

Servo Chatter



May 2013

AMA Club Charter #110



Next Meeting:
Saturday June 22nd, 5 PM
At the field

www.sccmas.org

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

News from the President



Here we are in the windy weather of the year as April comes to a close. With this, comes our event season in full swing. The swap meet was well attended this April with a full house of people buying and selling.

Steve Smith and crew have been working on a lot of events for this year. The Heli Jambo-ree in may, spearheaded by Dave Neves will

be a great event to come and watch. And of course, our annual airshow is coming up fast on July 6th and 7th.

As always, we can use your help in many respects. Some of the specific areas we need help with is the snack shack, the delta dart booth and with the soda booth. Further details to be communicated via email in the coming weeks, but if you have some talent to volunteer, please don't hesitate to contact Steve or myself.

At the last meeting, many expressed concern about the growing helicopter area and a lack of clear, posted instructions. In this issue, you will find a full page of details for the new heli area (see page 11). Please read them over and if you have any questions, please contact myself or another one of the board members. We thank you for your cooperation on this.

Our next member meeting will be held at the field on Saturday, June 22nd @5:00pm after the Warbird Fly-in. Join us for a BBQ and a great evening at the field following the event. Feel free to bring your favorite dish to share. Until next issue,

Michael



Bahman Dara Photo

From the Editor



Looks like the flying season is finally in full swing. We have already had our first swap meet (see some details in Steve's report) and as of this writing we are getting a few days of serious heat. Lots of events and activities are schedule as is the norm with our club. Also very nice to see new members showing up every few weeks.

I am always looking for new photos as well as articles and general contributions for the newsletter. So please keep that in mind when you go to events or find something that may be of interest to the club membership. Unfortunately I could not make the glider meeting in Los Banos and it looks like nobody took any photos either. Accordingly to Lynsel it was one of the best ever.

Safe flying and happy Landings,



On the Cover

Rocket assisted launch - Bob Parks Photo

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

President*	Michael Luvara	408-292-1212	mike@sccmas.org
Secretary*	Dean Sala	408-244-2153	secretary@sccmas.org
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At Large*	Steve Smith		contests@sccmas.org
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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.



Field Safety Chairman



I LEARNED ABOUT SAFETY FROM THAT...

Hey RC Gang-

Wow what spectacular flying weather we have now. If you're like me these warm windy flight days are really good for rudder practice.

I recently attended a Scale Masters primer event at a field up on the North peninsula, that proved a bit more challenging then our field. Let me just say, it reminded me of how nice our field and the layout is, and gave me a whole new appreciation for it. Can you image those pesky trees on our south end planted all the way through the pattern out toward 101? We should not take our flying area for granted...ever!!

We have added some flyers to the new Heli area which came up as a topic of conversation at our club meeting at February. Please take a look, yes even us fixed wing folks should be aware of the concerns raised. Same membership rules apply in the new Heli area- must be a member to fly, current AMA required.

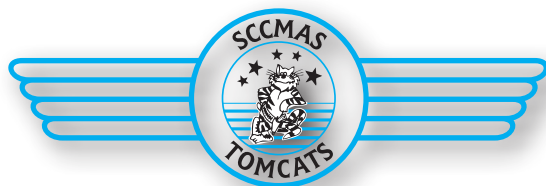
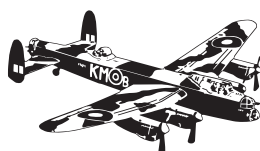
Please see the map with the Heli flying area outlined. The flight area doesn't extend into the fixed wing aircrafts path/flight area at the North end of the runway! You still must post your membership card in the main impound area, and obtain the frequency pin for 2.5GHz or 72MHz. This new heli area is great and can be used safely by following these simple common sense rules.

Tim

Treasurer's Report



Jim Patrick



SCCMAS Profit & Loss

February through March 2013

Ordinary Income/Expense

Income

Membership dues	3,190.00
Vending machine	500.00
Total Income	3,690.00

Expense

Bay Alarm	135.00
Computer supplies	687.15
Dues and Subscriptions	220.00
Food	230.94
Garbage service	393.72
Postage and Delivery	46.00
Printing and Reproduction	852.98
Rents paid	100.00
Sanitation service	1,305.08
Supplies	253.01
Telephone	
Internet	179.96
Telephone - Other	171.48
Total Telephone	351.44

Utilities

Gas and Electric	103.15
Total Utilities	103.15

Total Expense 4,678.47

Net Ordinary Income -988.47

Field Maintenance Report

Happy Spring Santa Clara County Model Aircraft Sky park Club Members!

Hope the warm spring season is making for great flying opportunities.

Here are a few must-knows about what's going on around the park. As you may have noticed we have replaced some of the decking on the clubhouse steps and fixed some of the termite damage on the workbenches and installed new aluminum can recycling bins at the shack & start up area.

We finally repaired the damaged door on the handicap port a-potty. (We are looking to replace that port a-potty before the July Airshow.) We have also replaced a few fence posts near the bike trail.

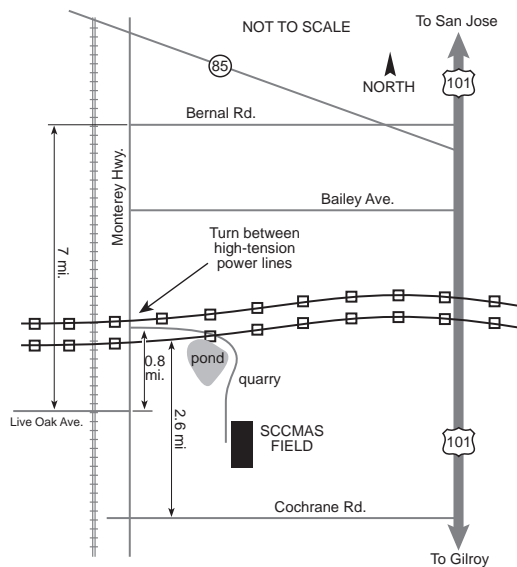
However, if you look closely, that is not the end-all to this fences tale. Some of the posts show signs of termite damage, cracking and are falling over, we will repair those as we can. We need to understand that the fence & shack that were built 20 years ago abd will cost money to maintain in the future.

Reminders:

- * Smoking is still illegal in the County Park (and every county park for that matter).
- * Micro trash; cigarette butts, candy wrappers, coffee cups, little things that fall out of the garbage cans – let's all do our part and pick up anything we see on the ground.
- * If you crash an aircraft please pick up all the parts and place them in the larger garbage bin. (The little bins are filling up too quickly and we cannot add the "Micro Trash.") Do remember that your aircraft is NOT biodegradable.
- * **Saturday, June 15, 2013** - Enjoy gardening? Please bring work gloves and join us for the Field Maintenance Event and help us to keep the park grounds clean and green in time for our annual Airshow. Bring out your garden tools and help with a little weeding, trimming, and painting. There is a sense of pride knowing that the project was accomplished through the hard work of you and your fellow flyers. Event starts at 8am and there's a Free BBQ lunch for all volunteers.
- * You must have your name on your airplane or helicopter or Auto gyro, so it can be returned to you if lost. If you happen to lose a plane out in the field, feel free to contact me and I will help you locate it.

Thank you for your cooperation and time. Do not hesitate to contact me about any other pressing maintenance issues regarding the grounds.

Walter Colby, Field Maintenance - Volunteer



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



Bahman Dara Photo



Cyndi Cogle Photo

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

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

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

Reggie Dell-Aquila
President

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

City Diner
2951 Monterey Rd
San Jose, 95111
408-269-5490

Breakfast, Lunch, Dinner

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

D & J Hobby and Crafts
Your Hobby and Crafts Shop

SHELDON'S HOBBIES

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

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

Andy's Hobby
17511 Monterey Road
Morgan Hill, CA 95037
right next to the Sinaloa Restaurant.

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



New Club Sign

Thanks to Steve Smith for coordinating the new sign set up. Also thanks to Don Coulter and Tim Jones for putting it up and Gary Addiego for the design work

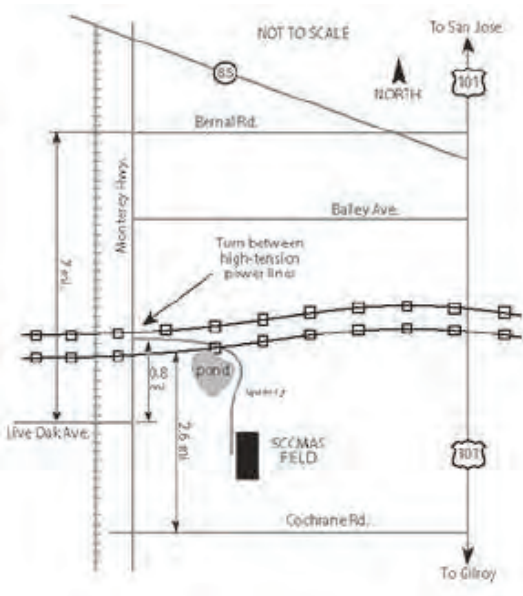


Next Meeting:
Saturday June 22nd, 5 PM
At the field

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

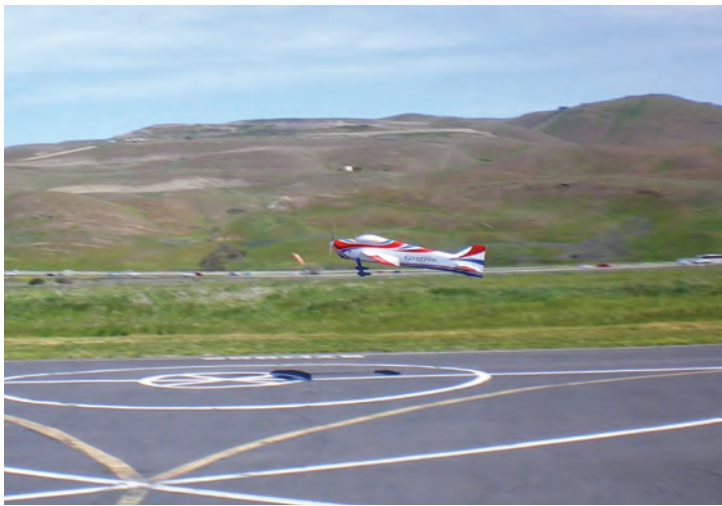
CD: Lynsel Miller (408) 375-6103

More information is available at www.sccmas.org



Whew! That time again already! It's been a busy couple of months for me, I've hardly noticed the time fly past! Precision Aerobatics competition is in full swing with two contests happening in April and most weekends in May; though I suffered the tragic loss of my newest pattern plane during practice the day before the Riverside competition – my right wing broke in half due to a

design flaw in the aircraft and the plane spun in from about 300 feet – I still have my backup planes so I'll be rarin' to go to the next several contests



My dearly departed Griffin

There's nothing like seeing the carnage of a crash to remind us of the tremendous amount of energy in the aircraft we're flying around the plane. I know a lot of people take the AMA safety code very casually, but the simple fact of the matter is that there are a LOT of points of failure in our hobby, especially in this day of ARFs where we really have no way to inspect the internal structure of things like a wing until the worst happens... Structural failure, radio failure, brownout, pilot error, spotter error (I see it all the time, spotters who SHOULD be watching the airspace to warn the pilot are, in fact, watching the pilot's plane – that's what the pilot is doing, he doesn't need you if that's what you are doing!), servo failure, the list goes on and on. Please don't say "that will never happen to me" because the fact is, it can happen to the most careful among us!

Griffin wing internals - can you spot the flaw?

Survey Reminder

To date I have a whopping TWO responses to my survey! Please take a minute (literally) to answer the few questions I have I've put together, even if you aren't involved in training at SCCMAS, but especially if you are or have been! <http://www.surveymonkey.com/s/ST9MK5Z>. Remember I'm in this role to serve you, but I can't do that without your input!

The hardest maneuver

People don't believe me when I say that the hardest maneuver to fly is a straight line, but it fundamentally is! Now, when I say straight line, I mean straight as defined by the precision aerobatics rules – that means wings LEVEL with respect to the track of the aircraft (the aircraft may be going horizontally, or it may be climbing or diving or horizontal and inverted!), points are deducted for every 15 degrees or fraction thereof off of level your wings may be. Fundamentally, every maneuver in aerobatics starts and ends with a straight + level line and all maneuvers are composed of straight lines and the radii that connect them. Since this is about training, let's consider just the most basic straight + level line, which is not only a building block for aerobatics, but also for the most important maneuver of all: LANDING!

I prefer to train folks on a "full house" airplane, that is, all 4 basic controls, throttle (controlling thrust), ailerons (controlling roll), rudder (controlling yaw), and elevator (controlling pitch – nose up/down, and therefore drag relative to thrust which means airspeed). With most folks, in the first ground school before we get up in the air with the trainer, I ignore the rudder – this is intentional because the mental task loading of just flying the plane through a circuit is enough without adding a complication that's unnecessary to getting a basic feel for the airplane in the sky, that means people start by learning the basic "bank and yank" method of turning: you bank the airplane to about 20-30 degrees with ailerons, causing the lift of your wings to change from a vector going straight up to one that has 20-30% of its lifting force moving the plane in the direction of bank while the remaining 80-70% is holding the plane up – assuming lift and gravity were in equilibrium (plane not rising or sinking) before you started the turn, the plane will now begin to sink because only 70-80% of lift is countering gravity, but gravity has remained constant! To compensate for that you need to increase lift, the easiest way to do that is to slightly increase the wing's angle of attack by pitching the nose up, by pulling back on elevator (the yank) assuming the resulting increase in drag doesn't slow you down so much that you stall, you are effectively pulling the plane around the corner.

But this is about straight lines – why am I talking about banking and yanking? Quite simply because, if your goal is to fly



the airplane in a straight line, you should see immediately that keeping the wings LEVEL is critical, as soon as you tilt the wings, your airplane is going to start to turn and there goes your straight line. (i.e. if you were heading due north, when your wings depart from level (i.e. in a slight bank to the right) then your plane is going to depart from your intended heading and now you'll be heading North –North East! The beginner's instinct is to bank and yank left which usually results in an over correction to the North-North West and we continue wiggling along – NOT a straight line, and each of those departures from wings level would cost you points in a contest. Worse, in a landing, as your aircraft is slowing down and low to the ground, you've just dropped one wing closer to the ground, increased the effective angle of attack on the wing with the aileron dropping and therefore risking a stall of one wing due to your slow airspeed in combination with the angle of attack increase – you end up cartwheeling the airplane into the ground – not a happy situation!

So what's the solution? RUDDER! Now, in a trainer with it's high degree of dihedral (the V shape to the wing when you look from the nose to tail of the plane) using rudder will tilt the wings, but it won't be as significant an effect as it is when you apply ailerons, and you are introducing a yaw (left/right motion of the fuselage) in the aircraft which also serves to return you to your intended heading. Consider again that intended straight line to the North, a gust of wind or your own nervous fingers cause your airplane to depart your intended heading to the NNE – what's the proper correction? Apply ailerons as needed to get the wings back to LEVEL (in this case a small amount of left aileron to remove the right bank) and use a small amount of LEFT RUDDER to return your heading (the track of your airplane) to the North.

All of this is, of course, critical when you are on landing approach, you took the time to turn so that your plane is nicely lined up with the center line of the runway and your plane is slowing down and descending. If something happens to move the aircraft to the north-north east your plane will start to drift away from you and by the time you cross the threshold line of the runway you may be way on the outside edge of the runway or even farther out, forcing you to make a major (and risky!) correction or to apply power and go around again. This is even worse in even a slight crosswind (i.e. you are facing east and the wind is coming across your left shoulder) where the plane will have a definite tendency to creep away to keep your heading straight north, your nose will actually point a little to the west (known as "crabbing into the wind") because otherwise your plane will continue to drift away from you to the east. Using the rudder takes practice, but it will be well worth it to you in your superior ability to control your airplane rather than letting it control you!

By the way, in 2 years of dedicated practice for precision aerobatics, I have yet to truly "master" the straight line, especially as what "looks" level to us on the ground is actually a slight bank towards ourselves! And I'm certain that the most powerful aerodynamic force on an aircraft is wrong rudder – but I'll keep working on it, and I hope you will too!

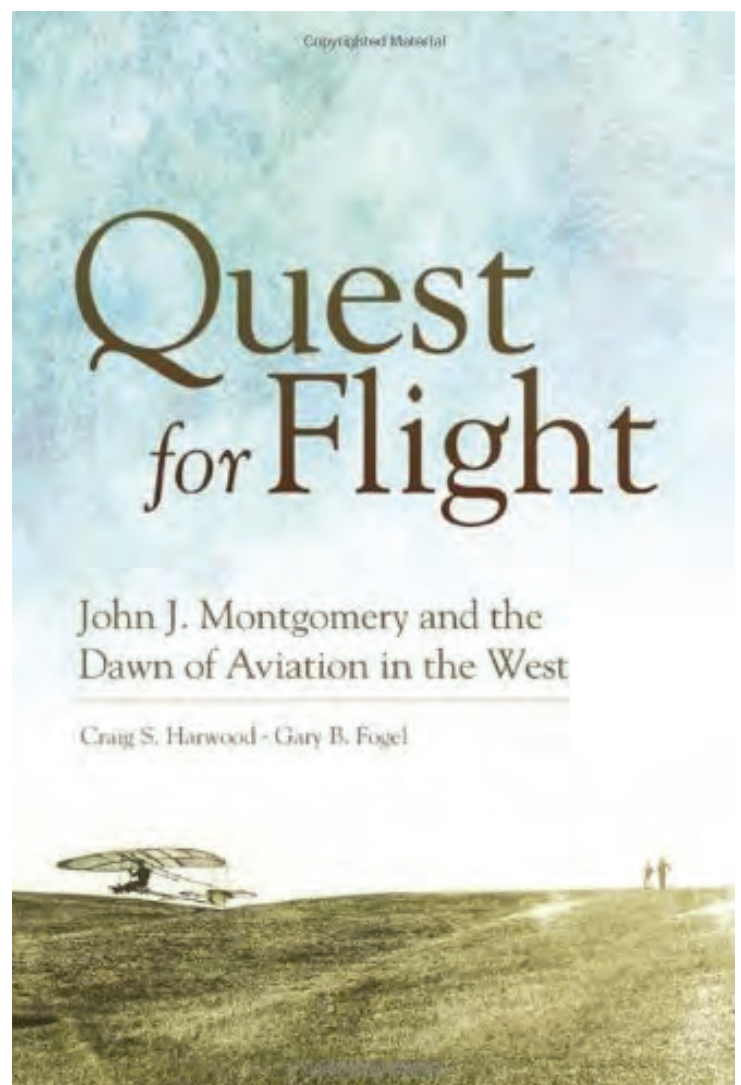
Book Recommendation

Pop Quiz: Where was the first successful extended flight of a heavier than air flying vehicle and who invented it? If you an-

swered Kitty Hawk, NC and the Wright brothers, you are a victim of an extended PR campaign in the early 1900's by the Wright brothers and their financial backers including J.P. Morgan. The correct answer is California (depending on your definition of extended the location may vary from Alton to Santa Clara University or Santa Cruz) and John Montgomery, who is also credited with the parabolic pitch curve of propellers that we use even today. If you are as fascinated by the early development of heavier-than-air flight, I would encourage you to read the book Quest for Flight – John J. Montgomery and the Dawn of Aviation in the West by Craig Harwood and Gary Fogel.

That's all for now, 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

Classes: **Unlimited, F1-Pro, F1-GT,**

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 - 928-853-1975

c.2007 Neal Nurnberg
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:

Super 8	- 725 N. Kasper Ave.	- Flagstaff, 86004 - 928-526-0819
Days Inn	- 3601 E. Lockett Rd.	- Flagstaff, 86004 - 928-527-1477
Hampton Inn	- 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





HELI AREA NOTICE

3-10-13

- ALL PILOTS must be SCCMAS members to fly helicopters or any other aircraft
- Current AMA required to fly as a guest
- All helicopter flight MUST be contained in the area below
- Do not fly beyond the runway
- Pilots MUST have a frequency pin for 72MHz from main impound
- Pilots MUST put club card up in main impound and take pin for 2.4GHz if available
- Limit altitude and forward speed to a safe level



Triangle Series T-34/Warbird Race - Morgan Hill Saturday May 11th, 2013



Stock T-34 (Novice/Silver/Gold)

Stock T-34's
Stock OS or TT Pro .46

Unlimited Warbird

No break out times
See detailed rules for wing area/engines

.46 Modified Warbird

475 sq in minimum / max 0.46 engine

Detailed rules @ www.rcpylonracing.com

Spectators Free.

See radio controlled warbirds
racing...just like Reno.
Aircraft push speeds of up to 160mph.

All racers must have AMA insurance
Hard Hats REQUIRED for pilots & caller

RV Parking available by appointment only
– limited hook ups.

Have a plane but no caller, come on out and
we'll find someone to call for you. Lots of
helpful racers.

For detailed rules and information go to
www.rcpylonracing.com
or e-mail questions to info@rcpylonracing.com

Other Triangle Series Races:
March 23rd, Fresno
August 10th, Salinas (no Unlimited Warbird)
October 19th, Morgan Hill



Hosted By :

**The Santa Clara County Model
Aircraft Skypark – “Tomcats”**

Go to www.sccmas.org for directions

Registration: 7:00AM – 8:30AM

Pilots Meeting: 9:00AM

Racing Begins: 9:30AM

Fuel provided for T-34

Entry Fee \$25 per class

R/C Swap Meet

**Presented by the Santa Clara County Model Aircraft Skypark
Morgan Hill, Ca.
A Facility of the Santa Clara County Parks & Recreation Dept.**

Saturday - August 3rd

8:00am - 1:00pm

Come join us at the SCCMAS field for our Summer Swap Meet. Buy or sell your R/C related items.

No 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 Fall Swap Meet on 11/02/13

**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

Contest News



Hello to all SCCMAS "Tomcats" members. The year is off to great start with the swap meet on Saturday April 13th. If you were not able to attend, you missed out on excellent swap meet, with record attendance and a lot of buyers parking all the way out on the entry

road. Being tax weekend I'm sure this has something to do with the large turnout.

As usual the bargain hunting commenced at the crack of dawn and continued throughout the morning. This time the donuts arrived for the early bird thanks to Tim Stahlke (shack manager). If you missed this swap meet, mark your calendars for the summer swap meet on Saturday August 3rd.

Moving on, it's time to race those T-34's, .46 modified Warbirds and unlimited Warbird aircraft at the second of four races on Saturday May 11th as part of the Northern California Triangle Series. 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 or visit www.rcpylonracing.com. Rules and additional information is available at 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 racheliguy@comcast.net. Additional information is available at www.sccmas.org.

It's time to spruce up the facility for the annual airshow at the field maintenance day on Saturday June 15th. The field will be closed to all flying from 8:00am to 1:00pm. Bring out those handyman talents, lawn edger's, weed trimmers, shovels, rakes, wheels barrels, paint brushes, brooms, etc. and we'll find a job

for you. All volunteers will receive FREE donuts and coffee in the morning followed by a FREE BBQ lunch around noon. Hope to see you there.

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. Donuts and coffee will be available in the morning. Awards for several classes, WWI, WWII, modern and best of show. 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.








The SCCMAS will have booths at the annual South County Wings of History Open House Fly-In on Saturday May 18th, and the Reid-Hillview Airport day in June (date TBD). This is our opportunity to educate the public about the SCCMAS flying facility and the R/C hobby with static aircraft displays and flying demonstrations. If you would like to volunteer for any of these public events, contact Steve Smith at contests@sccmas.org. 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 organizers 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 volunteer your time at any of these events, contact Steve Smith at contests@sccmas.org.

See you at the field,

Steve



SCCMAS 2013 Event Calendar

May 11		T-34 & Unlimited Warbird Race
May 18		South County Airport Open House
May 17-19		Heli Jamboree
June 15		Field Maintenance Day
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 



Bahman Dara Photo



would like to remind everyone that our annual SCCMAS Heli Jamboree will be held this coming May 17th through the 19th. We hope to have about 50 to 60 registered pilots in attendance. We are open for pre-registration for anyone who would like to save on registration fees. We currently have eight pre-registered pilots and four of the 10 camping spots are already spoken for. For those who can only make it out one day, Saturday will be the best day. On Saturday we will have noontime demos by expert factory pilots, lunch will be served, and we will have raffle prizes given away. The event will conclude on Sunday at noon. At that point the field will be open to both Heli and fixed wing aircraft. I will be looking for volunteers to help with various tasks like pilot registration duties, raffle ticket sales, help with the snack shed and help with setup and cleanup. Anyone who may be interested in helping, please give me a call or email.

Dave
510-673-4467 rcheliguy7@gmail.com

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

Contest Director: Dave Neves (510) 673-4467
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 waivers 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.

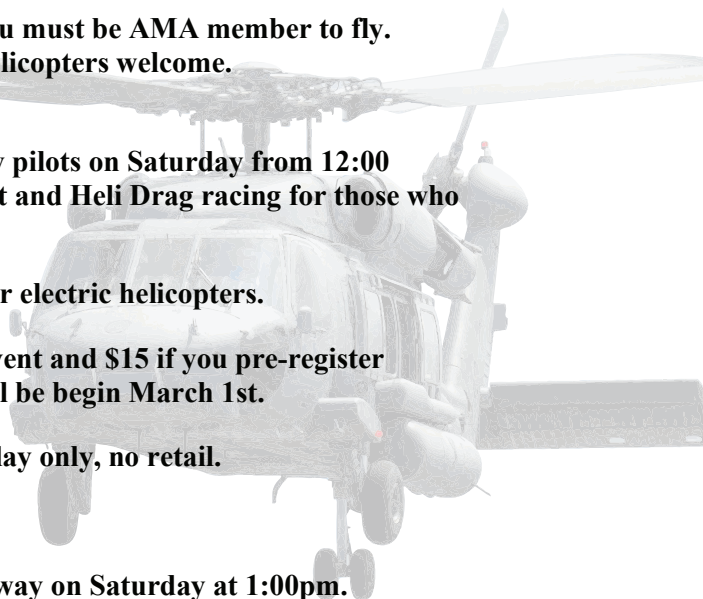
120vac charging stations available for electric helicopters.

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

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

Lunch will be served on Saturday.

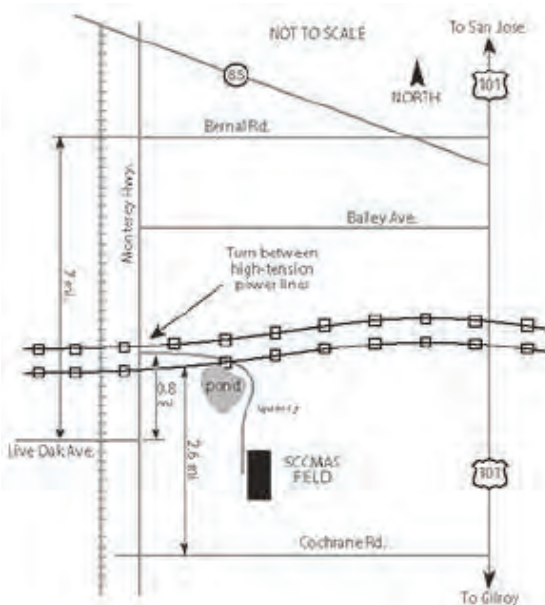
General Raffle prizes will be given away on Saturday at 1:00pm. Pilots raffles will also be available to registered pilots.



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

The Santa Clara County Model Aircraft Skypark "Tomcats" Present a Radio Controlled

Airshow '13



Bob Parks Photo

**July 6th
& 7th
9am-3pm**

FREE Admission!

www.sccmas.org/airshow

- TURBINE JETS • HELICOPTERS • RACING AIRCRAFT • AEROBATICS
- GIANT SCALE WARBIRDS • ELECTRICS • CONTROL LINE
- SNOOPY'S FLYING DOGHOUSE • GLIDERS • FAMILY FUN
- TRY YOUR HAND AT FLYING • CAR vs PLANE RACE
- COMPUTER SIMULATOR • FOOD, REFRESHMENTS & MORE!
- LIMITED SHADE & LIMITED SEATING AVAILABLE

Airshow 2013 is brought you by the Santa Clara County Model Aircraft Skypark, Santa Clara County Parks and Recreation Dept, Sheldon's Hobby Shop (San Jose), Penn International Chemicals, Aerodynamic Aviation (San Jose), D&J Hobbies (Campbell), Aero Micro (Santa Clara), Andy's Hobbys (Morgan Hill)

The SCCMAS is located 10250 Monterey Road, Morgan Hill, Ca - For more information call (408) 292-1212 or visit www.sccmas.org

Ride your bike!
We're accessible
from the Coyote Creek Trail



For more info:

email: airshow@sccmas.org

web: www.sccmas.org

phone: 408-292-1212

Schedule for Saturday & Sunday

Bring the whole family! Come and enjoy a fun filled day full of Radio Controlled excitement. See flying like you've never imagined possible, and try your hand at flying during the noon-time lunch break.

- 08:30 Gates open, Pre Airshow Activities
- 10:00 Airshow Opens
- 10:01 Gliders and Slope Soaring, Aeor-Tow demonstration by South Bay Soaring Society
- 10:25 Electric Flight
- 10:45 Control Line - Check out the best in control line combat & aerobatics
- 11:00 Opening Ceremonies (R/C Skydiver and National Anthem)
- 11:20 Morning Jet Demonstration
- 11:45 Trainer Demo - We will show you just what a "buddy box" is and what it takes to learn to fly
- 12:00 Lunch break - your chance to check out the aircraft close up, talk with the pilots. You can also try your hand at flying RC with an instructor and a trainer aircraft (FREE)
- 13:00 Snoopy v the Red Baron - Snoopy's flying doughouse goes to combat with the Red Baron
- 13:15 Things that should not fly - Flying Witches, Stop Signs, cars and more
- 13:30 Giant Scale warbirds - Witness WW2 Warbirds such as Corsairs, P-51 Mustangs and more patrol the skies
- 13:50 Helicopters - See scale and aerobatic helicopters go through paces and do gravity defying maneuvers
- 14:10 Aerobatics - See Bay Area's top aerobatic pilots demonstrate IMAC, Pattern and free style aerobatic sequences that must be seen to be believed
- 14:40 Hi Tech Jets- Witness 200 mph+ action as real turbine powered jets take to the skies
- 15:15 Airshow conclusion

**Schedule is subject to change without notice, including the addition of fill-in acts.*

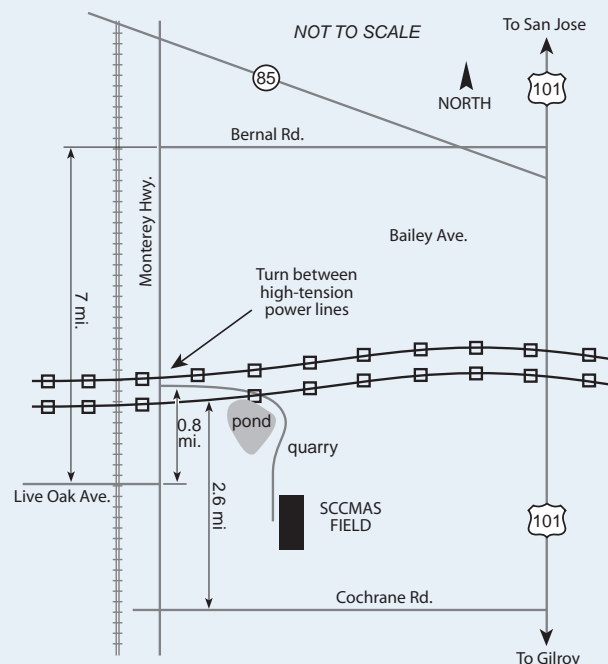
Directions to the Skypark

HOW TO GET TO THE SKYPARK:

From Morgan Hill and Gilroy: Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.5 miles. After passing Live Oak, turn right at the entrance to the SCCMAS Tomcats. You'll see our 8' x 10' sign at the entrance to the driveway (between the high-tension power lines). Proceed down the private driveway and through the first gate. Follow the road to the right around the pond and continue to the field.

From San Jose: Traveling south on either Highway 85 or 101, take the Bailey exit from 101, west to Monterey Road. Proceed south on Monterey Road, 3.5 miles to Live Oak. You will have passed the field entrance on the other side of the road, but there is no opening through the divider. Turn around at Live Oak and proceed back on Monterey Road, north-bound (0.8 mile) to the entrance to the SCCMAS Tomcats sign and the private driveway to the field. Notice: The speed limit on the private road to the field is 15 mph.

Carpooling is encouraged, and a shuttle will be provided 10am to 4pm for those who park in our overflow lot off of the entrance road.



The SCCMAS is located at 10250 Monterey Road, Morgan Hill 95037 and is a facility of the Santa Clara County Parks and Recreation Department



Bob Parks Photo



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

**Next Meeting:
Saturday June 22nd, 5 PM
At the field**

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.