

# Servo Chatter

August 2012

AMA Club Charter #110



Next Meeting: Saturday, August 11th at  
SCCMAS field @ 5:00pm

BBQ provided by SCCMAS. Feel free to bring your favorite dish to  
share and enjoy a great evening at the field

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

Official Newsletter of the SCCMAS "Tomcats"  
Field Location: 10250 Monterey Road, Morgan Hill, CA 95037

## News from the President



All I can say is wow! Airshow 2012 was our best attended annual air show to date. Saturday, our spectator count (only from those that took the shuttle bus) was 2100, and Sunday yielded 2700 spectators. This does not count those that parked in the main lot nor the myriad of bicyclists who stopped to watch during a ride on the trail. I would not hesitate to say that we had well over 5000 spectators at the show! What a wonderful opportunity to show-

case model aviation to the public. I saw so many old and new faces at the show this year. At the time of this writing, I do not have the final numbers for our snack shack and raffle, but it appears that we actually might have broken even this year. Between the extra porta potties, two shuttle buses, health permit, ice trailer rental/ice purchase, 4th of July Parade, flyer printing, advertising in newspapers, food purchase and numerous other expenses, the show is by no means a cheap one to put on. I've said it many times and will continue to say it again- The annual airshow is one of our major outreach efforts to the public, which is key to the longevity and operation of the SCCMAS.

During the airshow on Saturday, the SCCMAS was given an Award of Merit by our AMA district 10 rep (Lawrence Tougas) on behalf of the Academy of Model Aeronautics for our efforts in reaching out to the community. This was a surprise and an honor for the SCCMAS. It is rewarding to see that we are recognized for our efforts. The AMA even mentioned us on one of their periodic email blasts.

We've gotten much press on the airshow both before and after the show. This includes numerous web blogs, reviews, and even youtube coverage. I have been surprised at the number of videos posted from the show on youtube. In addition, the surveys submitted by spectators are very positive. They love the show and most of the comments center on desiring more turbine jets, wanting more shade, or better information about the show and hobby itself. We'll work to see what we can do to address these areas. However, one underlying comment was that the show is great the way it is ("not broken - don't fix it", one survey said). This is great to hear that they like the format.

Thus, as part of maintaining our airfield, it is imperative that we continue to offer our annual airshow and that we recruit many new individuals to be a part of planning and execution of this show. I know that there are many who saw and can attest to the personal sacrifice that numerous individuals put into this show. It is a lot of work, but is more than worth it. My hope is that we can find a diverse set of volunteers to help take on more responsibilities for the event next year.

I wanted to express a sincere thank you to all who participated in our annual airshow in any manner, whether you helped setup, clean up,

## From the Editor



Well the last couple of months were both busy and productive and you can see the results of that in this issue. Lots of coverage from the Airshow and the Helicopter and Warbirds meets. Thanks to all the photographers who sent their images. Wish I could use all of them but we have to keep the newsletter to a reasonable size. There is more events coming up including the swap meet which you will have gone to by the time you read this.

Happy Landings,

Bahman



at the June work party, flew a plane, brought one for static display or worked the booths. This includes those who on a daily basis work so hard to keep the field in top shape picking up trash or cutting the lawn. Without you, the show would have not been possible. Thank you so much!

A couple other quick housekeeping items... One is that there is a new ordinance prohibiting smoking in the Park system. This means NO smoking onsite at the SCCMAS. Consider yourself warned, as fines may be levied by the park rangers or Sheriff. Secondly, while pets are allowed in the park system, they must be on leash and not running free around the park. Again, you may be fined for having dog off leash.

In closing, I hope to see everyone at our next club meeting at BBQ on Saturday, August 11th at the field. Time 5:00pm. Bring your favorite dish to share. We'll cover the main course.

Until Next Issue,

Michael



### On the Cover

Airshow Helicopter wowing the crowd  
Sagar N. Pathak Photo [www.horizontalrain.com](http://www.horizontalrain.com)

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

President*	Michael Luvara	408-292-1212	mike@sccmas.org
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AMA Intro Pilot**	Mike Leggett		
AMA Intro Pilot**	Peter Vogel		
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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.			

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## Local Services



**Rick Clayton**  
Proprietor  
408.316.0292  
rickdclayton@gmail.com

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Custom Building, ARF Repair & Assembly, Custom Painting



*These local services are shown for our members' benefit. The advertising does not mean that any of these services or vendors are endorsed by SCCMAS*

Photo by Kelly Collin showing Walter's Tristar on low pass



# 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.

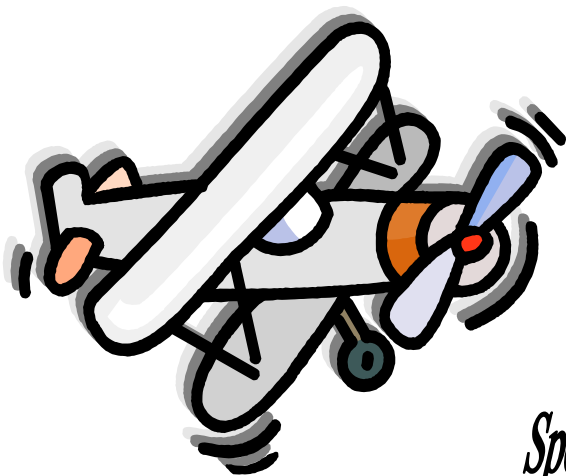
## Saturday - September 22nd

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

Entry Fee: \$10 per pilot

Information: [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*



## Field Safety Chairman



Greetings Flyers- I don't have too much this month so I'll keep it brief. Wow another Air-show complete and in the books and it sure was BIG. Thanks to all the volunteers that made it possible, and of course always on my mind...made it SAFE. Pat Rose took the time to develop an inspection certificate which pilots mostly filled out themselves for their aircraft, at times with some grumbling but to good effect- thanks Pat! With over 5000 attending during the two days it was nice to come away with no safety incidents to report. Many

spectators interested in our hobby become our members of the future, so having a 'clean' show in the books is stellar. Many of the Air-show spectators enjoyed flying 'at our field' in the simulator tent. It's so funny to hear from spectators that "know" our field so well from their RealFlight experiences. It was also good to hear the staff in the tent tell folks... Um that's great, but you just flew in the red zone over the crowd!! As ambassadors for SCCMAS, we can all enjoy reminding folks about the built-in safety aspects of our field. The air-show is possible because of those aspects, like the no-fly red zone on the West side of the Runway. Peter and his training team do a great job of doing a safety walk-around for our new flyers that are getting signed-off at SCCMAS. Unlike park flyers, we don't have to worry about our flight area. Many RC pilots first have to check to see if it's legal to fly in a chosen park or field; some communities have ordinances against it. They have to consider if the space is too small for their airplane and avoid areas with too many people, animals or obstructions. If you've been following what's happening to our fellow flyers at Rancho San Antonio- RSA, where many of us learned and continue to enjoy flying smaller electrics during the week, there are some potential changes in the works, mostly to do with safety. So just a reminder, let's not take our field for granted. It's a great privilege to enjoy such a pristine flying site, with its built-in safety features. See you at the field. Happy flying,

Tim



**Tick Removal (contributed by Don Coulter)**  
A nurse discovered a safe, easy way to remove ticks where they automatically withdraw themselves when you follow her simple instructions. Read this one as it could save you from some major problems.

### Tick Removal:

Spring is here and the ticks will soon be showing their heads. Here is a good way to get them off you, your children, or your pets. Give it a try.

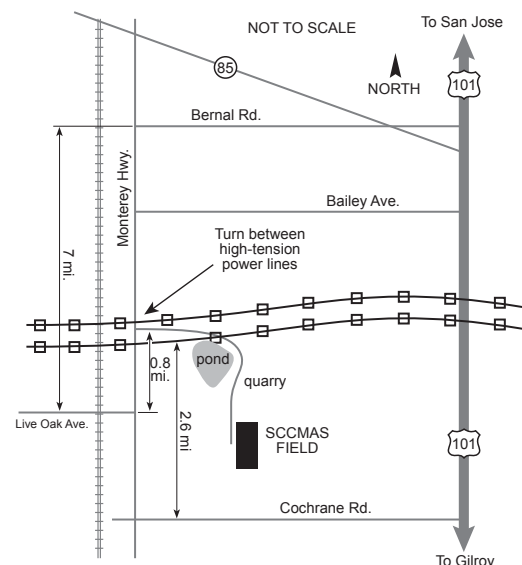
Please forward to anyone with children, hunters or dogs; or anyone who even steps outside in summer! A School Nurse has written the info below--good enough to share--and it really works!

"I had a pediatrician tell me what she believes is the best way to remove a tick. This is great because it works in those places where it's sometimes difficult to get to with tweezers: between toes, in the middle of a head full of dark hair, etc."

"Apply a glob of liquid soap to a cotton ball. Cover the tick with the soap-soaked cotton ball and swab it for a few seconds (15-20); the tick will come out on its own and be stuck to the cotton ball when you lift it away."

This technique has worked every time I've used it (and that was frequently), and it's much less traumatic for the patient and easier for me.."

"Unless someone is allergic to soap, I can't see that this would be damaging in any way. I even had my doctor's wife call me for advice because she had one stuck to her back and she couldn't reach it with tweezers. She used this method and immediately called me back to say, "It worked!"



# Treasurer's Report



Jim Patrick

SCCMAS Profit & Loss April 13 through July 1, 2012	
<b>Income</b>	
Contest entries	960.00
Food sales	982.00
Membership dues	1,485.00
Swap meets	320.00
Vending machine	750.00
<b>Total Income</b>	<b>4,497.00</b>
<b>Expense</b>	
AMA	-20.00
Bay Alarm	135.00
Club Meeting expenses	40.00
Dues and Subscriptions	-55.00
Food	1,896.20
Garbage service	576.75
Insurance	
Fire Insurance	1,021.13
Liability Insurance	60.00
<b>Total Insurance</b>	<b>1,081.13</b>
Licenses and Permits	45.00
Postage and Delivery	145.28
Printing and Reproduction	1,671.64
Raffle supplies	470.71
Sanitation service	1,783.64
Supplies	1,299.25
Taxes	10.00
Telephone	
Internet	664.63
Telephone - Other	241.25
<b>Total Telephone</b>	<b>905.88</b>
Trophies	82.96
Utilities	
Gas and Electric	428.93
<b>Total Utilities</b>	<b>428.93</b>
<b>Total Expense</b>	<b>10,497.37</b>
<b>Net Income</b>	<b>-6,000.37</b>

## SCCMAS 2012 Event Calendar

August 4	Summer R/C Swap Meet
August 25	Pattern Contest
September 22	Fun Fly
October 13-14	T-34 & Unlimited Warbird Race Finals
November 3	Fall R/C Swap Meet
December 2	Toy-For-Tots



Please do not bring garbage from other locations and leave it in the club dumpster. The facility is for field use only.

Thank you

Walter Colby, Facility Manager





## Contest News



After spending several months preparing for the infamous event, I have returned to a normal life again. The annual Airshow is the SCCMAS's way of giving back to the community and educating the public about model aviation. The weather was perfect both days, with temperatures in the 80's and low 90's. The media coverage was spectacular as several local news agencies walked the Airshow interviewing both staff and spectators. As expected in this technology age, many videos were posted on the Web and blogs. Once again, the feedback regarding the Airshow was extremely positive, leaving little room for improvement. The 2012 Airshow was the largest to date, with over 2000 spectators attending Saturday. On Sunday the count exceeded 2700 spectators. Wow! This did not account for walk-ins and cyclists. The shack was extremely busy both days. This year we featured an outside Pizza vendor to add a little variety to the menu. The big hit though, was the sno-cone machine. This brought endless use of the machine from Saturday morning until Sunday afternoon, consuming over 500 pounds of ice. Tim Jones Swap Cooler brought relief to the shack. Thanks Tim! After all of that and staying at the field since the prior Thursday with other members, we were all exhausted Sunday evening. A special thanks to all of the Airshow volunteers. This was a lot of work and well worth it. In March 2013 the Airshow planning process starts all over again.

Aside from the above event, several events have come and gone. On Saturday May 19th, the SCCMAS had a booth with a static display and a noon flying demo at the San Martin Wings of History Fly-In. We had an outstanding turnout from the members promoting their passion for the hobby and sharing it with the public. Thanks to Dan Petroff for pulling this together and all of the SCCMAS members who participated at this event. I hope to see everybody again in 2013.

June 9th brought racing enthusiasts to the field for one of five T-34 and Unlimited sport pylon races around Northern California known as the Triangle Series. The turnout was excellent with several pilots from as far away as Sacramento and Fresno. This was another action packed day of racing with a lot of crowd pleasing excitement in the air. Trophies were presented to the top three places in the Bronze, Silver, Gold and Unlimited classes. Thanks to Joe DeLateur and Kevin Norred for promoting the races and making them a success. If you missed this race, the next race will be in Salinas on Saturday August 11th, followed by a two day race at the SCCMAS on Saturday October 13th and Sunday October 14th. Plans are to fly six to seven rounds both days, followed by the trophy races on Sunday. Additional racing information, race number registration and racing rules are available at [www.rcpylonracing.com](http://www.rcpylonracing.com).

On Saturday June 23rd, the skies were filled with Warbirds at the annual Warbird Fly-In. Open to all types and sizes of R/C Warbirds from park flyers to IMAA scale aircraft. This was a fun filled day of flying, where R/C Warbird enthusiasts came together. Once again I wasn't able to attend this year's event, but from what I heard, it was a lot fun. A special thanks to Lynsel Miller and Tim Stahlke for making the Warbird Fly-In a success.

On the same day as the Warbird Fly-In, another group from the SCCMAS attended the annual Reid HillView Airport day. The SCCMAS had a booth and static display promoting the club and R/C model aviation. At noon time the group put on an R/C flying demonstration with sport and 3D aircraft. Thanks to Steve Tillman and the other members who came out to promote the SCCMAS and R/C model aviation.

Looking forward, several events are on the calendar. Once again it's time to clean out the shop or find that new project at the summer Swap Meet on Saturday August 4th. Gates will be open at 8:00 a.m. and things wind down around 1:00 p.m. 10'x10' spaces are \$10. Get their early for the best spots. It's not unusual to find vendors and bargain hunters wheel'n and deal'n as early as 5:30 a.m. Spaces are on a first come first serve basis. Bring a table and chair just in case and we will find you a spot. Coffee and donuts in the morning followed by a BBQ. Additional information is available at [www.sccmas.org](http://www.sccmas.org).

Mark your calendars for Saturday September 22nd, the annual Fun-Fly is back. Be prepared to try your hand at some of the simple but different flying drills. Open to all types of aircraft and pilot skill levels, the Fun-Fly is a very entertaining and fun event to participate in. The set of flying drills will be chosen the morning of the Fun-Fly. Scoring is setup so any skill level will have an equal chance of bringing home one of many plaques. In the past, we've seen air bowling, spot landing, mirror taxi, balloon bust, I can't fly 55, dead stick duration, musical landings, limbo, and more. Additional information is available at [www.sccmas.org](http://www.sccmas.org).

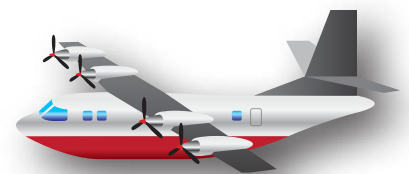
### Remaining events for the 2012 season

August 04	Summer R/C Swap Meet
September 22	Fun-Fly
October 13 & 14	T-34 & Unlimited Warbird Race
November 3	Fall R/C Swap Meet
December 2	Toy-For-Tots

This has been a busy event year at the field, and I'm always looking for additional volunteers to help at these events. Additional help is needed in the shack, burger flipping, pylon judges, lap counters, helpers for field preparation, etc. I have shack manager openings for the Summer R/C Swap Meet, and the two day T-34 race in October. Manage the shack for one event and get half off your 2013 annual dues. Manage the Shack for two days and your 2013 annual dues are on the house. If you would like to see what it takes to manage the shack for a day or if you would like to help at any of the events contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org).

See you at the field,

**Steve**



Whether you have a JR, Spektrum, or Futaba system, this recent technology is all based on the same theory. It seems that we have all accepted the newer 2.4 gig, Spread Spectrum, technology into our hobby. Most of us know that, after all, this is the technology that allows our cell phones to work. This is also the technology that allows Wi-Fi, and satellite-guided missiles, to work. It would be difficult to name all the technology in the world today that relies on Spread Spectrum. New RC members take Spread Spectrum technology for granted, maybe not aware of the older, but still widely used, 72 mega-hertz technology. But, do we know where it comes from?

I hope the following will be enlightening, and maybe even surprising, to you. It was a lot of fun for me to research, and write. Enjoy.

The Spread Spectrum/Frequency Hopping theory has actually been around for quite some time. Longer than you may think! In fact, the first patent on the theory was issued on August 11, 1942 to Hedwig Kiesler Markey, born in Vienna Austria, and George Antheil, Born in Trenton, NJ. Their patent described a "secret communication system", a "before its time" radio based system solution for remotely steering torpedoes.

Hedwig migrated to the United States in the Late 1930's, and made her way to Los Angeles. The reason for her migration was the uprising of the Nazi empire, and all the death and destruction. Enough was enough. Ironically, her husband, at the time, Fritz Mandl, was a very well-to-do arms dealer. One of his biggest customers was Hitler, and the German Army. Oh, before I forget, you may be more familiar with Hedwig Kiesler Markey by the name she used in Hollywood, "Hedy Lamarr". She had actually gone by Hedy since childhood, and later married in Las Angeles, and obtained the last name of Lamarr. As an accomplished, and very popular, actress of the day, Hedy was responsible for the sale of millions of dollars worth of war bonds. In fact, it was during this service she heard, through military brass, about the problem of the enemy's jamming of our torpedo's signal.

George Antheil was a noted composer, and had also composed scores for a number of Hollywood films. During the time their theory was developed, the United States was deep in WW-II, and having issues with the radio signal steering of torpedoes. It seems that the enemy was able to interfere with radio signal, causing the torpedo guidance system to fail. They had no answers. One day, while Hedy was visiting neighbor George Antheil, the discussion centered around a player-piano that George had playing. As the conversation progressed, Hedy was fascinated by the story George was telling about a recent performance where 9 player-pianos were able to play in perfect sync to one another. It all had to do with the synchronization of the "scrolls" used to play the

pianos. The gears in Hedy's mind started to turn. She wondered if the same mechanical technology could be applied to sync radio signals of different frequencies, thus eliminating the enemy's ability to determine the frequency, and "jam" it. She and George worked on the project together, and submitted it for patent consideration. They were awarded the patent in 1942, and thought they were on their way.

Well, the War Department, in its imminent wisdom, rejected the idea. It seemed that the idea of "piano scrolls" in a torpedo were too much for them to accept. It languished for years as only a patented theory. Later, with the advent of early electronics, specifically the transistor, the patented theory was revisited by the military. It was indeed applied, successfully, to torpedoes. It is theorized by historians that its use was one of the reasons that the USSR's Nikita Krushchev backed down during the Cuban Missile crisis. He knew that the torpedo's accuracy was near 100%, and there was no way that his ships would be able to survive a battle.

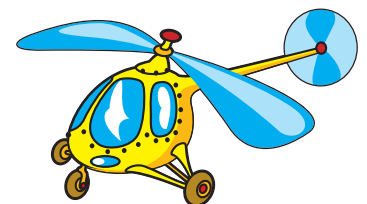
Jump to today. Spread Spectrum/Frequency Hopping has come full



circle. With today's powerful chip technology, and the brilliant minds we have to apply this modern technology, we have nearly fool-proof radios for our model airplanes. All of this thanks to a Hollywood actress, and a composer. By the way, Hedy's son, Anthony Loder, owns a cell phone store in the Las Angeles area.

In 1997, Hedy's contribution to society was finally recognized. She was given the prestigious Pioneer Award by the Electronic Frontier Foundation. The award was accepted by her son, Anthony.

**John Adams, SCCMAS**







## A Report on the first time use of an Aircraft Technical Inspection Form.

The Aircraft Technical Inspection Form is the result of the need for a structured examination of aircraft flown during the 2012 Airshow. The form documents a minimal set of requirements collected from AMA, IMAC, and radio manual procedures. Comments from SCCMAS members were extensive. Revisions of the form were numerous.

I collected 21 filled out check sheets during the Airshow. Many pilots said this sort of check sheet is common at big events like our airshow. About half had multiple aircraft listed, resulting in approximately 30 aircraft documented. I estimate there were over 50 aircraft flown during the airshow. So I missed about 20. Three pilots refused to fill out the check sheet when asked. Observations:



1. Several flyers did not have their AMA number or name/address on/inside the plane. When I explained it was an AMA requirement, they all complied.
2. There was a lot of confusion about throttle fail-safe. Like what is it? How to check for it? Many pilots knew they had it in their radio, but were unsure how to check for it and/or turn it on. I coached several pilots, both electric and gas/fuel, on how to check for throttle fail-safe. Once understood, they all set about to turn on this feature. There was plenty of help from the other pilots to set up throttle fail-safe. (I know Peter Vogel+ has been doing the same effort with his students.)

My conclusion about throttle fail-safe (or similar) is that we have a widespread educational challenge to learn how to check for fail-safe.

My personal opinion is that throttle fail-safe provides a significant safety improvement of the rc aircraft flying experience. Throttle fail-safe should be mandated for all aircraft when large numbers of spectators are present, such as during our airshow. See attached check sheet which has incorporated the latest revisions as a result of the airshow experience, i.e., one page allows two aircraft.

**Pat Rose**



TRIANGLE SERIES 2012

# T-34 & UNLIMITED WARBIRD R/C PYLON RACES

OCTOBER 13<sup>TH</sup>-14<sup>TH</sup>, 2012 Championship Race

@ Morgan Hill, CA

Home of the Santa Clara County Model Aircraft Skypark "Tomcats"

## World Models T-34 Mentor Class

O.S. 46 AX & Thundertiger .46  
Stock engines only

Details:

Bronze (Novice), Silver and Gold Classes  
Championship Points Challenge  
Trophies - 1<sup>st</sup> thru 3rd



## Unlimited Warbird Class

Wing Area vs Engine Displacement

Details:

No Break-Out times

One Class

Championship Points Challenge

Trophies 1<sup>st</sup> thru 3rd

### Sponsored By :

World Models Mfg / Airborne Models, Bob Smith Industries, Horizon Hobby, O.S. Engines, Hobbico, YS Parts & Performance, Norred Aero Products, RC Accents, RCAT Systems, APC Props, [www.Onsightsigns.com](http://www.Onsightsigns.com)

### Race Notes:

Pre-Registration Available  
Frequency / Race Number  
registration required  
Limited to first 65 registered  
pilots  
Public raffle

### Race Day Schedule:

Pre-Registration open 30 days  
prior to event  
Race Day Registration / Pilot  
Check-in open until 8am  
Pilots meeting at 8:30am  
Heat Races start 9am SHARP!

Event Contest Director : Steve Smith

Email: [Stevejsmith2001@hotmail.com](mailto:Stevejsmith2001@hotmail.com)

For more information, please contact Kevin Norred @ 408-482-5437 OR Email [Triangleseries@rcpylonracing.com](mailto:Triangleseries@rcpylonracing.com)  
VISIT [www.rcpylonracing.com](http://www.rcpylonracing.com)

# 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 4th

**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 Preregistration needed.** 10'x10' spaces, table space is limited, and available on a first come, first serve basis. Bring your own table and chair just in case.

**SCCMAS field is open for flying**, all 72Mhz and 5xMhz Ham band transmitters must be impounded or have the battery/module removed to prevent accidents.

**Mark your calendar for the Fall Swap Meet on 11/03/12**

## 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)



## HONKER

By Harold Davidson

In 1974 or 75 the Wavemasters Club of San Jose held pylon races with the "Honker" using TD 049's. As I remember, we held the races for a couple of years. The kits were available at that time, so they were easy to build and replace when crashed. Since then I hadn't seen a Honker; but a friend, Jim Boes, recently commented that if I was seriously interested in building one the plans were probably available on the website. Darn! Friends and their suggestions! I felt committed to find the plans and build a model just to prove to him, and myself, I could do it.

My thinking had been, with the electric craze, the Honker could be resurrected using a small electric motor eliminating the hassle of the TD 049. Lo and behold, the plans were still available from RCM Plan Service, plan number 529. (See [www.rcmplans.com](http://www.rcmplans.com)). The plans show the plane was designed by Dave Thornburg of Albuquerque, New Mexico. It was kitted by Southwester Sailplanes of Albuquerque. Provided were a finished wing, pre-cut fuselage and tail parts, pushrods, control horns and instruction sheet for \$13.95. A construction article was featured in the old RCM Magazine issue 6-73.

After receiving the plans, my Honker went together quickly. The fuselage and tail were cut from sheet balsa and built using traditional construction methods. The wing uses two sheets of 36 inch balsa cut to size, then glued together at a small angle to create an under camber. A bit of sanding is needed to create the proper airfoil, but with the preparation of good sanding blocks the wing can be ready for covering or painting in an hour or so. The plans show an optional single landing wheel, but I used a 1/8th hardwood stringer on each side of the bottom of the fuselage. The plane lands so slowly that this has proved to be adequate even on asphalt. As with my hand launched gliders, I painted the plane using three coats of Minwax Satin Finish Polyurethane wiped on with a paper towel. Then any excess paint was thoroughly wiped off. There was a light sanding between coats.

The whole point of this building and finishing method is to keep the plane's weight to a minimum. I used light weight balsa, super glue and light weight finish. A strong damage proof plane is not needed. In racing one needs a light airframe which translates into speed. The radio installed is a Hitec Optic 6 with a Spectra 2.4 module and two HS-56HB servos. The power source is a BP A2212-13 1000k motor with an 8x6 prop, a Castle 18 amp speed control and a 1350mAh 3-cell/3S 11.1V lithium battery.

The plane weighs 13.4 ounces and has a wing loading of less than one half pound per square foot.

Flying is a blast. I was right in thinking there would be no hassle with a cranky engine. It is a good 'little plane' design. I have the elevator a bit sensitive, but with exponential, I have docile flight or quick maneuvers. I had hoped Jim would become enthusiastic about building and race the Honker with me, but he has other interests right now. I would really like to see, once again, a bunch of these little wonders racing around the sky. Yet, I must thank him for his suggestion to search the website for the plans.



# Helicopter Training News



I would like to start off this month's article with a report on our heli event we hosted on May 18th, 19th and 20th.

The weather was great this year and we had a total of 55 registered pilots. On Saturday we had Seven noon time demos performed by the following factory pilots:

- Jessie Kavros for Mikado, 2 demos
- Jacob Gitin for Mikado, 12 years old

- Alex Rose for Heli Direct
- Garrett Oku for Century, 3 demos
- Helicopter World sponsored the Auto rotation contest with the following winners:
- John Strauss, 1st place
- Alex Rose, 2nd place
- Rick Jow, 3rd place

I would like to thank the following companies that donated to our pilots raffle and general raffle:

Boca Bearings, Great Planes, Horizon Hobbies, Aero Micro, HeliProz, Sheldon's Hobbies, Castle, Century, Heli Direct, Sky Hunter Hobby, Thunder Power, Mikado and Ready Heli.

I would like to thank the club members who also took time to help make this event happen:

Vic Oros, Keith Angelo, Carl and Ryan Titsworth, Robert Bell, Jim Davey and Rick Jow.

I would like to also thank the non-heli pilots who worked the snack shack. We sold a lot of food on Saturday. When the event was over and the profits were tallied, we brought in just over \$1,600 in profit.

I would like to thank the following guys who helped with Helicopter flight demos, banner tow, and helicopter buddy boxing during our annual SCCMAS airshow on July 7th and 8th.

Alex Rose, Brian Linderman, Leo Gonzalez, Wolf Witt, Sharam Shirazi and Paul Calvi who also flew the Hughes 500 during the Saturday flight demo.

In closing I would like to thank Laura Reed for the club donation of a number of very nice tables. Two of these tables that are covered with astro turf have been placed in the Heli pit area.

**Dave Neves**



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# Member's Meeting Report



Acting Secretary: Pat Rose  
Meeting Date: 2 June 2012  
Attendance: About 50.

## Officer and Volunteer Comments

### President: Michael Luvara

- Call to order at 6:15 PM after a hot dog and burger dinner.
- Announcement : Today Pat Rose is acting Secretary.
- The meeting was held at the field as the AMA provides maximum \$300,000 meeting rental liability protection while Hayes Elementary now requires \$1,000,000. Michael will check member zip codes to see where the largest concentration of members is at.
- The three day heli event netted \$1200 for the club. Benefits everyone.
- Solicited help for the airshow on July 7 and 8. Contact Steve Smith if you can help.
- Reid Hillview is on the same day as the Warbird Fly-in. Need pilots for flight demos.
- April member injury: Described in some detail. There was no helper holding the plane. Michael recommends holder, no matter what size of the plane.

### Treasurer: Jim Patrick

- We have enough money in the treasury. See report in this issue of Servo Chatter.

### John Adams impromptu presentation:

- Strongly recommends that after the plane is built, that a re-binding of the radio be performed. -This to check for the wrong fail-safe setting on the throttle. John also strongly recommends that members should read Pat Rose's article in the May issue of Servo Chatter. (Sec: I did not put John up to this.)
- Mike Leggett comment: The receiver could re-boot after a low battery incident, therefore the pilot loses control for short time.

### Field Safety Chairman: Tim Stahlke

- Presented Safety First Plaque to Darryl Rolla.
- Please review the club rules relative to the recent incident.

### Contest: Steve Smith

- T34 races will close the field Sat., 8 to 4.
- Field maintenance day one week later.
- Weekend after that is Warbird Fly-In.
- Airshow three weeks later.
- July 4th Rick Maida will have Tomcat float in Morgan Hill parade.

- Fun-fly one week later needs leader. ???? volunteered. Show and Tell
- Mike Leggett offered some old model aviation books to start a library at the club house. He was promised a shelf.
- Nick ????? offered his Esf F4U Corsair. Functional flaps and retracts.

### New Member

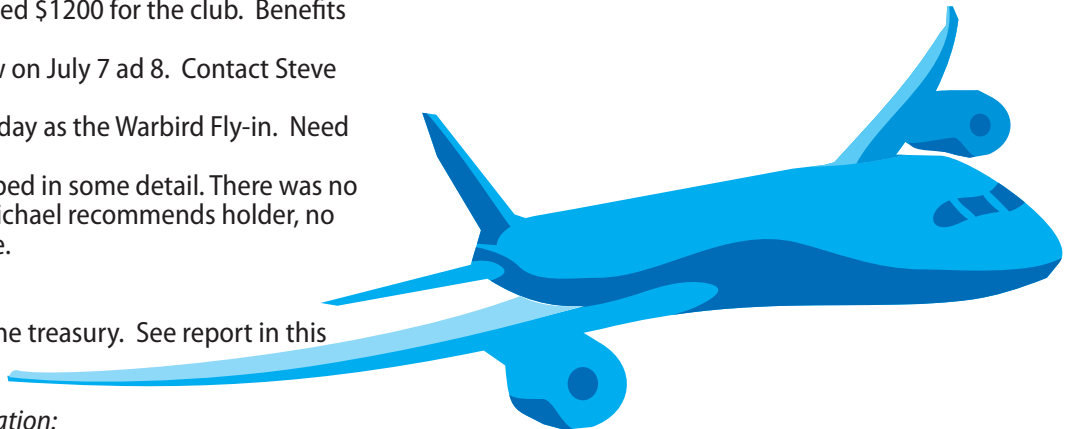
- Mike Leggett presented new member Stuart Kingman.

### Dumb Thumb

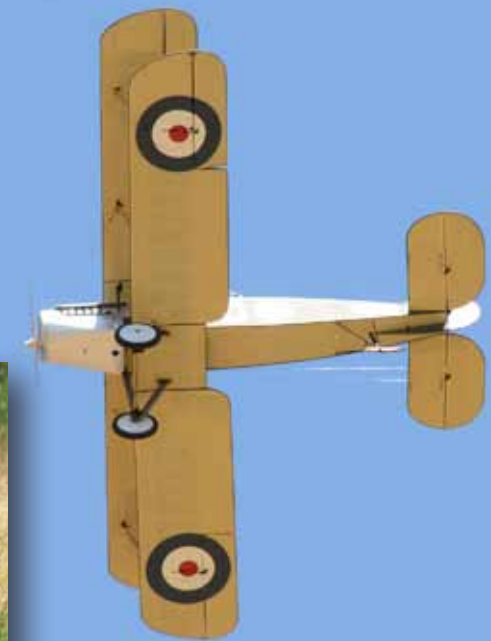
- Mathew nominated Rick Maida for his Hots wing that separated from the fuselage.
- John Adams nominated Roger Pelor for his T34 full elevator pylon type turn, causing the plane to over-rotate and crash. Roger is the winner.

### Raffle

Eric Sander took the T34 kit.  
Ralph Humphrey took DX5 radio and lead weights.  
Michael Luvara took the epoxy cups.  
Ruby takes the diner gift certificate.  
Ron Marnier takes steel ruler.  
Bret Humphrey took P38 kit and prop reamer.











Kunal Deshpande 2012



Airshow 2012 -Kunal Deshpande Photos



Airshow 2012 -Pat Rose Photos



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

**Next Meeting: Saturday, August 11th at  
SCCMAS field @ 5:00pm**

BBQ provided by SCCMAS. Feel free to bring your favorite dish to  
share and enjoy a great evening at the field

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