

Servo Chatter

AMA Club Charter #110

March 2012



Next Meeting: Thursday, March 22nd, 7
PM at Hayes Elementary School in San
Jose, 5035 Poston Dr, San Jose 95136.

www.sccmas.org

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

News from the President



This month, I'd like to welcome Bahman Dara on as the SCCMAS's new newsletter editor. He is taking over the reigns of this endeavor from Pat Rose, who graciously donated his time for many years in putting together the newsletter. Please take a moment to thank Pat for his dedication and hard work the next time you see him. It is a laborious

task to put together all the content into each issue. Bahman will be working with us to keep our bi-monthly newsletter informative and provide timely information for the interests of our membership. Every year, the SCCMAS asks its membership to fill out a survey along with their renewals. These surveys help guide our organization in ensuring that we are satisfying the general needs to the members. I want to thank those of you who have submitted these with your renewal forms. We personally read each renewal and do our best to address any issues or concerns that you may have in order to fit in with our mission statement, as shown below. Our Purpose

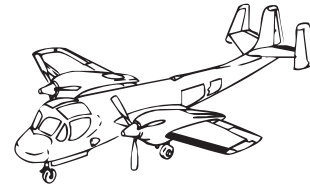
- Provide a safe, convenient flying site at a reasonable cost.
- Provide help and training to new R/C enthusiasts.
- Be open to any person willing to comply with SCCMAS and County Park Regulations.
- HELP YOU ENJOY YOUR HOBBY!

During the March meeting, I will be presenting the results of the 2012 member survey, along with a financial report of the SCCMAS for the past year. This report will show a summary of our income and expenses to give you a better understanding of our yearly budget and how we operate. If you have any questions about our operations or would like to better understand the SCCMAS, this meeting would be a great opportunity to do so and I will welcome any comments that come forth. Our first and foremost goal is to provide a safe flying site and the Governing Board works hard at that to ensure we are doing it to the best of our ability.

We will also have our annual helper's raffle from the previous year at this month's meeting. If you helped at an event in 2011, we will be pulling names out of a hat and giving away prizes as a token of our appreciation! Lastly, Steve Smith has setup another great event schedule for 2012. As always, our annual airshow is rapidly approaching. The odd thing is that this year people are already calling the club line and emailing asking for the dates! Nevertheless, planning for this will start soon and

we look forward to your help in putting this year's event on. In closing, thank you for the support of the SCCMAS. I look forward to another great year at the SCCMAS. Until next issue,

Michael



From the Editor



I want to start my first newsletter by also thanking Pat Rose for a job well done. He has spent a great deal of time and effort informing all of us and promoting our club to the wider community of modelers via the newsletter. I look forward to continuing the good work and welcome your input and ideas for our publication. Given that it is early in the year, we have a busy calendar of activities to look forward to including our premier event of the year, the Airshow. On the topic of the newsletter, I would like to invite all our members to send in their contributions whether as information and articles or through photographs taken at the field. Please send your content my way via servochatter@sccmas.org and depending on when I get it I will do my best to incorporate it into the next issue.

I also wanted to bring up a topic and solicit input from members. I am sure all are aware of our regular Swap Meet days. Some of you are also probably familiar with the annual Bayside club auction. I am wondering if we could convert one of the Swap Meet days to an auction instead. I do realize that there is a lot more work involved with an Auction. However, I also believe this may be another way of generating interest and traffic for the club. Now my version of this would be an outdoor event at the field with BBQ on the side running perhaps from 08:00 through 14:00 on a Saturday. It does require us to bring some new skills to the front but given the number of talented people in this club, I am sure a superstar auctioneer will surface.

Bahman



On the Cover

Nick Lygizos showing NASA how to prepare for the next moon shot with his Aeroworks Ultimate.

Peter Vogel photo using a Nikon D300 1/640 Sec F5.6 200 MM

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

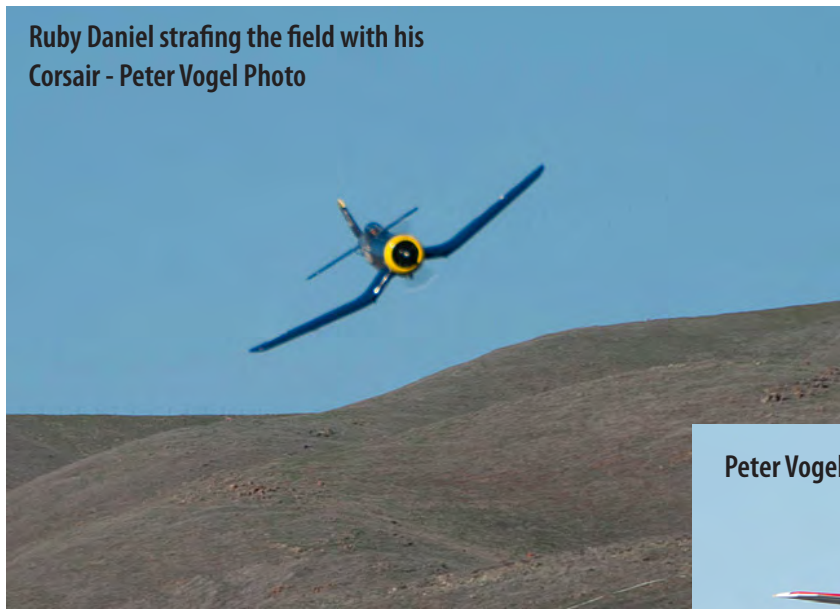
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Webmaster			webmaster@sccmas.org
Raffle Coordinator	Paul Hasselbach		pwhassel@gmail.com
Field Maintenance	Walter Colby	408-710-4035	walterdotcolby@yahoo.com
AMA Intro Pilot**	Reggie Dell Aquila		
AMA Intro Pilot**	Mike Leggett		
AMA Intro Pilot**	Peter Vogel		
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.

Ruby Daniel strafing the field with his Corsair - Peter Vogel Photo



P-40 & Mustang Flyby Watsonville Flyin' '09
Bahman Dara Photo



Peter Vogel Photo



Next Meeting: Thursday, March 22nd, 7 PM at Hayes Elementary School in San Jose, 5035 Poston Dr, San Jose 95136.

TRIANGLE SERIES 2012

T-34 & UNLIMITED WARBLER R/C PYLON RACES

JUNE 9TH, 2012

@ 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 – 1st thru 3rd



Unlimited Warbler Class

Wing Area vs Engine Displacement

Details:

No Break-Out times

One Class

Championship Points Challenge

Trophies 1st 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

Race Notes:

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

Event Contest Director : Steve Smith

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!

Email : Stevejsmith2001@hotmail.com

For more information, please contact Kevin Norred @ 408-482-5437 OR Email Triangleseries@rcpylonracing.com
VISIT www.rcpylonracing.com

Field Safety Chairman



Greetings fellow SCCMAS Pilots-

Well if we had a 'winter' I sure didn't miss it- we have all been able to enjoy lots of beautiful flying days. I want to thank everyone for the continued friendly approach and support on the safety front. It really makes my job so much easier. I guess those cool safety awards are becoming sought after- better than the dumb thumb, eh?

Just a couple of safety updates this month: Unlike many RC clubs SCCMAS is growing!! No big surprise, right? We have an awesome flying site, featured in the RealFlight simulator, and it seems our Hobby is enjoying an upswing in interest. I'm sure many of you know of or have had a chance to meet a new member. If they have arrived as new RC pilots and are under Peter's team being trained, they are walked around, and briefed on the safety aspects and rules of the field. Some pilots come fully ready for flight and are signed-off rather quickly. Some of you have been flying a long time. Keep an eye for pilots that may need a pleasant reminder of the multiple safety aspects of the field; the No-Fly zones, the impound area (2.4Ghz? Answered below. ...), Gas or electric, both will have a spinning prop at the right point in time (Run-up area and after).

Everyone who's flying that day needs to post your membership cards up in the impound area. The impound is not just frequency control, but also informs everyone that your flying that day, that you're at the site. If you've ventured a long way to retrieve a downed aircraft and have not used the 'buddy system' and you fall or get bitten by a rattle snake, that card will alert folks to ask- Has anyone seen Tim? Seems farfetched? I just read about an incident at a flying club down south, the flying day was ending, and the last member out checked cards and realized that he hadn't seen Bob for a bit, but his card was still in the impound. He found Bob in a remote corner of the area hobbling back with a twisted ankle! It can happen.

I'm pleased with how communication on the flight line is going. I'm told it's not just when I'm out there hogging a flight station for one of my 30 minute flights. Good, loud communication and even relaying intent from one flight station all the way to the other farther away. Keep it up!! If you taxi out on one of the North or South taxiways (not in the center taxiway), make sure you hold short of the runway until you've made your way to an open flight station and announced your intent.

As always, let me know if you have questions or concerns. I'll see you at the field.

Tim



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

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Sun 10:00-5:00

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right next to the Sinaloa Restaurant.

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

Treasurer's Report



Jim Patrick

SCCMAS Profit & Loss January through February, 2012

Ordinary Income/Expense	
Income	
Membership dues	6,905.00
Total Income	6,905.00
Expense	
Dues and Subscriptions	15.00
Food	53.62
Garbage service	384.50
Insurance	140.00
Licenses and Permits	45.00
Postage and Delivery	99.00
Sanitation service	1,118.28
Telephone	156.65
Utilities	
Gas and Electric	94.97
Water	1,809.75
Total Utilities	1,904.72
Total Expense	3,916.77
Net Ordinary Income	2,988.23

SCCMAS 2012 Event 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

Contest News



Since the last newsletter, we have finalized the events for 2012, and updated the NCRCS and SCCMAS calendars. Start cleaning out the shop, and make room for that new project. On Saturday April 14th, the SCCMAS will host the first R/C swap meet of the year. As in past years, the spring swap meet brings a many sellers and buyers to the facility, some arriving before sunrise anxious for that first pick. Get there early for the best deals. 10' x 10' spaces are \$10, and concludes at 1:00 p.m. Park tables are limited, and area available on a first come, first serve basis. Bring your own table and chair just in case, and we will find a spot for you. On-site coffee and donuts in the morning will be followed by a BBQ. More information is available at www.sccmas.org.

On Friday May 18th, Saturday May 19th, and Sunday May 20th, the SCCMAS will host the second annual West Coast Helicopter Jamboree. Last year this event attracted over 50 registered Helicopter pilots of all skill levels, with some traveling from Los Angeles and Las Vegas. Open flying for all types of R/C helicopters, beginners to advanced, scale, sport and 3-D. Night flying permitted on Friday and Saturday.

Ever wonder what it's like to fly something without fixed wing or want to see the latest innovations in R/C helicopters? On-site helicopter training will be available and demonstrations by factory pilots on Saturday. Learn the latest techniques from the top R/C Heli pilots. On-site coffee and donuts in the morning will be followed by a BBQ on Saturday and Sunday. Limited RV hookups and overnight camping is available, RSVP with Dave Neves at rcheliguy7@gmail.com. Additional information is available at www.sccmas.org

June will be another busy month with several scheduled events, starting with the second T-34-Unlimited Warbird Triangle Series race of the year on Saturday June 9th. Three classes of T-34 racing, Bronze (Novice), Silver, and Gold. Magnum .46 and OS AX .46 box stock engines allowed. Trophies will be awarded for 1st thru 3rd place. Unlimited Warbird, one class, No break-out times, wing area vs. engine displacement limitations, trophies awarded for 1st thru 3rd place. Race frequency and race number registration required. Contact Kevin Norred @ 408-482-5437 or Email Triangleseries@rcpylonracing.com visit www.rcpylonracing.com. Once again it's time to start tuning up those Warbirds for the annual Warbird Fly-In on Saturday June 23rd. Open to all pilot skill levels, all types of Warbird aircraft of any size, from any era with any engine type, gas, glow, electric and turbine. Join us for a day of fun and flying with fellow Warbird enthusiasts. Registration opens at 9:00AM with a pilots meeting at 9:45AM.

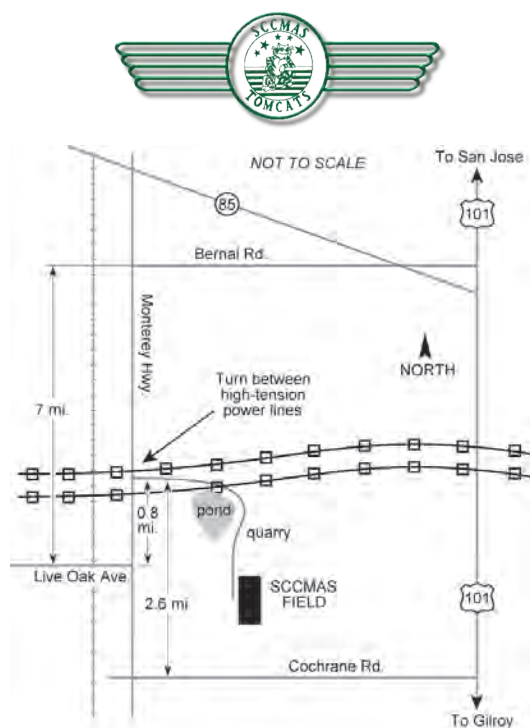
Landing fee is \$10, and includes a free BBQ lunch for all registered pilots. Enjoy a free raffle for all registered pilots who fly their Warbird aircraft during the event. Awards for several Warbird classes, best of show, WWI, WWII and Jet/Modern. AMA insurance is required. Pilots with turbine aircraft must have a current AMA turbine waiver and proper turbine safety equipment. Contact Lynsel Miller (CD) at (408) 374-9358 for additional information or visit our website at 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 19th, and possibly the Reid Hillview Airport day later in June. The SCCMAS will be promoting the R/C hobby with static aircraft displays and flying demonstrations. We are always looking for additional volunteers to manage the booth, answer questions, help with the flying demos, piloting, and spotting. If you can help with these public events, contact Mike Luvara or Steve Smith at contests@sccmas.org.

The SCCMAS is always looking for volunteers for these events and other 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 contests@sccmas.org.

See you at the field.

Steve



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 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.

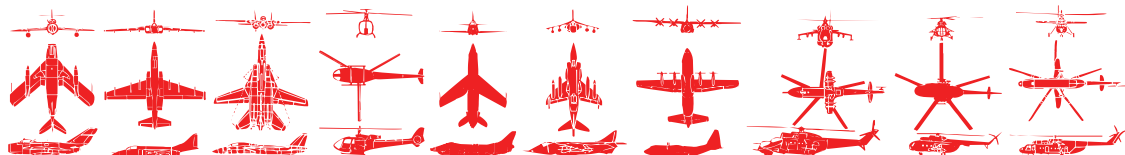
Mark your calendar for the Summer Swap Meet on 08/04/12

10'x10' Space Rental \$10.00

(No Booth Sharing or "Partners")

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

Maps and additional information available at www.sccmas.org



JOHN AGRESTA

Manager

DRE #00988551



RESIDENTIAL BROKERAGE

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408.776.7118 BUS
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December 8, 2011

Mr. Steve Smith
SCCMAS
16345 La Chiquita Avenue
Los Gatos, CA 95032-4610

Dear Mr. Smith

On behalf of all of us at Coldwell Banker, we would like to thank you and your organization for your generous donation of toys for children in need. It is amazing that year after year we can count on you to help make the Christmas season brighter and more joyous for kids in our community.

Your generosity and goodwill are truly appreciated. Thank you so very much.

Sincerely

A handwritten signature in blue ink, appearing to read "John Agresta", with a long horizontal flourish extending to the right.

John Agresta
Managing Broker
Coldwell Banker—Morgan Hill

Training News



Time sure flies when you're having fun doesn't it? Seems like just yesterday I was writing an article for the Servo Chatter, but looking at the calendar it looks like it's been just under 2 months! Our flight training program continues to grow with the addition of two new instructors (Thanks Walt Colby and John Ribble for stepping up to help out!) and 3-4 new students added since I last updated y'all, 3 of whom contacted me just in the last

week! With Mike's help we've done a little reshuffling of our AMA intro pilot roster (Myself, Mike Leggett, and Reggie) to put us into a better position to serve the training needs of the community and lets us get them started while they wait for AMA and Club membership papers to come through – rest assured, we do track that our students are getting the paperwork squared away!

I've been getting great satisfaction from seeing the progress of our students, particularly Dr. David Joyce who has been progressing rapidly and shooting lots of touch + goes on Saturday mornings with Mike Leggett and my own student, young Erik P. who has braved some high winds and still managed to bring the plane in cleanly on several occasions. We had a bit of a mishap the other day at low altitude and high winds, but \$3 for a new motor mount will have him back in the air shortly.

Congratulations go out to Peter Sonnek, a new member of the club this year who passed his solo cert on Feb 11 flying a P-51.

While this could be considered a safety issue more than a training one, with the increase in the number of electrics coming out to the field, especially trainers. I thought I'd take a moment to remind folks that for most electric ARFs straight out of the box, your plane is "HOT" the moment you plug in the battery – that's just like having a glow or gas engine running and you wouldn't want to see that happening anywhere other than in the starting area and the flight line. The same goes for our electrics: there should be no arming of electrics (read: power getting to the speed control) in the pit area. It's easy to become complacent and rely on the safety systems designed into the speed controllers (refuse to arm unless receiver signal is received, don't arm until LOW throttle is received) but those safety systems can and do fail – the host of the All Things that Fly podcast recently related the story of his electric 89" AJ Slick going to full throttle and smashing itself into a picnic table because he did what he'd always done after flying and turned off the receiver to disable the ESC. He'd done it 100's of times before, but this time it seems a little voltage spike on the signal line to the throttle occurred and the ESC hit full throttle. Luckily no one got hurt, but that's all it was – luck.

It's especially tempting to "violate" this electrics arming rule with trainers because their high wing and high-dihedral design often means that the battery hatch is on the bottom of the plane where it can be a pain to open the hatch, secure the battery and plug it in from the starting area. We've moved one starting table into the starting area to make this easier, but there's one simple modification that you can do to make it easy to arm and disarm your plane: add an arming switch. This is something we've been doing for years with our larger electrics but the truth is, it's just as important to do with any electric plane. A recent injury to my back made kneeling in the starting area to connect the battery to the apprentice extremely painful so I recently did this with the electric Apprentice I keep at the field for intro training, so here's how it works.

The basic principle behind an arming switch is that the electrical circuit between the battery and the speed control is broken until you insert the

arming switch. (There are some nice electronic arming switches that let you remove a pin to complete the circuit, but they are costly and outside the scope of what you would do with a trainer). MPI makes a nice ready-made arming switch using Anderson power poles for the arming switch with the common Deans ultra connector being used for the battery and ESC connections. A photo of the MPI switch is shown below. Sharp RC (see Model Aviation magazine for ads, they are also recently available from AtlantaHobby.com) makes one that uses a Deans ultra plug for the arming switch and you can connect any battery ends you prefer.



The MPI switch



Sharp RC's Deans-based kit

Since the first thing I do with all but the biggest of my planes is set them up with Deans connections for the ESC (if they don't already have one) my Apprentice already was using a Deans connector for the battery (stock uses an EC3 connector)



Apprentice battery compartment where I've already converted my plane to use Deans connectors

so the MPI switch was a quick and easy choice for this project. Looking at my Apprentice it was clear that the best pathway for the arming switch wires from the exterior of the plane to the battery compartment was through the side, right where the Spektrum logo decal is under the wing.; so I removed the Decal and did a test fit of the arming switch on the side.



Continued on Page11



Test fitting the arming receptacle

I used an Exacto knife to make initial cuts at the four corners of the arming switch and then began to hack through the foam with the Exacto:



Hacking out the first layer of foam

The foam here is pretty thick, so I had to remove one layer of foam to make room for the blade to make it through to the other side. It's not pretty and I was doing this quickly at the field (on M*A*S*H they call this "meatball surgery"), but it's not important because we'll be using Gorilla glue or Sumo glue to secure the switch, both of them are expanding foam glues, so any gaps will get filled by the expansion of the glue.



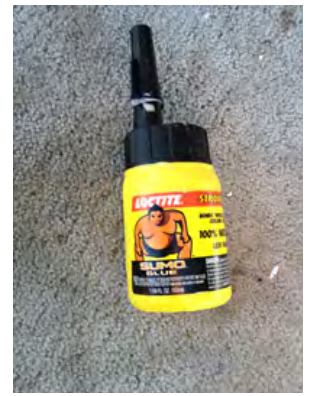
Foam removed to allow the wires to pass into the battery compartment

Next we pop the wires of the arming switch through and get the arming receptacle where we want it. Note that the arming switch has a male and a female Deans connector, the male side will plug into the battery like the ESC did before, the female side will receive the connector from the ESC.



Receptacle in place and ready to be connected

Once we've got things in place, we're ready to glue it. I like Sumo glue (available at Lowes and Home Depot) for this because it dries white, but Gorilla glue will do as well. In fact, after the picture below was taken, I found that the glue had dried out on me (it's been a long time since I've needed to do repair to a foam plane) so I wound up using gorilla glue anyway.



Both of these glues expand as they cure, so its important to use some tape to prevent expansion into unwanted areas. I wanted to avoid expansion to the outside of the airframe or where it would block insertion of the arming plug, so I covered the outside after applying glue.



Use tape to prevent unwanted expansion of the glue

Left things that way for a day to let the glue cure. When I came back to the plane I removed the tape to reveal my new arming receptacle:



Receptacle in place and ready to receive an arming plug

Now I can plug my battery in anywhere and just carry the arming plug in my pocket until I get to the flight line to arm it:

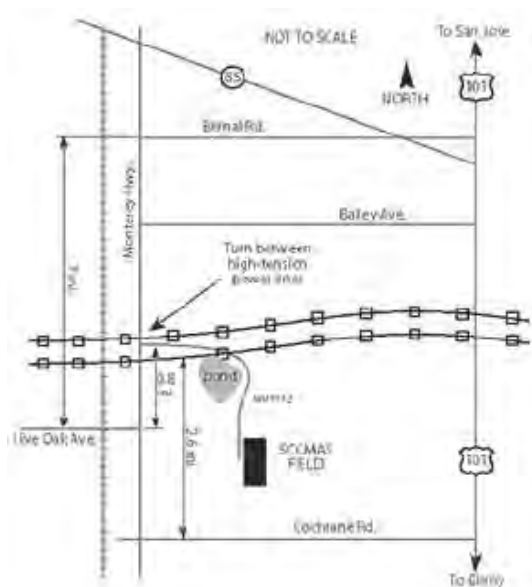


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Warbird Fly-In 2012

Saturday June 23rd

Tomcats field Morgan Hill



Open to all AMA members with any size of R/C Warbird aircraft; prop or jet from any era; any engine type; gas, glow, electric, turbine.

Awards for best in class WWI, WWII, Modern/Jet, Electric and best of show.

Registration: 9:00AM

Entry Fee: \$10

FREE Noon time BBQ for the pilots

Awards: 3:00PM

CD: Lynsel Miller (408) 374-9358

More information is available at www.sccmas.org



Arming plug in place, the plane is HOT.

It holds in quite securely and only sticks out of the plane a little bit so there's no noticeable aerodynamic effect and the positive lock of the Anderson power poles ensures that I won't lose the plug in flight. Further, I have an instant visual indication of whether the plane is "hot" (armed) or not.

If your plane is using a connector other than Deans, there's enough wire on the MPI plug to make it easy for anyone with a little soldering experience to cut off the Deans and solder up the connector of choice. If you are using Deans already, this is a 5 minute job, switching connectors turns it into a 20 minute job. Either way it pays dividends every time I don't have to kneel down on the ground to arm or disarm my plane or a student's plane.

Peter Vogel



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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

Helicopter Training News



I'm glad to see that we have had quite a bit of activity in the new heli area. It seems that the relocation of the tables has made the heli area more user friendly and safer for the pilots who waiting to fly. I would like to introduce two new heli instructors to the SCCMAS club. Their names are Jim Miller and Wolf Witt. Both Jim and Wolf are accomplished heli pilots and have

instructed at the Bayside club for many years. Jim will be available on weekend afternoons. He will be helping new heli pilots with basic setup, flight trimming and both basic and advanced buddy box flight. Wolf will be also available on weekend afternoons, and will be available to help with basic setup and flight trimming. I will be available most Sundays from 10:00am to 3:00pm to help with setup, flight trimming and basic buddy box flight. As I have mentioned before, we need to keep a watchful eye on our flight boundaries. It can be difficult to concentrate on both flying your heli and watching the boundaries. If you see someone flying beyond the boundary, let them know in a friendly manner. If you feel that you are losing control of your helicopter, its best to back off on the throttle and land, or crash if necessary to avoid going beyond the boundaries. The further away you are, the harder it will be to save the helicopter, and as they saying goes, "it's better to be safe than sorry".

Below is the contact info for Jim, Wolf and myself if you need some help. This info will also be available on our website and our monthly newsletter.

Dave Neves - rcheliguy7@gmail.com (510) 673-4467

Jim Miller - jaggies99-mac@yahoo.com

Wolf Witt - rcwolf@gmail.com

Dave Neves



Ken's Zero Nick Lygizos photo

Secretary's Report



Meeting Date: 01/26/2012
Attendance 49

Officer and Volunteer comments:

Mike Luvara

- Introduced new club members
- Mentioned the 25th year club banquet and how it was very good this year
- Pat Rose resigned as Servo Chatter newsletter editor
- Fire extinguisher location, emergency numbers
- Described what it takes to run a club like ours

Peter Vogel

- 8 new students in the last two months
- More flight instructors needed

Walter Colby

- Please pick up all your crashed plane parts. This is very important.

Tim Jones

- Lock inside gate if you are the last person out. The combo is on the back of your membership card.
- 301 members have signed up so far since this meeting.

Tim Stahlke

- Started a new program called the "Safety First Award" This is a new concept where volunteers go out of their way to help with safety issues. Mike Leggett and Dave Neves were the first to get the monthly award.

Jim Patrick

- Jim gave the opportunity in meeting for any questions about the budget. Lynsel asked about how many members and how it reflects on the P&L.

Steve Smith

- NCRCS now updated and schedules all hammered out.
- T-34 Racing is back this year
- Lot more great events in store for 2012
- 12 boxes of toys donated for the "Toys for Tots" program this year

Dave Neves

- Heli area is doing well
- Walter moved out a mound near the Heli area thanks



Dumb Thumb:

Disclaimer: *As the secretary, I am only telling the story as I hear it in the meetings. They may not be fully accurate. If you want to hear the whole story accurately, see the person who won the dumb thumb.*

John Adams Winner "Lost the Plane in the Fog" Well that's what they thought.

While flying a 35% Yak, John asked Nick if he wanted to fly the plane. Nick, sort of apprehensive, said, well ok. John unhooked the neck strap of his transmitter and hands it to Nick. When Nick passed the transmitter back to John, John accidentally turned off the transmitter while hooking the neck strap back. I guess they thought they lost the plane in the fog. Crash!



Dumb Thumb Runner Ups:

Mike Leggett "Using Plane as a Chain Saw"

Flew a big P-51 into a tree. It sounded just like a chain saw cutting a branch.

Dave Neves

Head on crash to apposing T-28

Show and Tell:

Walter Colby

Very cool A-10 that he purchased at an RC expo. It has flaps and even ejects the canopy. And supposedly the pilot ejects with a parachute although Walter mentions that it could throw the CG off if the pilot ejects. It includes retracts, bombs, and smoke cartridges. I did not get the name of the company that sells this plane. Ask Walter. (Editor's Note - Banana Hobby is the vendor for this product)



Matthew Smith

Showed us his Beast biplane that uses the new AS3x gyro system. It is the 3D version of the Beast. He says it flies very smooth. Cost \$130.

Paul Hasselbach

"Big Bingo" 1990 Ace kit, 16 lbs. Made mostly of light plywood. Runs a gasoline Saito. He had to send the new engine back four times until it came back running correctly. He needed to use Saito's special engine mount. He also mentions that the engine gets pretty hot.

Lou Rodriguez

Carl Goldberg Jr Skylark. It was an old kit. Now it runs twin Astroflight electric motors. It has already 60-80 flights. Very nice job.

Sean Berkheimer

3rd Scale Laser build, 90" wing span, 3 blade prop, 16 lbs. Runs a high voltage regulator.

Peter Vogel

5600 watt, 7.5 lb, Laser. He describes the plane as very "floaty" and flies great.

Jim Patrick

Old control line "Cosmic Wind". 40 years old. Found in a garage cleanup. Pretty neat to find stuff like this.

Babe Caltabiano

"Bear Cat" Has a fiberglass fuse, Molded from a Royal kit. Runs an OS 120 AX. Uses Sprint Air retracts, and is painted with automotive paint. It's a Rare Bear copy and he used Cali Graphics for the graphics work.

Manual Souza

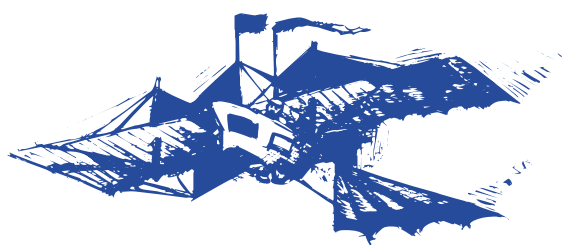
HexaCopter, with an on-board navigation system. Can cargo up to 18lbs. Frame made in the Netherlands. Flight time is 20-25 minutes. It will be used to film car races from the air.

Raffle:

Bervin Brit
Sean Berkheimer
Andre Torres
Carlos Tripodi
Matt Campi
Harsh Bhargava
Peter Vogel
Steve Bridgeman
Kyle Alegrete
Ron Marier
Steve Smith
Andrea Torres

DX5 radio
Fuel
Red MonoKote
White MonoKote
Ball wrench
Nose Gear
Rods
Wheels
Push Rods
Fuel Line
Fuel Line

Dean Sala



Ken's Zero Interior Nick Lygizos photo



PILOT NO. _____

REGISTRATION FORM

2012 SCCMAS HELICOPTER JAMBOREE

May 18th thru May 20th

Please print legibly

First Name:		Last Name:	
Street Address:			
City/State/Zip:			
Phone Number:			

Please check appropriate boxes

- ☐ **Registering as a Pilot:** All pilots must have current AMA membership
Pre-registration Fee: (received/postmarked before May 1st) \$15.00
Late or Fee Paid at the event: (fee received after May 1st) \$20
- ☐ **Registering as a factory sponsored pilot:** No Charge
Do you plan to do a noontime demo? Yes ☐ No ☐
- ☐ **Registering as a Vendor:** No Charge
Tables and shade cover available in the pit area.
- ☐ **RV Camping site:** \$5.00
10 sites available with electricity and water at each site
(tent camping allowed on the grassy area at no charge)

Note: there are three reasonably priced hotels available at the Cochrane exit

If you plan to fly on 72MHz, please indicate which frequencies you will be using:

--

- Lunches/Snacks will be available for purchase from the SCCMAS club on both Saturday and Sunday: Hot Dogs, Hamburgers, chips, and soft drinks, etc.
- 120v charging stations will be available to those flying Electric Heli's

For More Information - Contact: Dave Neves, Contest Director, at: rcheliguy7@gmail.com or (510) 673-4467

Make Checks Payable to: SCCMAS
C/O Dave Neves
36607 Capistrano Dr.
Fremont, CA 94536



PILOT NO. _____

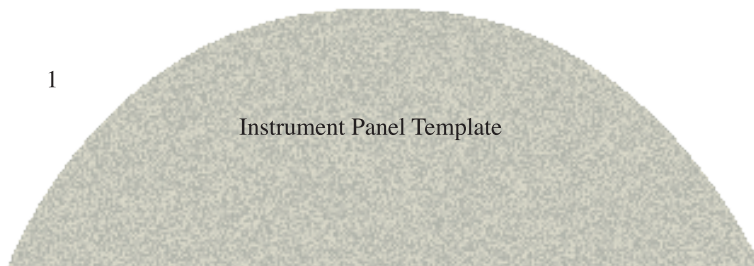
A quick guide to building an instrument panel

Over many years of modeling I have developed a fairly simple technique for building instrument panels for my models. The process described below is the more sophisticated version but in it's simplest form you can just grab some of the instruments from this page, print them to different scales and paste them on the panel template and that is all there is to it. If you want to get more involved and create a panel with some depth, the steps below will help with the design process. All the instruments on the right (a small sample) are drawn in Adobe Illustrator so can be scaled to any size. Should you want something specific, I will be happy to put it together on time available basis as this helps me keep my graphic design skills current.



1

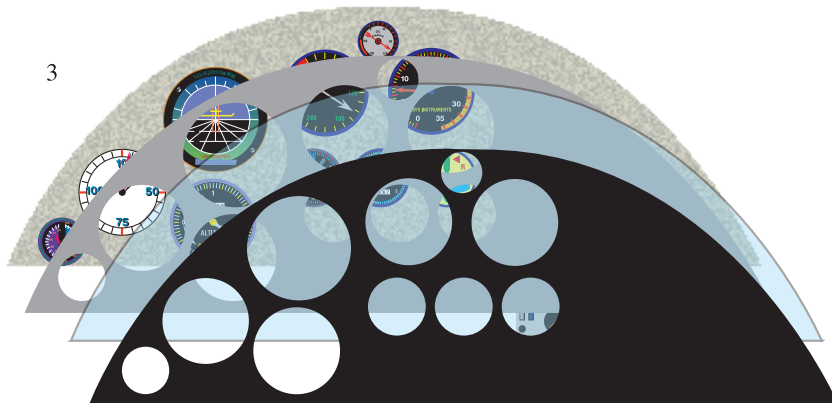
Instrument Panel Template



2



3



4



1- Create your panel template from your plans or your aircraft. My typical process is tracing on a piece of paper and then transferring the info to my main backing material which can be any stiff material you choose. Plastic sheets used for railway modeling, which comes in many thicknesses, is a good one to use.

2- Choose the position of your instruments. Those that go on this layer are typically ones under glass or in a bezel.

3- This graphics shows the basic layer process. The main instruments are on the first layer, the next layer (similar material as the backing material) has the holes slightly larger than the dimension of the gauges. Next there is a layer of clear plastic and then the final layer which is the dashboard you would see. This can be any kind of material depending on your project. I have used balsa (not recommended) very thin ply, plastic, thin carbon fiber plates and a bunch of other things. The most important requirement is to be able to create the holes that are nice and sharp with a slightly beveled edge on the outside.

As far as gluing the layers is concerned, go with what you are most comfortable with. CA would be the last choice as it tends to smear the ink that almost all printers use. If you print the instruments on photopaper (preferred) medium CA can be used but be cautious.

4- At the last stage you can add the layer that is on top of your panel. Anything that is raised for a reason or has a raised faceplate around it. Again the choice of material is yours and some experimentation can help with the final panel.

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Dave Wilbur with 50CC P 51 Nick Lygizos photo



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

Next Meeting: Thursday, March 22nd, 7
PM at Hayes Elementary School in San
Jose, 5035 Poston Dr, San Jose 95136.

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.