

# Servo Chatter

AMA Club Charter #110



February 2013



Next Meeting: 4 PM Saturday  
March 9th at the Wings of History  
Air Museum, San Martin

[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



As we enter the 2013 flying season, I wanted to thank all of you who submitted their surveys along with the 2013 renewal forms. We are currently in the process of reviewing this year's forms and will be presenting them at a future meeting. Speaking of meetings... We changed up our meeting format in 2012 to have quarterly meetings, two of which are held at the field and two outside

of the field. I'm proud to announce that our next meeting will be on Saturday, March 9th at the Wings of History Air Museum in Morgan Hill. This museum is located at the San Martin airport. We will be able to tour the facility, enjoy the aircraft and items on display and then have a meeting at their space. Our club member, Dan Petroff (who is a volunteer at the museum) has helped us arrange the venue. The Wings of History museum also puts on the airport day at the museum each year of which we do an R/C demo. Mark your calendars for May 18th and join us this year. We need static display, people to answer questions at the booth and pilots to fly their models. It's not every day that you get to fly off of a full scale runway!

The January and February 2013 issues of Model Aviation have seen the SCCMAS in the AMA District 10 column. One issue showed portions of our airshow while the next featured founding member Don Coulter. It's great to see the SCCMAS getting some publicity in the AMA magazine.

With the year ticking over to 2013, our annual airshow is going to approach rapidly. Last year's event was rather close to the 4th of July weekend, with the 4th having been on a Wednesday last year. This year, the 4th falls on a Thursday. Normally, we would push off the airshow to the weekend after, but have elected to host it on the weekend of July 6th and 7th as it seems to do better attendance-wise. So, mark your calendars and start preparing for this year's show. I have been dedicated to the airshow for many years and believe that it is time to begin the process of handing off the reigns of the airshow to some new blood. I'd like to start this year by getting more people involved with the organization and planning to show them the ropes. We will be holding a meeting for this in early March. If you would like to participate, please email or contact me and I'll be in touch. Hope you are enjoying many wonderful flights at the field... Until next issue,

**Michael**

## From the Editor



The deadline for the first issue of 2013 arrived much sooner than I had planned for... It already feels like spring and we have had some exceptionally great flying days though the temperature can be deceiving. For the past few weeks the number of flyers seems to have increased and I expect by the time we are in the middle of March the field should be in full swing.

In this issue, we have a very interesting article by our own Don Coulter on an Auto Gyro he is testing. Those of you who know Don also know that he is very fond of unusual projects so expect to see more interesting things surfacing from his workshop. There is also a pictorial report on the AMA convention brought to you by Shahram Shirazi and I. There were quite a few club members at the event. The award for the biggest effort goes to Ali and his son who woke up at 4 AM Sunday morning, drove all the way there and drove back the same day.

If you are flying a helicopter in the runway area please stay with the pattern if there are other people flying. This helps avoid accidental mid airs. Also if you are flying in the helicopter area and want to move over to fly over the runway, your flight path across needs to be outside the red zone or you need to move to one of the startup pads on the sides of the taxi ways.

Talking about mid airs, what are the chance of having two in one day within an hour of each other? Happened to me on January 1st. I turned into Reggie's airplane fully believing I was at least 40 feet lower than he was and the picture tells the story. About 50 minutes later my Bird Dog was vaporized in a head on with Lynsel's Spitfire. Fortunately Lynsel managed to land the plan and it will fly again. Two brand new planes each of which had a single flight... well if you can't afford to lose them, this is not the hobby to be in.



Happy Landings,

**Bahman**

**On the Cover**

**Don Coulter with his review Calidus Gyro Copter**

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

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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.



Please note the weather station on our site is now replaced with a new unit and you can check weather conditions by going to: <http://www.sccmas.org/weather.htm>

# Field Safety Chairman



I LEARNED ABOUT SAFETY FROM THAT...

Hey RC Gang;  
Hope all is well for you in this 'New Year' and Santa left you plenty of things to build and fly under your Christmas tree. I just finished one of those 'easy' 4 month ARF projects, the newly improved ¼ Scale Super Cub from Hangar-9! As many of you know, this electric 'warbird' enthusiast has really been smitten with the larger gas scale aeroplanes from those classic earlier days of aviation. With large gas tanks and various sizes of Zenoah magneto engines on the business end, I easily get 25-30 minute flights with only minor regard for throttle management. Those are nice long flight times which are great for this newbie. Plenty of flights and flight time to get familiar with the aircraft. its habits, using the rudder, that shudder when the engine comes to life, practicing those approaches, slips, touch and goes, and just good old straight and level flying. So how does all this tie into safety...well my good reader glad you asked!

After many nice long flights, you build up a confidence in your aircraft, your ability to fly safely, and these thoughts in themselves are not bad. You get in a routine, and fly and fly and repeat. My little electric cub in the photo above had 52 flights before I lost the right aileron due to a minor vibration over time that loosened the clevis. What happened- my routine was working, I had safety built in. Well maybe, but even with my use of a pre-flight checklist, I was missing an important item... A PERIODIC AIRCRAFT INSPECTION!! Yes, an RC Airplane Annual/

bi-Annual/Monthly check. How many of us have a checklist or brain item, to go back through the aircraft with X number of successful flights on it and thoroughly check it again.

These are mechanical beasts, with moving, vibrating, electronic components, that are subject to stress fatigue, wear and tear, hangar rash. Sure good pre-flights (Walk-Arounds) can reveal some things, but not that underlying lose servo arm about to fail. What about a range check? Again? As you get in a cadence with flight after flight you get confident and comfortable. When did you last pull the cowl and check throttle linkages, fuel filters, ESC connections. How 'bout those nice tail feathers, vertical stab, rudder pull-pull clevises? Everything still nice and tight? From nose to tail, a periodic full inspection is just a good idea. Even get your own RC A&P? We have so many knowledgeable flyers at the club more than willing to take a look if you ask.

As many of you know, I've drafted Lynsel Miller as my A&P, and he checks things out now that I'm building my own aircraft. I addressed about 15 items after 'finishing the build' prior to the maiden. Minor stuff mostly, well the flaps and throttle linkage were bigger issues. Those items will make a good start to my next aircraft inspection checklist. After all I want to be flying

my new cub for hundreds of safe, long flights, not just a few.

Gotta get to know that rudder as a wanna be Warbird driver when I grow up

A quick note; Let's keep those Red No Fly Zones just that no flying. That means tiny anything, helicopters, microplanes, quadcopters, discus-launched gliders.

If you're tempted to fly in the red zone STOP, think, ask someone where should you really be flying?



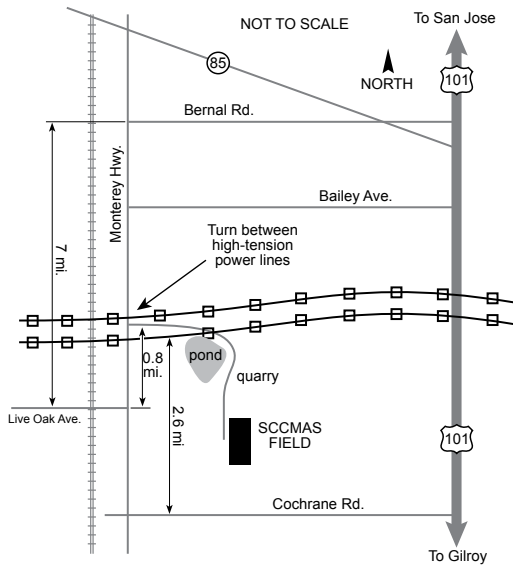
Also keep in mind unless you are alone on the flight line 3d hovering, High Alpha maneuvers, etc. (both fixed wing and Helis) are not allowed. Let's keep the pattern open.

Please let me know if you have any questions or concerns. I look forward to seeing you at our meeting on March 9th at Wings of History Museum.

As always, I'll get to hand out the coveted SCCMAS safety first awards. I'm sure you don't want to miss that.

See you at the field. Safe flying,

**Tim**



SCCMAS (Tomcats) field is located in the county park and can be reached via Monterey highway



Next Meeting: 4 PM Saturday March 9th at the Wings of History Air Museum, San Martin. Map and address on Page 3

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

**AeroMicro**  
The Source of Electric RC Supplies

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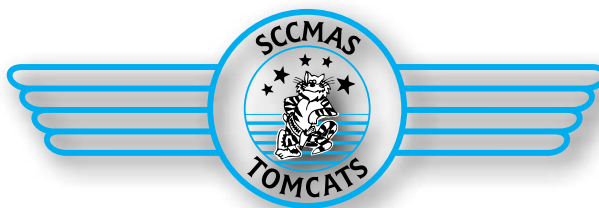
# Treasurer's Report



**Jim Patrick**

SCCMAS Profit & Loss  
December 2012 through January 2013

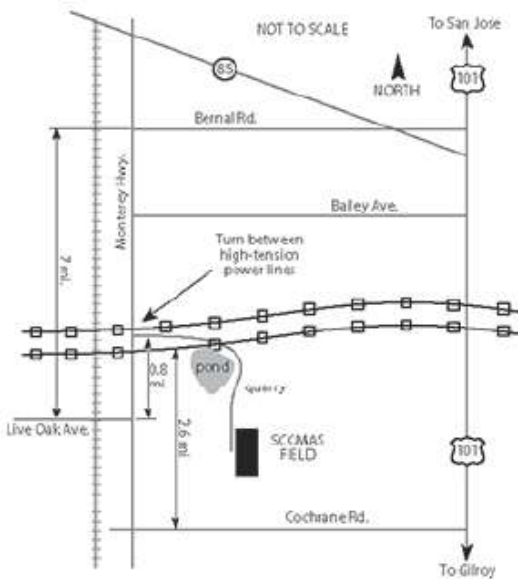
Ordinary Income/Expense	
Income	
Membership dues	26,567.50
Raffle	160.00
Vending machine	400.00
Total Income	27,127.50
Expense	
Bank Service Charges	106.80
Bay Alarm	135.00
Computer supplies	249.00
Equipment Rental	75.00
Food	431.92
Garbage service	393.72
Licenses and Permits	140.00
Postage and Delivery	155.85
Printing and Reproduction	461.35
Raffle supplies	610.51
Repairs and Maintenance	
Equipment Repairs	109.00
Repairs and Maintenance Field	301.97
Total Repairs and Maintenance	410.97
Sanitation service	1,198.18
Supplies	469.30
Telephone	
Internet	359.92
Telephone - Other	174.23
Total Telephone	534.15
Utilities	
Gas and Electric	121.44
Water	1,495.65
Total Utilities	1,617.09
Total Expense	6,988.84
Net Ordinary Income	20,138.66
Other Income/Expense	
Other Income	
SCCMAS Banquet	980.00
Other Income	12.00
Total Other Income	992.00
Other Expense	
SCCMAS Banquet	2,224.70
Total Other Expense	2,224.70
Net Other Income	-1,232.70
Net Income	18,905.96



# Warbird Fly-In 2013

Saturday June 22nd

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 and best of show.

Registration: 9:00AM

Entry Fee: \$10

FREE Noon time BBQ for the pilots

Awards: 3:00PM

CD: Lynsel Miller (408) 375-6103

More information is available at [www.sccmas.org](http://www.sccmas.org)



Whew! It's been a while since I've had a chance to sit down and write an article, having missed the deadline for our last Servo Chatter and being a day behind for this one, life's been keeping me busy, fortunately it's not been all work! I got a chance to run down to Southern California to hang out at the AMA Expo for a few days and check out all the latest goodies – more about that later as I got thoroughly sucked in by an awesome new radio. First there's the very important business of our new solo pilots!

## Congrats to our new solo certified pilots

One of the most satisfying things for an instructor is getting to see their student complete the solo certification flights with alacrity! It's been my pleasure to see the following new members or student pilots certified over the past several weeks:

Cesar Proano  
Tarun Sonti  
Paulo Giovanardi  
Alan Hantke  
Nate Cougoule

Congratulations to all five of you! And for those who were students at SCCMAS, remember, this is just the start of your RC journey, don't hesitate to ask for someone to buddy box you through something new you want to try or to help you trim out a new airplane.

## Pulling ideas from other clubs

I have a bit of a challenge facing me – I have very few instructors who can be at the field regularly and even fewer who can be there on a weekday and several students who would prefer to learn on a weekday when the field is less crowded. Consider that a call for willing and able weekday instructors, but it has also led me to ask some of the training coordinators that I've met at precision aerobatics contests around California how they manage training. One idea that has really struck me as inspired is a club that does an open training evening once a week during daylight savings time, it's not that hard to sneak out of work early occasionally and with the sun setting at 7:00 or later, if we started open training at 4pm we could get a good solid 3 or more hours of training in, this would give students a chance to fly with different instructors and to make arrangements for oth-

er convenient training times directly with instructors. To make this work we'd need a reasonable collection of instructors who could participate at least occasionally (every week would not be expected, though obviously appreciated if you can manage it in your schedule), I could make most weeks though I am occasionally out of town for business so I'd need at least one other fairly regular instructor to be sure we have coverage each week. We'd also need students to be flexible and come out on training day. To help me determine if this could be made to work, I've put together a quick survey, if you are a current member, a prospective member/student or an instructor, please follow this link and answer the few questions I've put together, even if you don't like the idea of a training day and just want to provide feedback to me or the instructors, please fill out the short survey here: <http://www.surveymonkey.com/s/ST9MK5Z>, it shouldn't take more than a few moments.

SCCMAS Training Survey 1

1. I am a(n):

2. Would you participate (as a student or instructor) in a regularly scheduled weekday training session beginning at 4pm?  
 Yes  
 No

3. If you are willing to participate, which day would work best for you?

4. How often could you participate?  
 Regularly (missing the occasional week)  
 More than once a month but not every week  
 Once a month  
 Occasionally  
 Never

5. As a student, would you object if you had a different instructor each time you came? (Assuming you could arrange training for other times with any instructor you chose)  
 Yes  
 No

6. Do you have any ideas you'd like to share with the training staff?

Date:

Powered by SurveyMonkey  
Check out for more surveys and create your own now!

## Flight Stabilization Systems, Help or Hindrance?

Several years ago Horizon Hobby introduced the SuperCub 3 channel trainer with "Anti-Crash Technology" which was a very primitive level sensing system that attempted to prevent a new pilot from over controlling the aircraft, if it sensed a significant roll or pitch from level, it would override the pilot's control and attempt to return to level. Unfortunately, it was a little too primitive and quickly earned the nickname "Active Crash Technology" as it had a tendency to do exactly the wrong thing in a stall situation and put the plane in an unrecoverable spin. It was also quite discon-





certing to pilots when their commands weren't obeyed by the aircraft. I generally recommend turning these OFF.

Recently, however, there have been a number of promising advancements in technology, particularly solid-state MEMS sensors that are like gyros on a chip that can detect 3 axis tilt and acceleration. This has led to the AS3X system from Horizon Hobby, originally available only in their ultra-micros but now available in the AR635 sport receiver and the much more advanced EagleTree Guardian system. Some new trainers such as the Firebird Stratos and the Glasair Sportsman from Horizon incorporate this technology in them and I'm sure there will be more to fol-



low. I've been struggling with putting together an opinion on the use of these technologies by new pilots. Having used both AS3X and EagleTree Guardian systems in some planes I own, I think I finally have a reasonable point of view to share:

In general, these systems do not "fly the plane for you," you still need to know what you are doing, but they do significantly simplify the process. The EagleTree in particular does a great job of cleanly coordinating turns and preventing significant errors without inducing dangerous situations like spins.

They do make it "easy enough" that they could induce a false sense of confidence in your talents as a pilot, successfully flying an electronically stabilized plane is NOT an indication that you are ready to fly a non-stabilized plane.

A system that can be turned on or off from the transmitter is ideal (The Guardian can do this, the AR635 from Spektrum cannot as far as I can tell) as a way of allowing you to "push the envelope" on your own after getting your solo signoff in a non-stabilized system with the ability to "bail out" of a problem by flipping a switch to turn on stabilization.

Be careful when "bailing out" from odd attitudes, the stabilization system can be very aggressive in returning to upright level flight, this can put severe stresses on the airframe (i.e. it can snap a wing, etc.)

As a general point of advice, if you have regular access to an instructor (i.e. you can come to the field for instruction at least once or twice a month) I would NOT recommend the use of stabilization systems as you are learning, as they change the behavior of the aircraft enough to leave you unprepared for a non-stabilized aircraft later. However, if you have been struggling to fly solo and have a special situation (i.e. slow reflexes, live a long way from the field) and want that extra help to allow you to practice on your own using the guardian as a "virtual instructor" (with stabilization off until you are landing or get yourself in trouble) then a system like the EagleTree guardian might be a good choice for you to get a feel for how the plane should look as you are flying a circuit. AS3X stabilization like you see in the AR635 on the other hand, in my experience simply makes a small plane fly like a bigger plane, more resistant to the effects of wind, etc. but it's not great as a virtual instructor.

As for solo certification with a stabilization system like the EagleTree guardian in place, I'll have to discuss what policies

make sense for SCCMAS with the board, at the moment, my recommendation would be to allow certification with AS3X but not with the Guardian or similar systems active as it would be difficult to enforce a "stabilized only" airplane restriction at the field (i.e. like getting a drivers license that requires vision correction). As a way for a responsible adult who has been struggling with getting off a buddy box to gain some independence, it is certainly something that should be considered.

### My new toy!



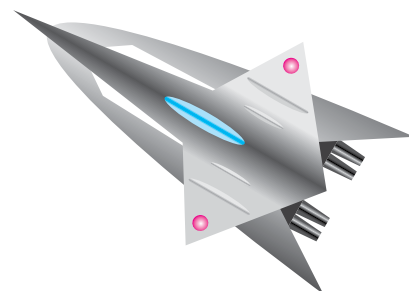
As I said, I got sucked in at the AMA Expo by this amazing radio, the Jeti DC-16 (if tray style flying isn't your thing, there's a DS-16 for folks who like to hold their radio and fly with their thumbs). It's not the radio so much *per-se* but rather the entire *system* from Jeti: receivers all have telemetry built-in, the Mezon line of speed controllers provide a wealth of telemetry data for electric power systems, and there's a wide variety of telemetry sensors (GPS, airspeed, vario, etc.) that can be added to a plane. Because each receiver has a downlink to the transmitter at all times, and the downlink power is 20-80% (depending on the receiver) of the transmitter's power, the transmitter can warn you when the signal from the receiver is getting weak (or is lost) giving you a chance to bring your plane back before you lose control. It's built like a tank and quite easy to program. It's price puts it out of the range for most beginners, so I'll be keeping my Spektrum radios for helping students, but this is the radio for my primary planes now!

### Call for suggested training topics

Well, I do seem to have gone on a bit! I guess that's enough for now. If anyone has any suggestions for topics I should cover in future articles, please let me know via e-mail to [training@sccmas.org](mailto:training@sccmas.org).

Until next time, see you at the field!

Peter



# USRA 2013 Summer Nats Giant Scale Pylon Racing

Winslow/Flagstaff Az.

June 6-9, 2013



**Fire Breathing, Nitro Burning**  
**Up close and personal,**  
**240+MPH R/C Racing Action!**

Parking - \$5.00 for full event  
Camping- \$15.00 for full event

Web Site: [usrainfo.org](http://usrainfo.org)

Classes: **Unlimited, F1-Pro, F1-GT, 86 Sportsman, Warbird, Sport F1**

We intend to fly all classes depending on number of entries.

Provisional classes will be Saturday and Sunday only!

Entry fees: **Unlimited, F1-Pro.** \$250.0. - **F1 GT** \$180. - **Sportsman, Warbird and Sport F1.** - \$50.0.

Payable to: Chuck Hebestreit, 5755 Townsend-Winona Rd., Flagstaff AZ. 86004

[chuckh@infomagic.net](mailto:chuckh@infomagic.net) - 928-853-1975

c.2007 Neal Nurni

Wingman Photo --



## An AMA sanctioned "Bucket List" Event

**All Entries must be post marked by May, 3 or there will be a \$75.00 late fee.**

Flagstaff area Motels:

<b>Super 8</b>	- 725 N. Kasper Ave.	- Flagstaff, 86004 - 928-526-0819
<b>Days Inn</b>	- 3601 E. Lockett Rd.	- Flagstaff, 86004 - 928-527-1477
<b>Hampton Inn</b>	- 3501 E. Lockett Rd.	- Flagstaff, 86004 - 928-526-1885

(These three motels are right next to each other Ask for a room in the back. Flagstaff has regular trains at night.)

**Little America Hotel** - 2515 E Butler Ave, Flagstaff, AZ 86004 - 928-779-7900

GPS Coordinates for race site: 35.21125,-110.876899





The Academy of Model Aeronautics' 16th Annual  
**AMA EXPO 2014**  
JANUARY 10, 11 and 12.  
ONTARIO CONVENTION CENTER, ONTARIO CALIFORNIA

**SAVE THE DATE!**



Lots of Snow on the Grapevine



AMA president addressing the meeting prior to opening on Sat.





The biggest model on the floor - Bill Hempel Product





Frank Tiano taking a break



Shahram just loved the DRI Pilot

# Contest News



Greetings to all members of the SCCMAS a.k.a the "Tomcats". The 2013 event calendar is finalized and the SCCMAS website has been updated. This year's calendar reflects the popular events at the SCCMAS facility over the past several years, based on the

turnout, feedback and changes in the R/C industry. In addition to events being held at our facility, several public events are on the calendar, enabling the SCCMAS to educate the community about our facility and the R/C hobby.

As the contest coordinator, I'm always looking for additional help, including, managing the shack, helping in and around the shack, help to facilitate an event, acting as a contest director. Over the past several years, the SCCMAS has hosted several successful events attracting the largest of participations in the area. All of this would not be possible without the volunteers. I really want to thank everyone who has stepped up and helped over the past several years.

Looking forward, it time once again to prepare the spring R/C swap meet on Saturday April 13th. As at past swap meets, the early bargain hunters arrive at dawn, with the wheeling and dealing continuing throughout the morning, and concluding by 1:00 p.m. 10' x 10' spaces are \$10. Limited park tables are 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 followed by a BBQ. Additional information is available at [www.sccmas.org](http://www.sccmas.org).

Next up on the list, racing! Sport pylon racers, it's time to dust off those T-34's, .46 modified Warbirds and unlimited Warbird racers for the second of four races in the Northern California Triangle Series on Saturday May 11th. Three classes of T-34 racing, Bronze (Novice), Silver, and Gold. Magnum .46 and OS AX .46 box stock engines allowed. The new OS AX .46-II is legal. Trophies will be awarded for 1st thru 3rd places. 46 Modified Warbird minimum 475 square inch wing area and maximum .46 cubic inch engine. Unlimited Warbird, one class, No break-out times, wing area vs. engine displacement limitations, trophies awarded for 1st thru 3rd places. Registration opens at 8:00 a.m. with a pilots meeting at 9:00a.m. Racing will start around 9:30a.m. On-site coffee and donuts in the morning followed by a BBQ. Race frequency and race number registration required. Contact Joe Delateur or Kevin Norred at [Triangleseries@rcpylonracing.com](mailto:Triangleseries@rcpylonracing.com) or visit [www.rcpylonracing.com](http://www.rcpylonracing.com). Rules and additional information is available at [www.rcpylonracing.com](http://www.rcpylonracing.com).

Heli pilots and heli enthusiasts get ready for the annual West Coast Helicopter Jamboree on Friday May 17th, Saturday May 18th and the morning of Sunday May 19th. Open flying for all types of model helicopters, beginners to advanced, Scale, sport and 3-D. Never flew a heli or wanted to learn a new trick or two?

On-site training from the pros is available, and demonstrations by factory pilots on Saturday. Get tips and pointers from the top R/C heli pilots. Raffle tickets available for cool heli products. Raffle held Sunday May 19th. On-site coffee and donuts in the morning followed by a BBQ on Saturday. AMA insurance is required for non-SCCMAS participants. Limited RV hookups and overnight camping is available, RSVP with Dave Neves at [rcheliguy@comcast.net](mailto:rcheliguy@comcast.net). Additional information is available at [www.sccmas.org](http://www.sccmas.org).

The SCCMAS will be hosting the annual Warbird Fly-In on Saturday June 22nd. 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. Come out for the day and enjoy the 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. Awards for the best WWI, WWII, modern and best of show classes. Pilots with turbine aircraft must have a current AMA turbine waiver and proper turbine safety equipment. AMA insurance is required for non-SCCMAS participants. Contact Lynsel Miller (CD) at (408) 375-6103 for additional information or visit our website at [www.sccmas.org](http://www.sccmas.org).

The SCCMAS has been invited to be a part of the annual South County Wings of History Open House Fly-In on Saturday May 18th, and the Reid Hillview Airport day on June 22nd. The SCCMAS will have a booth at these events as an outreach to the community sharing our facility and 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 would like to help at these public events, contact Mike Luvara or Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org).  
2013 Event Schedule

2013 will be an active year for events. Several shack manager positions are available. Manage the shack for one event and receive one-half off your 2014 annual dues. Manage the shack for two events and your 2014 annual dues are on the house. Managing the shack requires that you are an active SCCMAS member in 2013. Shack managers are always looking for volunteers in and around the shack; positions include food preparation, food orders, BBQ/burger flip'n, setup/cleanup. The event contest directors are always looking for additional helpers to assist with the contest preparation, operation, judging, pylon race judges, spotters, field preparation, teardown and cleanup. If you would like to help at any of these events, contact Steve Smith at [contests@sccmas.org](mailto:contests@sccmas.org).

See you at the field,

**Steve**



## SCCMAS 2013 Event Calendar

April 13		Spring Swap meet
May 11		T-34 & Unlimited Warbird Race
May 18		South County Airport Open House
May 17-19		Heli Jamboree
June 15		SCCMAS Work Party
June 22		Warbird Fly-In and BBQ
June 22		Reid-Hillview Airport Day
July 6-7		Annual Airshow 
August 3		Summer Swap Meet
August 24		Pattern Day
September 14		Fun Fly
October 12		Coyote Classic Bike Ride
October 19		T-34 & Unlimited Warbird Race Finals
November 2		Fall Swap Meet
December 1		Toys-for-Tots 



More AMA convention images



The SCCMAS R/C club would like to announce its 3rd annual Heli fun fly. Here are the details, hope you can make it.

**Date:** May 17th, 18th and 19th 2013

**Where:** Santa Clara County Model Aircraft Skypark

10250 Monterey Road

Morgan Hill, CA 95037

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



**Contest Director:** Dave Neves (510) 673-4467

[rcheliguy7@gmail.com](mailto:rcheliguy7@gmail.com)

**Event Details:**

Open flying for all types of model helicopters, beginners to advanced, Scale, sport and 3-D. Night flying permitted on Friday and Saturday.

View of SCCMAS tomcats field available on Real Flight.

Virtual tour available at: <http://www.sccmas.org/virtualtour.htm>

Web cams available at: <http://www.sccmas.org/webcams.htm>

Current weather available at: <http://www.sccmas.org/weather.htm>

Wi-Fi available to guests during event.

Event will be AMA sanctioned, so you must be AMA member to fly.

No charge for spectators. Turbine helicopters welcome.

Turbine wavers required.



Noon time demos available to factory pilots on Saturday from 12:00

to 1:00. There will be an Auto contest and Heli Drag racing for those who would like to participate.

120vac charging stations available for electric helicopters.

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

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

Lunch will be served on Saturday.

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

Pilots raffles will also be available to registered pilots.



# 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 13th

**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 08/03/13**

**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)



There are a few nice perks that pop up every once in a while when you are actively involved in the social aspect of RC modeling. They can range from simply competing in an event, contributing to your club's newsletter, or assisting a newbie with learning how to build and fly, to sharing a full build description of your latest project on a forum. Some notoriety can be gained from submitting some pictures of your pride and joy to a popular magazine. It's always kind of neat to see a photo of yourself with your project displayed on a glossy



page of an internationally distributed magazine. I once received, quite unexpectedly, an apple pie for helping a kid learn to fly his new creation. Not bad for a few hours of interaction with a fellow modeler!

The Calidus project is one of those great perks that rarely come around. I have done a few construction reviews in the past and in return, I get to keep the test subject (or sometimes what's left of it). I do have a bit of a reputation for building and flying oddities (A separate submission of my Tumblewing to follow). Autogyros are one of those odd, but more easily recognized and accepted, aircraft with which I have had a good deal of experience. When an ambitious modeler in China, who designed, built, and started manufacturing a 20% scale model of the Calidus Autogyro, wanted to start selling in the US, he posted to a popular model forum website. After a handful of instant messages were exchanged, it was agreed that he would send one of his models to me in exchange for a review and possibly write the English version of his assembly instructions.

The Calidus is sold in China as an ARF where the model only needs the radio gear installed to get it in the air. Unfortunately, the Calidus needed to be disassembled approximately 60% in



order to fit in the smallest box possible to keep the shipping costs to a minimum. When it begins distribution in the US, I suspect a more fully assembled version will be available. I took it apart an additional 30% in order to photograph all the individual parts for identification in the instructions.

My initial impression of this model is that it is well designed and the fit and finish is excellent. While the model would not be considered for beginners to fly, the assembly could be accomplished by a novice builder. The "instructions" provided to me were in the form of pictures depicting how it should look. The traditional settings and throws are difficult to describe since there are no ailerons or elevators to adjust. Even the CG is a little more complicated to obtain, more like finding the CG of a helicopter. The datum line, or the line that would normally run through the center of a fixed wing aircraft, is basically obtained from the horizontal stab. With the stab set at 0 degrees, the motor and rotor head angles are determined from it. Rotor head angles are generally set at approximately 5 degrees or back tilt and 3-5 degrees left. The entire airframe, when suspended from the rotor shaft, will hang approximately 12-17 degrees nose



down. This provides a positive airflow through the rotors since they are in autorotation throughout the entire flight regime. This model even comes with a small brushless motor to drive

the pre-rotator. The pre-rotator spins up the rotors to near flying speed and then is turned off as the takeoff run is started. This considerably shortens the takeoff distance.

The rotor diameter is a whopping 78" and it weighs a little over 7 1/2lbs. The primary motor is a 50mm size and provides over 3.5kg thrust. I use a single 5000ma 5s Lipo for both ESCs and a 12-8e APC prop. For more information, check out this link to RC-



Groups forum. <http://www.rcgroups.com/forums/showthread.php?t=1790594>

The maiden flight was attempted on January 26. The wind speed was not ideal at nearly 12kts so just a fast taxi was planned. I spun up the pre-rotator and began the run. Approx-



mately 1/2 throttle was applied and it slowly accelerated down the runway. I could feel it was "getting light" and I was holding some down elevator. At about midfield, I eased off some down and, to my surprise, she lifted straight off. I immediately reduced throttle and pitched down. In hindsight, that was probably not the best action to take but this all happened in seconds. The gusty wind caused it to balloon back up and then the rotor lost speed. At that point, I was simply trying to reduce the severity of the impact with the tarmac. Although the crash looked a lot worse than it was, a bit of CA and some rubbing compound has it looking near new again. Some adjustments to the controls



have been made and I will wait for more favorable weather to attempt the next flight!

**Don Coulter**



Don is very much into unusual flying objects

*Photos by Tim Jones*



Jim Patrick Photo



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

**Next Meeting: 4 PM Saturday  
March 9th at the Wings of History  
Air Museum, San Martin**

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.