before the event. Pre-registration will begin March 1st.

Vendors welcome at no charge. Display only, no retail.

Lunch will be served on Saturday and Sunday.

General Raffle will be available. Raffle prizes will be given away on Sunday at 1:00pm

Overnight camping available on Friday and Saturday night. Eight sites available with electricity for \$5.00. Tent camping free. For those who would like full hookups, there is a KOA campground only one mile away.

Three Hotels, restaurants and a large shopping center located only four miles away at highway 101 and the Cochrane road exit.

Full scale tentative visit by the Santa Clara County Sheriff's EC120.

12-21-2010 01:29 AM

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# 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 - April 16th

**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 08/06/11**

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

**On site Coffee and donuts in the morning  
followed by a BBQ.**

Maps and additional information available at [www.sccmas.org](http://www.sccmas.org)



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**Next meeting: Thursday, January 20 at 7 PM.**  
**Location: Hayes Elementary School, 5035 Poston Drive, San Jose, CA 95136.**



Pilot to be identified.

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



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