

# Servo Chatter

January 2012

Official Newsletter of the SCCMAS "Tomcats"

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

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

AMA Club Charter #110



Next Meeting: Thursday, January 26,  
7 PM at Hayes Elementary School in San  
Jose. **Location: Hayes Elementary  
School, 5035 Poston Dr, San Jose  
95136.**

Cover photo: A big electric powered P-47 flown  
by Sia Vossough, labeled Tarheel Hal.  
Photo by Pat Rose.

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

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\* Governing board members.

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

\*\*\* Email is preferred to voice mail.

Cover photo plane facts: Uses 2 Lipo batteries, 6S 5000mah each, connected in series. Weight 24lbs; 85" wingspan; 75" length; Hacker A80 motor with 24x10 prop with castle creation 160 HV speed controller. 5700 watts burst power(7.65 horsepower) at close to full throttle.

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Happy New Year to everyone. As we start into the 2012 year here at the SCCMAS, I wanted to remind you to send in your re-

newal forms if you have not yet done so. Without AMA and a current SCCMAS membership, you cannot fly at the facility. I will also ask everyone for their help in policing this and those that choose to fly at the SCCMAS as 'renegades' of sorts. I often hear about people who just decide to come out on their own and fly without joining the SCCMAS. This does nothing but take away from those who pay membership fees to keep the SCCMAS going. If you see this occurring, please discuss the situation kindly with the person and if there is an issue, feel free to contact a board member to deal with it. The first step would be to ask for proof of AMA, and then have them fill out a guest form. If they refuse to do this or cannot comply, the individual certainly could not be allowed to fly. Certainly, we have the right to call the Rangers to deal with the issue if the person is not willing to comply. Also, please remember to fill in and send out the survey form. We use the results from these forms as a 'rudder' to help guide the SCCMAS.

Thanks to all that came out to our 25 year Banquet in December. We had 100 smiling faces enjoying a great time at the event and I can say that it was an amazing event in many respects. We had two screens up with a slide show compiled by Chris Luvara and video by Walter Colby, an informal auction, door prizes and a lot of time to share stories with members from over the years. A huge thanks to Don Coulter who was the leading force behind putting this event together. Thanks Don!

## President's News By Michael Luvara

I want to thank

Walter Colby for all his great work in keeping the field maintained since he came onboard in the field maintenance position. He's working hard to first keep the place clean and secondly make improvements to the grass condition, facility structures and other areas that make the field such a great place to fly. As I mentioned previously, Peter Vogel has taken on the training responsibilities for the SCCMAS and has many great ideas for moving forward with it. His article this month expands on that and asks for your input and help moving forward. Likewise, Dave Neves is continuing to work with many helicopter students and keeping our new heli area progressing in usage. Steve Smith has also put together our schedule for 2012 and we look forward to many great events. Of course, our annual airshow is rapidly approaching and will be here in no time. I've personally put many years of effort into the airshow and look forward to more people stepping up this year to take on tasks in organizing the show.

We are currently looking for a new **Webmaster** to maintain the SCCMAS website. This volunteer position means updating it regularly and maintaining the site that is in place, keeping it up to date and current to web standards. If you are experienced in this field and would like to volunteer your time, please contact me. After many years of dedicated service, our **Newsletter Editor**, Pat Rose has decided it's time to hang up the newsletter cap and pass on the baton to another willing person. We can't thank Pat enough for his service. It's often a thankless job at times, but I know that many do appreciate it. Having done this position myself, I can say that it takes dedication, but is a rewarding endeavor. If you have a passion for writing and putting together a newsletter, please contact me."

I look forward to another great year at the SCCMAS.

Until Next Issue, Michael

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## Identify yourself, please.

When I arrive at the field for a few hours of fun, I usually place my transmitter in the impound. I also take the opportunity to scan membership cards to determine who is at the field on this day. Some members I'll know and some not. For my benefit and others, why not wear your SCCMAS name badge? Please.

## New Years Prediction

Yes, I have a prediction for the new year. It is that the quality of low cost "toy" helicopters will exceed that of commercially available

## From the Editor

By Pat Rose

helicopters, specifically in the use of gyros for flight assistance. I have a relatively high cost chopper that I purchased at a hobby shop. I also have a "toy" helicopter made by World Tech Toys. The WTT Phoenix, which cost me a relatively small amount, flew straight up and hovered with very little control input. It's gyro stabilization is excellent.

I further predict there will be a revolution in the use of gyros for fixed wing flight also. There will soon be a dual channel gyro for rudder and elevator control, and these gyros will morph into the receivers that we use. These gyro assisted fixed wing aircraft will fly amazingly well in winds up to the dreaded 20 mph variety. Windy days soon will not be a concern for the average rc pilot. ●

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**Dr. Jerry Bruce, our proof reader, with his new Sig Kadet Senior ARF, having just completed its maiden flight.**





# December 9, 2011. 25 Year Celebration at Three Flames Pat Rose photos.



Brian Nelson  
SCCMAS Founding  
Father.



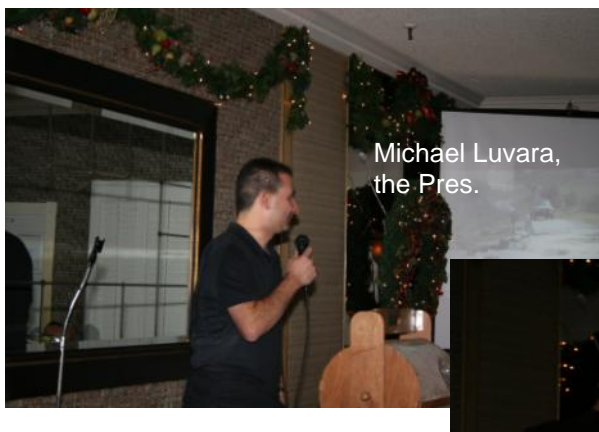
Don Coulter running  
the raffle.



Tim Stahlke explaining the  
new Safety Award.



Sitting down: Lawrence  
Tougas, Area Ten Chair-  
man.



Michael Luvara,  
the Pres.



Lots of food to go  
around



Babe's Rare Bear.







## Field Safety Chairman Tim Stahlke

### Safety is No Accident

Happy New Year SCCMAS friends- WOW, It's been such annoying weather...for skiers, really too hot and no snow or rain. Some of us were getting sun burnt and stripped down to our shirt sleeves for recent trips to the field! I hope everyone had a great holiday with ample time for family and friends...Oh, who am I kidding! How many trips did you get to make to Tomcats to pursue your passion for flight? If you're like me, I tried to balance some time off of work for flying (5 trips to the field between 12/23/11 and 1/2/12), family (12 for dinner) and sleeping (8-9 hours each night). Did anyone else buy their wife an airplane as a holiday gift?

As many of you know, I was able to present **Tim Jones** with the first monthly installment of the SCCMAS Safety First Award during the delicious 25<sup>th</sup> anniversary banquet dinner in December. As the former safety officer, Tim has been a steady source of coaching and mentoring for me in my role as safety chairman. Thanks again, Tim. Remember, this award will be presented at each club meeting to a member who has demonstrated or helped promote safety first at the field.

Safety can take on many forms, from holding a starting airplane, to co-pilot spotting, or to politely assisting a newer member with loose jewelry hanging near a prop in the start-up area. Anytime you've taken a safety initiative during your time at the field Might be an op-

portunity to be recognized for your efforts. For a club with our size membership, and the heavy field usage I've observed while there and on the web-cams, I'm really pleased with our safety record. The number of dumb thumb occurrences is really quite low, and each of us can continue to do his or her part to continue that trend by keeping safety at the forefront of each of our minds and flying days. I've been asked if the safety award counters the Dumb Thumb award (which Rick Maida reports now has a nice polished red thumb-nail-Miriam strikes back). I hope there are always many more instances of members showing safety as an initiative rather than encountering a dumb thumb event.

I received some good feedback about last month's column on the safety practice of checklists. Just take a glance at Peter Vogel's training column for a great example of a checklist. Don Coulter said he uses them and would remind everyone to make sure to include the obvious stuff to your pre-flight checklist. A range check coupled with a control surface check is always a good idea, not just after swapping servos or a major overhaul, but anytime your plane has been sitting idle in the hangar for awhile. This simple practice would save many airplanes from the dumpster or major rebuild.

***Safety continued on page 12..***



## Training

**Peter Vogel+**

### Flight training web database & achievement scheme

I've set up a flight training database as an experiment and I'm hoping this will help us to track the students we have, their progress, and how many students each instructor is carrying, as with all new things and technology, it will only be successful if it gets used so only time will tell if this will really help. As part of that database I've set up a simple progression of student achievements:

1. Radio and field procedures -- the flying area boundaries, where to put your member card when you get ready to fly, frequency pin system (if 72 MHz), etc.
2. Radio and aircraft familiarization - Preflight check of the model, not arming (electric) or starting (glow) the model outside of the pit area, control checks, verify throws aren't too extreme, etc. Confirm master + buddy box are working together and BOTH move the controls in the right directions, etc. (I often intentionally reverse a switch on the buddy box to see if the student catches it)
3. Flight familiarization -- ground school for controls to complete a level turn in either direction, how to maintain a straight line, watch the plane as a whole, note the direction the nose of the plane is pointed to anticipate flight direction, our basic "racetrack" pattern of flight. Instructor takes plane up, trims plane out with master box, helps student to trim out buddy box.
4. The racetrack pattern -- take it up again (or keep it up) Talk student through making the turns for the basic pattern. Let student attempt a loop (they always want to, and it keeps their interest up). Left and right turns.
5. Accuracy -- Left + right turns maintain constant altitude consistently. Up + Downwind legs are parallel to the runway.

## Fixed Wing Training

Having introduced myself in the last Servo Chatter, it's time to start looking at where we are with respect to training.

### Large influx of new students

It's been a remarkably busy winter season for training, probably because of the great weather we've been having. In the past month we've started at least 6 new students with instructors and there's at least one more looking for help learning to fly a quadcopter that I've passed on to our heli guy, Dave Neves. In addition, congratulations are in order for Amir Kaykha who passed his solo check flight on Sunday 1/1/2012, what a great way to start the year Amir! One thing I've noticed is that not a single one of the new students is coming to us with a glow powered plane, all have already acquired an electric trainer, I think the ease of getting going with electric (even though the learning curve for effectively managing electric is about the same as for glow, today's electric trainers come with everything you need to get off the ground with a good airplane with far less that you need to know up front than with glow).

*Training continued on page 13.*





## Contest News

Steve Smith

Happy New Year to all! Another active year of events is on the horizon. Over the past month I spent time evaluating the events over the past years, including the popularity of and the turnout at each event, respectively. The results are as expected, trend dependent. When electrics are hot, pilots flock to an event. When helicopters are hot, then those events are popular. For 2012, I assembled the most popular events, mailing them to the Northern California Radio Control Society (NCRCS) which manages the contest schedules for all Northern California clubs. Unlike the past, the NCRCS no longer coordinates face to face meetings with northern California club event coordinators. Instead, all events for the R/C community are managed via the NCRCS website [www.ncrcs.com](http://www.ncrcs.com). Never used this web site? To view the available events at other northern California clubs, then just go to [www.ncrcs.com](http://www.ncrcs.com), and register as a new user. After website registration approval is received, you can navigate the events calendar and search for events by category, type, month, and year.

Looking back, 2011 concluded with the annual Toys-For-Tots/Bob Whitacre Memorial Fly-In. Once again the Boy Scouts cooked up a storm, and provided us with a hearty break-

fast. This was the largest Toys-For-Tots turnout I have seen over the years. This year, the SCCMAS received a record amount of toy donations for children in need during the holiday season. Ten large boxes of toys were dropped off at the local Toys-For-Tots station. Each year the SCCMAS supports the community with this event as one of several community outreach programs we schedule annually. A special thanks to Kevin Pung and his scouts for preparing breakfast and to all who donated the toys for the children.

If you missed the November swap meet, no worries, the SCCMAS will host the first of three swap meets in 2012 on Saturday April 14<sup>th</sup>. Every swap meet is a bargain hunter's paradise for that perfect R/C project. Sellers wanting to find a new home for those unused treasures, 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 served basis. Bring your own table and chair just in case and we will find you a spot. On-site coffee and donuts in the morning followed by a BBQ. Additional information will be available at [www.sccmas.org](http://www.sccmas.org).

***Contest News continued on page 11.***



## Treasurer's Report

Jim Patrick

SCCMAS Profit & Loss November 1, 2011 through December 31, 2011

### Ordinary Income/Expense

#### Income

Membership dues	23,450.00
Total Income	23,450.00

#### Expense

Advertising	-100.00
Bay Alarm	135.00
Equipment Rental	75.00
Food	235.59
Garbage service	384.50
Licenses and Permits	120.00
Postage and Delivery	67.76
Printing and Reproduction	896.83
Sanitation service	1,132.30
Supplies	1,110.31
Telephone	
Internet	279.80
Telephone - Other	188.58
Total Telephone	468.38

#### Utilities

Gas and Electric	408.50
Total Utilities	408.50

Total Expense	4,934.17
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Net Ordinary Income	18,515.83
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### Other Income/Expense

#### Other Income

SCCMAS Banquet	1,800.01
Total Other Income	1,800.01

#### Other Expense

SCCMAS Banquet	2,738.18
Total Other Expense	2,738.18

Net Other Income	-938.17
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Net Income	17,577.66
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### ***Contest continued from page 9.***

Back once again, the second annual Heli Jamboree. Last year's turn-out for this event was fabulous! The SCCMAS will host the West Coast Helicopter Jamboree on Friday May 18<sup>th</sup>, Saturday May 19<sup>th</sup> and Sunday May 20<sup>th</sup>. Open flying for all types of model helicopters, beginners to advanced, Scale, sport and 3-D. Night flying permitted on Friday and Saturday. 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 hookups (electric only) and overnight camping are available, RSVP with Dave Neves at [rcheliquy@comcast.net](mailto:rcheliquy@comcast.net). Additional information will be made available at [www.sccmas.org](http://www.sccmas.org).

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 19<sup>th</sup> and the Reid Hillview Airport day in June. Every year the SCCMAS promotes the R/C hobby and the club with static aircraft dis-

plays and flying demonstrations for the public. We are always looking for additional volunteers to manage the booth, answer questions, pit help/ coordinating flying demos, and piloting at the flying demos. If you would like to help at any of our public events, contact Mike Luvara or Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org)

As usual the "Airshow" phrase has already been mentioned at the field and it's only January. The annual Airshow is only six months away. This period of time flies by very quickly and before you know it, the Airshow is upon us. The SCCMAS is always looking for new ideas and suggestions for this annual prestigious event. Contact us at [airshow@sccmas.org](mailto:airshow@sccmas.org) with any new ideas and suggestions.

### ***Contest continued on page 15.***

## **2012 Events Calendar**

April 14	Spring R/C Swap Meet
May 19	South County Wings of History Open House
May 18-20	Helicopter Jamboree
June 9	T-34 & Unlimited Warbird Race
June 16	SCCMAS Field Maintenance Day
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 13-14	T-34 & Unlimited Warbird Race Finals
November 3	Fall R/C Swap Meet
December 2	Toy-For-Tots



### ***Safety continued from page 7.***

Another great safety tool to use is a **logbook**; Borrowed from our full scale pilot friends, a logbook factors very well into the safety equation. Ever had one of those gorgeous days when all your airplanes flew just beautifully? Good flight times, throttle management, outstanding weather, greased the landing, etc. I find it enjoyable to document that day in my RC logbook. I'll go back and look at the entries for reference, not just those great days, but what happened the day I lost my Bob Hoover P-51 (swapped out a 6.0 volt Rx pack for a 4.8 volt pack on the flight line just so the retract servo' would work; I won't do that again), or ran out of glow fuel in-flight in my Blue Chipmunk. The logbook measures my flight hours and thus my experience, keeps track of the number of flights on a certain plane, engine, prop, etc. Many of our radios have an aggregate timer built-into each model in the memory and a logbook can supplement that data. Don't like to write-keep it simple: date, airplane type, flight no., time in air. You'll have a better idea when it might be

time to check that airplane's systems; engine mount, Rx, or noisy servo.

Reports from the field (issue/potential solution) will be updated monthly as incidents are reported to me.

More than just reporting safety incidents in this section (because they will happen), the real key is learning from each occurrence. Why did it happen? What was a "best practice" that was missed to cause the issue? Any new 'solution approach' that needs to be implemented?

As mentioned earlier, we had very few safety incidents during this last month: One minor cut finger from a prop and one run-away plane that hit the fence in the run-up area. I appreciate everyone keeping safety in mind during each flying session.

Comments and suggestions are always welcome. Hope you all have a great 2012 in all you do and I'll see you at the field.

Tim

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### ***Training continued from page 8.***

6. Orientation -- Horizontal 8's in the sky with the crossover in front of the student. Maintain altitude through turns. Left + Right approaches to the runway at a safe altitude maintaining course over the length of the runway.
7. Approaches to landing -- Left + right approaches to the runway, lining the plane up with the center of the runway, high at first, with go-rounds, flare at altitude with stall recovery, gradually lowering altitude and maintaining airspeed ultimately bringing it low enough to turn into a landing with a gentle flare.
8. Takeoff -- taxi onto runway and takeoff into a gentle climbing turn
9. Recovery from unusual attitudes -- slow flight, Stalls/Spins + recovery, round loops, rolls, brief inverted flight.
10. Advanced landing -- Cross wind, dead stick, down wind landings
11. Solo checkout flight

The order is my personal preference, in particular, I learned from my instructor over 20 years ago that if you teach takeoff before landing, the student will have a tendency to try a solo flight before they are ready and will destroy their plane in the process, that's even more true today as foam park fliers make flying away from an official flying field a very real possibility. If the student has access to a simulator, I also introduce them to using the simulator as a tool to accelerate their learning process, particularly how to use it to practice landings.

### **Call for instructors**

Given the strong interest in our training program lately, I'd like to first offer a huge thank-you to Mike Leggett who has stepped up to the plate several times to help out students at the field when they asked (once because yours truly was called in from vacation to take care of a production emergency at work, just as he was finishing packing the car for a day at the field) and then put a call out to the club as a whole, I'm desperately in need of instructors, particularly folks who can help out on weekdays and/or Saturdays and who are comfortable helping students who have chosen to fly electrics. Helping a new pilot, whether it's a 12 year old kid or a retiree who finally has the time to put into this hobby and learn to fly, is one of the most personally rewarding tasks I can think of in this hobby and I'd like to encourage everyone to consider taking on a student, you may even find that

talking someone through the process of flying and landing helps your own skills.

I've ordered (at my expense, with a club instructor discount) several copies of a book that I've been a fan of for a while from 1st US RC Flight School in Wisconsin. If you've never taught before, but think you might be interested if you have some guidance on what and how to teach someone to fly, try this book.



### ***One week to Solo***

is an outstanding introduction to the fundamentals of learning to fly by controlling the aircraft and anticipating rather than reacting to the aircraft and always being a 1/2 step behind it. It's full of diagrams that really explain things. If you would like to peruse a copy as an instructor of the club, I'm happy to provide one for you, if you are an instructor and have a student that you think would benefit from it, I'm happy to provide it as well. All I ask is that the book be well taken care of and returned to me when the student completes their solo check flight successfully.

### **Call for input**

I got a brain dump from Mike French on what the role of training director entails, and I've now had about 2 months of "on the job" training but I'm very interested in hearing from the membership, our instructors and our students -- is the training program meeting your needs and expectations? What are we doing well? What can we do better? What should we stop doing? Please send me your thoughts via e-mail to: [vogel.peter@gmail.com](mailto:vogel.peter@gmail.com) or leave a voice mail on the training line at [408-782-4477](tel:408-782-4477).

### ***Training continued on page 14.***

## Training continued from page 13.

Because of my work load at work and the number of meetings I'm in, I do strongly prefer to communicate by e-mail. **If you are an instructor and you haven't gotten an e-mail from me to invite you to the training database, it either means I don't have your correct e-mail address or I don't have an e-mail address for you at all. Please do send me an e-mail to [vogel.peter@gmail.com](mailto:vogel.peter@gmail.com) so I can update my records.** If you do not have an e-mail address please call and leave a voice mail on the training line: [408-782-4477](tel:408-782-4477). Instructors, I'll be sending you an e-mail with my direct cell # in case something comes up at the field and you need to reach me in

a hurry as Ken needed the other day when looking for a Spektrum buddy box.

## Training Manual update

I'm about 50% done with a major revision to our training document, I'd be farther along, but the weather's been so nice that I've been taking advantage of the good weather in my free time to go to the field to fly and to teach. I hope to have the revised document on the web site before flying season really gets going as we roll into spring. That's about all for now, so bank, neutralize stick and pull elevator! ●

### Standard Takeoff Sequence

1. Hold in approximately half up elevator throughout the ground roll.
2. Smoothly advance the power to full and maintain the centerline.
3. At liftoff, smoothly neutralize the elevator while keeping the wings level.
4. Reduce the throttle below half and level the wings prior to the first turn.
5. Trust the turn inputs and adjust the elevator to keep the turn level.
6. Establish the landing pattern, then adjust the throttle to establish level flight.

Holding in half elevator throughout the ground roll takes the weight off the nose-gear and therefore reduces its sensitivity and the potential for over-controlling.


If necessary, adjust the throttle to establish level flight

Fly to base leg turn target

Note: For a variety of reasons, there is no set procedure for maintaining the centerline during the ground roll. This is an area where the pilot reacts. However, on average you will need larger-sustained ground corrections at the start, until control improves with more speed, and then smaller bumps or taps usually work best.

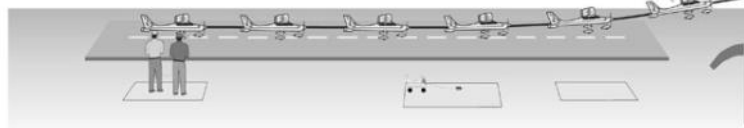
1 Hold in half up elevator

2 Full power



3 Smoothly neutralize the elevator as soon as the plane lifts off

Wings Level

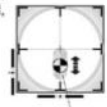


G-77 KPTR: The single most important aspect of the takeoff is keeping the wings level near the ground!

### Pattern

centerline when there is throttle below half (time is level for best results.

Keep the first turn level, if needing additional,




Level Turn

Wings level before the turn

Left-hand Pattern

Object as a whole to centerline reference



4 Reduce throttle to approx. 1/3 before the first turn

Extended Centerline Reference

KPTR: Set the stage for a more forgiving first turn by reducing the throttle below half before turning.

G-78





Bristol Biplane owned and flown by Lynsel Miller.  
Kunal Deshpande photo.

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### ***Contest continued from page 11.***

The SCCMAS is always looking for volunteers for these events and other club related functions. We have openings for shack managers. Manage the shack for one event and the SCCMAS will pay for half of your 2013 annual dues. Manage the shack for two events and the SCCMAS will pay your full 2013 annual dues. Additional helpers are always needed in and around the shack. Positions include staging, food preparation, food orders, BBQ'n, setup and cleanup. Ever wanted to CD an event? The opportunity exists. Many of the events need additional coordinators - collect the event fees, etc. CD's are always looking for additional volunteers to

assist with contest operations, 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

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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 14th

**8:00am - 1:00pm**

Come join us at the Tomcats 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 served 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 Summer Swap Meet on 08/04/12**

**10'x10' Space Rental \$10.00**

**(No Booth Sharing or "Partners")**

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

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

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

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408-482-5437

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1/4 scale Waco.  
Owned by Tim Stalke.  
Photo by Kunal  
Deshpande.



Next Meeting: Thursday, January 26, 7  
PM at Hayes Elementary School in San  
Jose. **Location: Hayes Elementary  
School, 5035 Poston Dr, San Jose  
95136.**

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