

Servo Chatter

November 2011

Official Newsletter of the SCCMAS "Tomcats"

Field Location: 10250 Monterey Road, Morgan Hill, CA 95037

www.sccmas.org

AMA Club Charter #110

Next Meeting:
25 Year Anniversary Banquet!
Friday, Dec. 9, 6 to 10 PM,

Three Flames Restaurant Banquet Room,
1547 Meridian Ave.,
San Jose, CA 95125

RSVP required/\$30 per person

See page 19.

Cover photo: A borrowed Funtana 90 flown by
Mike West. Photo by Pat Rose.

Flash: On Sunday 10-16-2011, Dave Neves certified Cameron Darcy and Robert Buenrostro as soloed fixed wing pilots.



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

President*	Michael Luvara	408-292-1212	mike@sccmas.org
Secretary*	Dean Sala	408-244-2153	secretary@sccmas.org
Treasurer*	Jim Patrick	408-356-0817	treasurer@sccmas.org
At Large*	Don Coulter	408-690-3830	skydanz@comcast.net
At Large*	Steve Smith		contests@sccmas.org
Newsletter Editor	Pat Rose	408-910-9421	servochatter@sccmas.org
Newsletter Proof Reader	Jerry Bruce		
Contest Coordinator	Steve Smith		contests@sccmas.org
Field Safety Chairman	Tim Stahlke	408-723-4878	safety@sccmas.org
Flight Instruction, fixed wing**	Peter Vogel+	*** 408-782-4477	training@sccmas.org
Flight Instruction, heli	Dave Neves	510-673-4467	rcheliguy7@gmail.com
Webmaster	Dean Sala	408-244-2153	webmaster@sccmas.org
Raffle Coordinator	Paul Hasselbach		pwhassel@gmail.com
Field Maintenance	Walter Colby	408-710-4035	walterdotcolby@yahoo.com
AMA Intro Pilot**	Reggie Dell-Aquila		
AMA Intro Pilot**	Mike French	408-373-5301	
AMA Intro Pilot**	Jack Sunzeri		
Field Weather (automated)		408-776-0101	
SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	

* Governing board members.

** AMA Intro Pilots. These pilots can fly non-AMA members once, certain restrictions apply.

*** Email is preferred to voice mail.

Next Meeting: 25 Year Anniversary Banquet! Friday, Dec. 9, 6 to 10 PM, Three Flames Restaurant Banquet Room, 1547 Meridian Ave., San Jose, CA 95125

See page 19.

You don't want to miss this one! There will be tons of door prizes for everyone! (Not just hobby stuff) We will have a video slideshow of various stages of the growth of the club and our field as well as some bloopers. Fun for the whole family. Bring your friends.

There will be a delicious buffet style meal with steak and seafood, salad, veggies, etc. Scheduled guest will be our AMA District X Vice President, Lawrence Tougas.

In This Issue

Governing Board Members and Volunteers.....	2
Meeting announcement.....	2
President's News.....	3
From the Editor / Dr. Jerry Bruce.....	4
Secretary's Report.....	5
Field Maintenance.....	8
Safety.....	9
Training.....	10
Contest News.....	11
Heli.....	12
Treasurer's Report.....	13
Small Electrics.....	15
Andy's Hobby Shop.....	16
Walter Colby at work.....	18
Event Announcements.....	19
Sponsors.....	21



President's News By Michael Luvara

As the 2011 year draws to a close, I want to invite all of you to consider attending our 25 year celebration on Decem-

ber 9th at Three Flames Restaurant. This event is a great way for all of us to come together this holiday season and celebrate the fact that the SCCMAS organization has been operating at the current location for 25 years. This is no small feat and I hope to see you there as we have some good laughs and enjoy memories watching slide shows and chatting with old and new friends. In addition to some great food, there will be door prizes and you all have a chance to win if you attend!

If you have not gotten your renewal form submitted, please do so as you will not be able to fly unless you have a current AMA card AND a current SCCMAS membership. If you do not have a form, simply download and fill out one of our membership forms from the website and note that it is a renewal. I do personally want to thank Tim Jones who has been working tirelessly on our renewal mailings, processing your club cards, and getting them back to you in a timely manner. As many of you know, a few of us go to the Reno Air Races every year in different capacities and there was a tragic accident this year. While I crew on a P-51 at the event, others come to enjoy the races in the spectator areas. Tim was in the box seating area near where the plane went down and is fortunate to still be with us. He suffered a broken leg in the incident and has been seen at the field with a wheel chair, crutches, and by the time you read this should be getting around on his two feet.

We're glad to have Tim around as I don't know what we'd do without his humor, not to forget the "Don and Tim" show we are accustomed to!

Last month, I mentioned many appointments for the SCCMAS which included safety, training, and field maintenance. I'm excited about the energy that these individuals bring to the SCCMAS and look forward to working with them as time goes on. In this issue, Peter Vogel, our new training chairman, has an introductory article explaining a bit about himself and his background which will help members know where he is coming from. He has a lot of great ideas and will be working to implement them as we move the training program forward in the current and new directions in order to best serve those in need of instruction. Walter Colby has been hard at work on field maintenance and the field is looking great. Tim Stahlke is getting up to speed on safety aspects and has some great advice and ideas he's going to help implement and focus on. Please take a look at all of their articles and of course feel free to discuss any ideas/concerns that you have with them.

We're looking for a skilled webmaster who would like to volunteer their time maintaining our website. Contact me for details.

Lastly, I can't forget to thank all the others who put so much hard work into the SCCMAS. From Steve Smith who heads up the events to the person who picks up random trash, know that all of you are appreciated for what you do at the SCCMAS. And we can't forget our newsletter editor, Pat Rose, who works so hard each month to put out a great newsletter. Thanks!

Until next issue,
Michael





What's this, an Airplane Gyro?

Well, I purchased one JR G370A airplane gyro for around \$160. After installing it in my UCanDo in line with the rudder leads, I make the following observations.

- Surprise, it only works with digital servos. Nothing said about this in the original technical description that I remember. Had to swap out a servo.
- It really does matter which orientation you use for mounting the gyro.
- With the gyro and its cabling, things are looking a little busy inside my UCanDo fuselage.
- Suggestion to Futaba, JR, and Hitec: Put the gyro(s) inside the receiver.

From the Editor

By Pat Rose

- I was trying to “zero” my gyro at a setting of 0. This did not work. After suggestions from Dave Neves, I “zeroed” my gyro at a setting of 50 on the channel 5 gain. This worked.
- I’ve test flown my UCanDo at gyro gain settings of 0, 5 (gain=55 setting - 50 “zero”), 10 and 20. Takeoffs were with gyro gain of 0, with the gyro switched on after takeoff. At the gain setting of 20, the rudder is quite active when the fuselage is moved.
- Today, Nov. 9, Harold Warner challenged me, for his entertainment, to take off with the gyro on and so I did. The plane appeared to be rock steady in the takeoff run and was not blown around on the landing approach. Hovering at two mistakes high appeared to hold steady and not get blown to the side by the wind. Conclusion: I think such a gyro will be standard equipment in my planes. ●

TOMCAT Member Biography: Dr. Jerry Bruce

Dr. Jerry Bruce was born in 1921, which makes him 90 years young. When the AMA was “born” in about 1936, Dr. Bruce was 15 years old. When Jerry was a young man, he would build and fly such a rubber powered plane as constructed by your editor. These planes were flown in the local gym in Detroit, Michigan. Jerry attended the Henry Ford Trade School when he was 15 years old, and remembers making fifteen cents per hour there. Jerry’s father died when he was 14, but he still managed to attend medical school when he was 23 years old, with some help from his brother. Dr. Bruce practiced family medicine, mostly in California, for 38 years.

●





The Secretary's Report

By Dean Sala

Meeting notes from the Secretary Dean Sala — Club meeting and BBQ

Meeting Date: 10/08/2011
Start time: 4:40
Attendance 56

Officer and Volunteer comments:

Mike Luvara

Need a new club meeting place
There are a lot of raffle items this time thanks
We have a 25 year banquet celebration Dec 9th
6pm-10pm more details will be available.
The county came for a visit to discuss our rest-rooms. No word yet.
Walter Colby now in charge of field maintenance
Tim Stahlke now the new safety chairman.
Send Pat photos for newsletter
Mentioned Bayside Auction
Talked about new membership paperwork

Walter Colby

Suggested we smooth the grass on other side of runway

Don Coulter

Did a follow up on entry road repair
Need to paint white tables brown.

Tim Stahlke

Talked a little on safety

Jim Patrick

We have two new benches. Need to pay for materials

Steve Smith

Thanks to all help at events
Always need volunteers
T-34 Racing is coming back next year
We are moving things around on next year's schedule to the better

Dave Neves

Talked about upcoming Auction

Dumb Thumb:

Terry Barber narrated by Eric Sander "Hover Not" Went ahead and decided to try to put into a hover, a beautiful, newly built aircraft on the second flight after maiden. This did not turn out so well and the plane went into a dive and crashed to never see the sky again. The plane did not even have 15 minutes of time on it. This really sparked some anger with the builder.

Dumb Thumb Runner Ups:

Dave Wilbur narrated by Don Coulter "Weed eater"

While flying an ugly stick too low, it caught the top of the weeds and looked just like a weed eater was doing some trimming.

Walter Colby

Low battery causes crash.

Bob

Catches finger on elevator.

Show and Tell:

Pat Rose

Installed a gyro to control rudder in a U-CAN-DO

Bob Parks

Purchased a 40 year old Top Flite Trainer kit designed by Ken Willard. Built it up to a very nice flying machine with ailerons and electric conversion.

John Ribble

Red Baron purchased at a Flea Market. It crashed into the creek. He rebuilt and recovered it. Running a Quadra G-50 for engine. Cowl had five layers of paint that he redid. Still has some more stuff to do on it like plumbing, elevator and ailerons.

Walter Colby

SR-71 Mentions that it is sensitive in roll but not speed control. Flies for 90 seconds. Pulls about 70 Amps at 15 volts.

Nick Lygizoz

The Beast biplane. Comes with 2s lipo charger.

Don Coulter

McCutchen machine that mimics a flying maple leaf. Also called a "Charybdis".

October 8, 2011 Members' Meeting photos by Pat Rose.



Dave Neves takes the radio. Don't forget to buy the donuts for the next members' meeting.



Mike West

Last Month's Dumb Thumb Winner. Nick Lygizos





Tim Jones, recovering from Reno Air Race injury.



McCutchen machine that mimics a flying maple leaf. Also called a "Charybdis".





Field Maintenance Manager Walter Colby

Greetings fellow radio control enthusiasts. My name is Walter Colby. I have volunteered for the venerable position of facilities maintenance, AKA lawn mower man and garbage can emptying guy. This position carries no real power, but it does give me a chance to vent in the club newsletter, so here it comes.

I am going to do my best to make the field look as good as it can, but I need your help with the little things. If you see litter float by, even if it's not yours, get it to a garbage can. It is our obligation as a club to keep the field clean. If your airplane crashes, there are garbage bags at the crash fence so you can pick up ALL the parts of your plane. No part of your airplane is biodegradable. Smoking is still allowed in the pit area (for the time being), littering is not. Cigarette butts go in the "butt cans" provided at each shade structure. Please do not bring garbage from your home to leave at the field. That qualifies as dumping and that is not allowed.

Ask not what your club can do for you, ask what you can do for your club. If you have a particular skill, let us know. The club is looking for a heavy equipment operator with access to a motor grader and/or backhoe to make some improvements to various areas of our field. Even if you just know somebody that knows somebody, we can keep our costs down by networking efficiently.

If you lost an airplane at the field, feel free to give me a call. I found 4 airplanes at the north

end of the field and one in a tree. If you are missing one, give me a call to identify your airplane. If you find an airplane, it's not "finders keepers". You should attempt to find the owner... another good reason to have your name and AMA# displayed in your aircraft, besides being an AMA insurance requirement! If you attended the last swap meet at our field, grabbed a muddy T-34 fuselage and ran away, or knows who did, please return it to me. It was sitting on top of a garbage can so that the rightful owner could claim it. If it wasn't yours, that's stealing. If you want to argue this one, call me.

This month we repaired all the outdoor electrical outlet covers, repaired the log fence, poured a cement pad for the large porta-potty, installed retainers for the dumpster pad, and repaired the two recycling containers. These items in addition to the normal maintenance of keeping the soda machine filled, replacing a broken belt on the mower, repairing sprinkler heads and, of course, hours and hours of mowing. If you see a problem at the field, or just have a great idea to help improve our facility, let me know.

Be polite, I'll see you at the field.

Walter Colby - Extreme Exalted Grand High Turf Poobah (Field Maintenance Manager)
(408) 710-4035
walterdotcolby@yahoo.com





Field Safety Chairman Tim Stahlke

Safety from Checklists

Hey SCCMAS friends- I'd like to thank everyone for their outpouring of support in my new role. SCCMAS has a great community of RC enthusiasts and the help and advice from each of you (Ok, maybe not Kevin J) will make my continued growth into the safety job much easier. Stay tuned for a new Safety based award that will be shared at each club meeting.

It seems we've had our first taste of IFR weather, but if you're like me, it's done little to interrupt our flying so far. We sure have little to complain about out here in Sunny California? Eh? I really don't think we have a 'winter build season' like much of the rest of the country, so our flying minds and thumbs can stay in practice all year, and that's a routine that's good for safety as well.

As many of you know, I grew up flying with my father in his Taylorcraft and Bellanca Cruisemaster. When I was old enough, Dad started letting me share in some of the cockpit duties, and many of these routine tasks centered around safety. Dad developed various laminated paper checklists which were always used at each phase of the flight; pre-flight, engine start, taxi, run-up, takeoff, in-route, approach, and landing. It was very fun and satisfying to be part of a set routine which lead to 2200 hours of logged safe enjoyable flying together. I don't think it's much of a stretch for us RC Pilots to see the benefit from this borrowed safety practice of our Full Scale colleagues- Checklists! This might sound like a

bit of work, but as I recently derived my own checklist, it really became quite fun.

As you wake up one weekend or leisurely morning sipping your favorite beverage- sit down with paper, pencil, laptop, iPad or smart phone and make a virtual trip to the field. I developed three short checklists as I sat at the breakfast table:

1. **Equipment/ Load up list-** Planes (with charged flight packs), Fuel (i.e., flight box), Transmitter (also with charged battery), Tools, etc.
2. **Preflight-** Plane Assembly, Inspection (i.e., Control surfaces, linkages, etc); Load Fuel, Starter, Frequency PIN, Air for retracts, etc.
3. **Flight-** Engine Start-Up and Run-up, Flight Plan (Pattern work, Practice approaches, Timer, Hat, Sun Glasses, Stick of Beemans (gum), etc.

I'm not done. I will refine my checklists many times until the tasks and cadence are just right. Almost every RC flight that follows a set routine will lead to a safer and successful flight that you can add to your logbook of flying stories and experiences. I'll show you mine if you show me yours...checklist that is.

Happy Flying- See you at the field.

Tim

o



Greetings fellow members! You'll have seen the announcement in the last Servo Chatter that I'll be stepping into Mike French's enormous shoes as training director for the club. Teaching has always been one of my passions and so I'm looking forward to taking on the challenge and I hope to continue the excellent work of the club. Since I'm fairly new to the club, I think I'll start by presenting a brief aeromodeling biography of myself.

My brother is nearly 8 years older than me, and was very into airplanes, so I suppose his addiction rubbed off on me, because whatever he did, I had to do too :-). When he started flying control-line planes in Jr. High, I was in elementary school and watched with wonder as he flew Cox 0.49 Black Widow-powered Mustangs, Spitfires and other warbirds on our cul-de-sac. In 5th grade I started flying as well and we flew together for a year or two before he went on to college and left aeromodeling behind. For me, the addiction was well and truly set, I'd leave it behind occasionally but always returned to balsa, silk and dope.

My first summer back from college, with my girlfriend 100's of miles away and nothing to occupy me in the evenings after work, I bought a Sig Kadet Mk II (.40 size version of the venerable Sig Kadet Senior) kit, an O.S.

Training

Peter Vogel+

40 motor, and began seriously to build. No laser cutting, etc. so I was lucky to have finished the built-up wing construction and started on the fuse by the time the summer came to an end and I returned to school.

During my first year out of school I went to the local club (Richardson Radio Control club in the Dallas area) to learn how to fly from a great instructor. I continued to fly the Sig Kadet for several years, never crashed it, and it remains in my garage to this day.

In 2007 a conversation with a friend at work rekindled my interest and I visited Aeromicro, discovered 2.4GHz, the dramatic advancement of electric flight technology with Lithium Polymer battery technology and cost-effective brushless motors, not to mention heading-hold gyros and digital micro servos. I outfitted myself with a JR x9303 radio, T-Rex 500 heli, 2 2600mAh 6s batteries, charger, etc. and fell back in love. The gyro + digital servo improvements were dramatic and hovering, at least, came back to my fingers instantly. That led to a T-Rex 250 and more fun at work, but I really wanted to get back to airplanes.

In 2008 I picked up an e-flite Apprentice 15e and re-taught myself to fly at Baylands park -- again, the modern technology astounded me at how much easier things had become -- no large field box, no wife complaining about the smell of glow fuel in the car, no months-long building sessions (I still love to build, but don't have a lot of time for it; what free time I have I'd rather spend flying), no messing with needle valves, etc. While flying at Baylands, I taught several friends and several kids to fly.

Training continued on page 17.



Contest News

Steve Smith

December is almost here, and on Sunday December 4th, the SCCMAS will host the final event for 2011 - the annual Toys-For-Tots/Bob Whitacre Memorial Fly-in. Over the last several years the club has been serving breakfast at the Toys-For-Tots. As the feedback is overwhelmingly positive, we are again serving breakfast from 8:30 a.m. to 11:00 a.m. This is a casual gathering; bring a **NEW** unwrapped toy to receive breakfast cooked by the Boy Scouts. Every year the SCCMAS receives overwhelming support from its members at this event as we help less fortunate children in the community during the holiday season. This is one of many times during the year that the SCCMAS gives back to the community, and it is noticed. Come out and enjoy breakfast, and a day of flying with other club members.

Every year the SCCMAS participates in several public events. This provides the club visibility, and exposes the public to the R/C hobby. Every year we get an overwhelming amount of club members volunteering for these events. I would like to thank all of the members who volunteered this past year. In 2012, the SCCMAS has been asked, once again, to participate in the San Martin Wings of History Fly-In, with a booth, static R/C aircraft display, and a flying demonstration. The SCCMAS will also have a booth and static display at the Reid Hillview Airport day in June, and potentially at the Hollister Airport Day (TBD). If you can volunteer at any of the

above events, please contact Steve Smith at contests@sccmas.org.

A quick recap since the last newsletter. On Saturday November 5th, the SCCMAS hosted the fall R/C swap meet. When I arrived (in the dark), the early bargain hunters were already wheeling and dealing with flashlights in hand. By midmorning the facility was busy with bargain hunters and sellers. There were certainly a lot of treasures to be found. If you missed this one, the next R/C swap meet will be in April 2012.

The 2012 event calendar is completed pending submission to the NCRCS next month. There are a few changes in store for 2012. The Fun Fly that has been scheduled in the spring in the past will move to September 22nd. The weather has got to be better (an excuse used by pilots as to why they couldn't attend). The second Heli Jamboree CD'ed by Dave Neves will be hosted May 18 through May 20th. This was an exceptional event last year, with excellent turnout. A lot has to do with the changing times and new trends in the hobby as more focus is on helicopters due to the cost, availability of electric versions, cheap batteries, and a vast selection of helicopters for the beginner to the 3D expert pilot. Dave Neves will publish more details in the months to come.

Contest continued on page 14.



The Heli Guy

Dave Neves

I have noticed a greater number of heli pilots using the new heli area. This is a good thing, as the more the area gets used, the more likely that the heli area will get developed. There are plans already in the works to do just that. I will be looking for volunteers to help with a future work party. If you fly helis and would like to help, let me know.

We have a returning member who has started to fly helis. His name is Jonathan Vandyke. Jonathan started with a simulator and a 450 class helicopter. He now is the proud owner of T-Rex 600E helicopter. In just a matter of two weeks, he has gone from a nose out hover to nose in and just this past weekend, forward flight. Good job Jonathan. I have just set the date for our next Heli fun fly. The date is May 18th through the 20th. This year we hope to include more fun fly events, more top notch 3D pilots, and a free pilots raffle for all the registered pilots. I hope to see the number of participants exceed the 63

registered pilots we had last year. Although we have a fair amount of room in the Heli area, its important that we try to stay within the boundaries. It's pretty easy to fly beyond the boundary, myself included, I find that flying low enough to see both the helicopter and the boundary at the same time is helpful in learning just where they are. We have a big black and white checkerboard barrel at the northeast corner of the heli area. This barrel denotes that corner of the heli area. Its a good idea to fly to this landmark and get familiar with how large your heli appears when you are just above it. Its also a good idea to do the same with the southern most boundary, as this one puts your heli closer to the pits and flight line. Well, so much for this month. Have fun and fly safe.

Dave





Treasurer's Report

Jim Patrick

SCCMAS Profit & Loss for September through October 2011

Ordinary Income/Expense	
Income	
Food sales	400.00
Membership dues	177.92
Total Income	577.92
Expense	
Bank Service Charges	35.00
Contributions	600.00
Equipment Rental	75.00
Food	519.25
Garbage service	384.50
Office Supplies	52.99
Postage and Delivery	363.60
Rents paid	500.00
Repairs and Maintenance	
Equipment Repairs	123.00
Repairs and Maintenance - Other	-15.08
Total Repairs and Maintenance	107.92
Sanitation service	1,677.06
Supplies	297.65
Telephone	153.62
Utilities	
Gas and Electric	673.13
Total Utilities	673.13
Total Expense	5,439.72
Net Ordinary Income	-4,861.80
Other Income/Expense	
Other Income	
SCCMAS Banquet	625.00
Total Other Income	625.00
Net Other Income	625.00
Net Income	-4,236.80

Contest continued from page 11.

Preliminary 2012 Event calendar

April 14	Spring R/C Swap Meet
May 5	T-34 Race
May 19	South County Wings of History Open House
May 18-20	Helicopter Jamboree
June 16	SCCMAS Field Maintenance
June 23	Warbird Fly-In
June 30	SCCMAS at Reid Hillview Airport
July 7-8	Annual Airshow
August 4	Summer R/C Swap Meet
August 25	Pattern Contest
September 22	Fun Fly
October 20-21	T-34/Warbird Race Finals
November 3	Fall R/C Swap Meet
December 2	Toys-For-Tots

The Warbird Fly-in will move to June 23rd, positioning the event apart from already crowded calendars. Remember the days of T-34 racing? No need to wonder what happened to the races anymore, as the T-34 Triangle Series is winding back up and the SCCMAS will host a T-34 race on May 5th, and the T-34 / Warbird Race finals in October. There is discussion about allowing Thunder Tiger .46 motors in some of the race classes. More details will be made available in the months to come. The annual Airshow is already on the calendar with planning starting in spring.

See you at the field,

Steve

o

Small Electrics

by Lou Rodriguez
rcpilotLR@gmail.com

You can call me old school, but I enjoy the building process! There is serenity during the build and excitement as a project is finished. Here are a few small airplanes that I have built from plans. All have modifications from the original designs. Micro receivers, servos, and electric power give these airplanes far greater performance than was possible when they were originally designed.

The Junior Skylark twin (left) has a 38" wingspan and uses 2 Astro Flight Micro 010 motors for power. It is fully aerobatic with rudder, elevator, ailerons, motor control, and nose wheel steering. The color scheme is from the original kit box top. I'm sure Carl Goldberg would have been amazed to see his design perform as this airplane does.

The Schoolgirl biplane (right) has a 32" wingspan. It uses an Atlas 2308/14 motor for power. It originally had an AXI 2212/20 motor installed but was way overpowered. The wings were changed to an open framework and utilize an Eppler 197 airfoil. Performance is spirited using only rudder, elevator, and motor control. This Ken Willard design is a great schoolyard flyer.



I am presently working on a Gee Bee Sportster (Model D) with a 37 1/2" wingspan. I have modified the original RC Modeler Plans (#345). The changes include: semi-symmetrical airfoil, ailerons added, and electric power. The motor will be an AXI 2212/20. The motor is rated at 1150 Kv. It will turn a Master Airscrew 7x6 prop at around 9,000 rpm using an 11.1 volt LiPo battery pack. It will have a fiberglass cowling to cover the motor. ●





John Adams makes a nice dead stick landing with his Aeroworks Yak.

An email from Mike Leggett to Michael Luvara.

New Hobby Shop

Mike,

As you may already have heard, Andy's Hobby store has opened in Morgan Hill on Monterey, right next to the Sinaloa Restaurant. It's owned by the same group that now own Sheldon's. It was good to see a good selection of big wooden props like the 24x14 that I go through. Anyway, they gave me 10% off for being a Tomcat and I told them I would get them mentioned in our newsletter like we do the others. They did not have any business cards yet. I'll get one when they do. They are open weeknights until 7, on Saturday from 12 to 6 and on Sunday 12 to 4, which should be handy being just 5 minutes away from the field.

Mike

Training continued from page 10.

In 2009 I tired of the "politics" of the crowd at Baylands (a powerful anti-AMA, anti-club, "do your own thing" regardless of who you might endanger in the process attitude pervades there) and looked for a club with a real flying field and people who flew more than foam. I found a home at SCCMAS and did my check-out flight with Mike using my Apprentice 15, though I had several other models I was flying by then.

In 2011 I built (for you modelers out there, the more accurate term is that I assembled) the 3DHobbyShop Osiris pattern plane, which made the 30th plane in my hangar. I maiden it this spring and fell instantly in love with it. I went home, looked at the rest of the planes in my Hangar and wondered why I would ever want to fly them again. I culled the hangar dramatically, selling off every parkzone plane except a Habu that I was using as a warm up for my Habu 32 when the EDF bug bites me, a Sig Kadet Sr with OS .60, and every other wet-fuel plane or accessory I had. This summer I spent over 100 hours at the field practicing precision aerobatics with the "crowd" at the field and flew in my first-ever pattern contest in August. I'm now a committed pattern nut and have 2 Osiris and 1 2m vanquish in my hangar, looking forward to a 2m Osiris in the spring and I've begun to build an 89 inch Slick which will be outfitted to fly on 12s Electric.

Don't get me wrong, I still love the smell of glow fuel in the morning, I'm not anti-glow and I will happily support any student wishing to fly glow to do so. However, I do strongly believe that for the typical RC beginner these days, electric dramatically reduces the mental task loading and the learning curve. You can focus on learning to fly rather than learning how to get your plane ready to fly, and learn wet fuel when your desire for larger planes or

the pulse-pounding sound of a powerful engine draws you in that direction. Given the massive reduction in cost for brushless motors and lithium polymer batteries, for any plane of .40 size or smaller, the economics of flight are dramatically better with electric. A typical "40-size" electric trainer can fly 20 minutes or more on a single 3200mAh 3s battery that costs less than \$50 and will get you 100 or more flights (I have one 4 year old 3200 3s battery with over 10,000 minutes of flight on it that is only now beginning to show signs of discharging a little more quickly and being a little more reluctant to give up the amps to the motor). A gallon of glow fuel costs almost the same, is harder and harder to get, and gets you about 400 flight minutes on a .40. For smaller planes and trainers, glow makes very little sense anymore unless you really love glow. For larger planes, gas is looking very attractive and definitely beats the economics of electric and there are some very interesting 20cc + larger gas trainers coming onto the market now. It will be interesting to see where those go in the near future, but many of the new pilots I encounter these days are space limited and so the size of a gas trainer and smell of a gas engine aren't a good option for them. You can take an electric trainer back from a day of flying and hang it up in an apartment or office without concern for damage or odor; you can't do that with glow. In summary, *I am a modeler who has flown glow fuel for a long time, respects internal combustion flyers, but also discovered the benefits of electric for certain classes of planes. I therefore respect and support people interested in flying electric or glow.*

Training continued on page 18.

Training continued from page 17.

In the coming months I expect to modernize and revise our training manual and the newbie help document, and I'll be connecting with Mike French before Christmas to transition training records and the list of willing + able instructors to me. I expect to set up an online (restricted to only those with logins) database of students, instructors, preferred plane type (Glow, electric, etc.) and availability schedules to help match students with instructors

and so forth. I look forward to your thoughts on and support of our training program, I'm certain I will learn even more than I teach in this role and I'm looking forward to it! I also sincerely appreciate your patience with me as I come up to speed on our program with Mike's help.

Thanks!

Peter+

o





SCCMAS 25 Year Celebration

The SCCMAS R/C Club has been at its current location for the past 25 years. We decided that it's time to get together for a celebration and cordially invite you and your family to attend this Holiday Season. There will be door prizes, slide show, food, and fun! Dress is casual. We hope to see you there!

Date & Time

Friday December 9th, 6pm-10pm
Doors open at 5:00pm/ No host open bar 6:00 – Dinner @ 7:00

Location

Three Flames Restaurant Banquet Room
1547 Meridian Avenue, San Jose, CA 95125
Parking is available in front or back of restaurant

Meal

A buffet will be served and dessert will be served. A no host bar will be available throughout the event.

Pre-registration required. Refundable until Nov 31st

Deadline to sign up is Nov 31st!
Price: \$25 per person BEFORE Nov 15th
Price: \$30 per person AFTER Nov 15th

Name(s): _____

Number Attending: _____ Amount Paid: _____

Mail this form with payment (checks payable to SCCMAS) to:
SCCMAS, 16345 W. La Chiquita Ave, Los Gatos, CA 95032-4610
Questions - 408-292-1212



SCCMAS Proudly Presents...
The Annual...
Toys for Tots-Whitacre Fly-In
Sunday December 4th
9am - 1pm



Pancake Breakfast



This will be a great finale for the year. Please come help us honor Bob Whitacre's wonderful life, and help the children in our community.

Entry Fee is any NEW unwrapped Toy.

This event open to all members and guests with a current AMA status. Bring a NEW unwrapped toy and enjoy a FREE Pancake breakfast and a day of flying with fellow modelers.

For more info visit www.sccmas.org

Location: SCCMAS field. 10250 Monterey Road, Morgan Hill, CA 95037

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

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

PIC[®] Penn International Chemicals
A Division of PIC Adhesives, Inc.
A California Corporation
PO Box 4202
Mountain View, California 94040

Reggie Dell-Aquila
President

(800) 722-GLUE
(650)322-1030 ph/fax

**SHELDON'S
HOBBIES**

Store hours:
MF 12:00-6:00
Sat 10:00-6:00
Sun 10:30-5:00

2130 Trade Zone Blvd.
San Jose, CA 95131
408-946-3801

... for all your R/C and hobby needs
www.sheldonsobbies.com

**California
Hobbies**

R/C Planes-Helicopters-Cars-Boats
1702 Meridian Ave, # 1
San Jose, CA 95125
408-448-1449
www.california-hobbies.com

AeroMicro
The Source of Electric RC Supplies

Perry Lee

2090 Duane Avenue
Santa Clara, CA 95054
U. S. A.
Phone: 408-496-6699
Fax: 408-496-6669
info@aeromicro.com
<http://www.aeromicro.com>

96 N. San Tomas Aquino Rd.
Campbell, Ca 95008
Phone: (408) 379-1696
Fax: (408) 379-1652
Web: www.djhobby.com

D & J Hobby and Crafts
Your Hobby and Crafts Shop

Andy's Hobby
17511 Monterey Road
Morgan Hill, CA 95037

right next to the Sinaloa Restaurant.

Mike Leggett electric P51

Next Meeting: 25 Year Anniversary Banquet!
Friday, Dec. 9, 6 to 10 PM
Three Flames Restaurant Banquet Room
1547 Meridian Ave.
San Jose, CA 95125

RSVP required/\$30 per person
See page 19.



Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. Views expressed in Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The SCCMAS is a non-profit organization. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



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

