

Servo Chatter



November 2013

AMA Club Charter #110



www.sccmas.org

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

Next Meeting:
December 5th Banquet

News from the President



The 2013 flying season is rapidly drawing to a close. We've still got a few events planned including our annual Toys for Tots on Dec 1st, and our banquet on Dec 5th. Be sure to mail in your RSVP for the banquet early and save a few dollars. This year, the banquet is at a different venue in Santa Clara and I'm sure everyone will like what this place has to offer. We'll have door prizes and our annual helper's raffle, so if you helped at an event in

2013, be sure to come and see if you won a prize!

Looking back at this year, we've had a successful set of events, including our annual airshow. Mark your calendars for next year's airshow, which will be held on July 12-13. I do want to thank everyone who dedicated so much time to all of the events and keeping the field up throughout the year. It takes a lot of volunteer effort and we couldn't do it without you!

Back in May, I thought I had my summer all figured out and looked forward to spending more time flying at the field. In between working on my IFR rating for full scale, I got a call that the owner of Voodoo decided to pull the airplane out of retirement and race at the 50th anniversary of the Reno Air Races this year. Needless to say, my weekends were spent helping the crew prepare the racer for Reno and the team's hard work paid off as we won the Gold race this year. Now it's time to get back to normal life.

Speaking of other interesting accomplishments, club member Bob Parks, and a bunch of my co-workers embarked on a task to build a plane for Red Bull's Flugtag event. This is where people do a dance/skit, one person hops on a flying contraption, is launched off a 30 ft tall pier, and usually plops into the water in a spectacular fashion. Well, when you have a half dozen aero engineers and Bob Parks, your contraption sets a new record of 258 feet at the Long Beach event. Named "The Chicken Whispers" and dressed in chicken outfits, you can see info on the team and a video of their flight here: http://redbullflugtagusa.com/page/teams/view_team/775/the_chicken_whisperers It's an interesting story how the team designed and built the aircraft and I plan to see if we can have them speak at our first meeting of 2014 on the accomplishment.

In closing, I hope to see everyone at the banquet and hope you enjoy the remaining good weather at the field in the coming months.

Until next issue,

Michael

From the Editor



Hello SCCMAS flyers. Another issue and in this instance the last one for 2013. It has been a pretty good year at the field with lots of activity, great flying and fortunately very little serious challenges in operating our field. Of course running a club of this size and amenities takes a great deal of time and effort in the background. All of this is done by a body of volunteers and should you get a chance, please thank them for their effort on behalf of the entire membership.

Since it is just after the Halloween, I placed some seasonal imagery in this issue for those with young hearts among us. The next major activity is going to be the banquet and if last year is anything to go by, it will be a fun event and a chance to unwind and relax with your fellow members while eating some good food and discussing your next prize project.

While talking about safety is Tim's domain, paying attention to safety is the responsibility of every member. A couple of Friday's ago I came across one that I would like to briefly mention. We all know that during general flying the rule is to maintain a consistent pattern. Of course if you are flying alone with nobody else in the pattern, that is not an issue. However, with more than one aircraft in the pattern it is everyone's responsibility to observe flight direction and call such things as low pass.

A lot of us do various activities besides general flying. I would like to take a page out of the book of all the pattern guys that fly at the field. Observe them next time you see one flying. They do their maneuvers typically outside the general flying box. So if you want to do something like practice pylon race turns or figure of eights and so on, push it a little bit away from the runway and that leaves room for general flying without anyone having major concerns. Another good example of this is the way the "Expendables" team leaves space for others while engaged in some drastic flying. Let's remember our simple rules as attention to such small things increases safety and allows everyone on the flight line to enjoy their time while at the field.

Happy Holidays, have fun, safe flying and happy landings

Bahman

On the Cover

Lynsel showing how it's done - Jim Patrick Photo

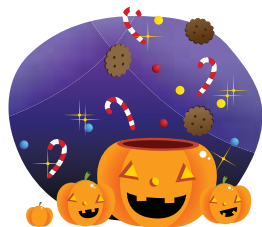
Governing Board Members and other Volunteers of the S.C.C.M.A.S.

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* Governing board members.

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

*** Email is preferred to voice mail.



SCCMAS 2013 Event Calendar

| | | |
|------------|---|---|
| November 2 |  | Fall Swap Meet |
| December 1 | | Toys-for-Tots   |



Membership renewals have been mailed. If you have not received yours, contact a club officer

Treasurer's Report

SCCMAS Profit & Loss, April through June 2013

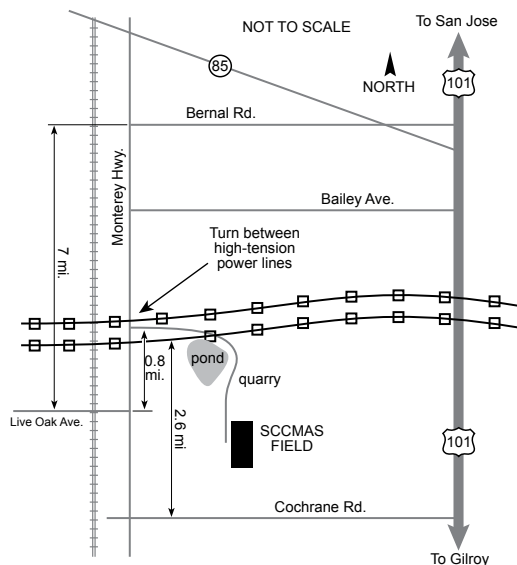
Ordinary Income/Expense

| | |
|--------------------------------------|------------------|
| Income | |
| Contest entries | 1,195.00 |
| Food sales | 513.00 |
| Membership dues | 2,524.17 |
| Swap meets | 400.00 |
| Vending machine | 500.00 |
| Total Income | 5,132.17 |
| Expense | |
| Bay Alarm | 135.00 |
| Dues and Subscriptions | 15.00 |
| Equipment Rental | 75.00 |
| Food | 975.79 |
| Garbage service | 590.58 |
| Insurance | |
| Fire Insurance | 1,020.80 |
| Total Insurance | 1,020.80 |
| Licenses and Permits | 153.00 |
| Postage and Delivery | 20.91 |
| Repairs and Maintenance | |
| Building Repairs | 241.25 |
| Equipment Repairs | 407.80 |
| Total Repairs and Maintenance | 649.05 |
| Sanitation service | 1,946.34 |
| Supplies | 1,379.38 |
| Taxes | 10.00 |
| Telephone | 303.90 |
| Utilities | |
| Gas and Electric | 746.14 |
| Total Utilities | 746.14 |
| Total Expense | 8,020.89 |
| Net Income | -2,888.72 |



Jim Patrick





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

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Field Safety Chairman



Greetings Fall Flyers-

Well my Daughters year-round Softball is done for the next couple months, so I'm looking forward to rejoining my SCCMAS pals for many uninterrupted days of flying, during our rough California fall and winter weather. I was able to "stay current" flying a profile foamy at many of the softball games, which delighted many of my daughters' teammates plus Dad's and Mom's. Hope you've all had a good summer flying, vacationing, or Reno Air Racing. Congrats to Michael L (on the Voodoo crew) for getting to raise the trophy at this year's National Championship air races!!

Again a safety issue has surfaced at the field: DO NOT ARM electric motor powered models prior to flight in the pit areas. There have been more instances of smaller electric aircraft being turned on in

the pits to check control surfaces, etc., with many kids and people around!! The risk is a throttle stick getting bumped and the motor instantly goes to full power. This is a definite no-no!! In the interest of being responsible for safely operating our aircraft at all times- you must not arm even a small electric airplane in the pit area. Further if this is because you want to check control surfaces, then you must redesign your power systems, so that the motor is not armed until the aircraft is in the start-up area or out on the flight line/taxiway.

This is easily done, and should not be a big deal, because many larger electric airplanes use separate batteries for receivers and motor. If you have a smaller electric with the same battery for motor and receiver, please turn it on only when you're in the start-up area or out on the flight line. Bumping that Throttle stick can happen easier than you might think. Also for you micro-electric guys- it's so tempting to fly anywhere, even in the pits; after all it's such a cute small airplane. Please don't do that- fly only out in the designated flying area, not in the "red zones". If you want any help 'designing' a larger electric with a power system that has a separate arming circuit, ask Baham or any of the electric guys. They can show you the MPI arming jacks or multiple other safer solutions that can be used.

Please let me know if you have any questions or concerns.

I look forward to seeing you at our banquet coming up in December. Two deserving people will be getting the coveted SCCMAS safety first awards. I'm sure you don't want to miss that! See you at the field. Happy flying,- Tim

Tim





Seeing the leaves on the ground indicates that fall is once again here. This means shorter days, colder mornings and the need to find that cold weather flying apparel. Even keeping a coat in the car is a good idea. It does get cold on the flight line! Some of the past mornings have been in the 40's requiring long sleeves. With this brings a little more thought when starting engines and being around running engines with loose coats and sleeves. Make sure all loose clothing is clear of the propeller. Looking back several events have come and gone. On August 24th, the top pattern flyers attended the annual pattern contest at the SCCMAS. Special thanks to Luke Peng for arranging this event and providing the trophies. On October 19th, the skies were buzzing with T-34 and Warbird racers. This was the final race of the central California Triangle Series, with over 25 remaining pilots battling for the top three spots in the T-34 Bronze, Silver and Gold classes, the modified 46 class and the unlimited Warbird class. Special thanks to the pylon judges and the other helpers for making this race a success.

With the 2014 event planning process starting, several event changes for 2014 are being looked at based on the popularity and the turnout from past events. The most popular and well attended events (besides the annual airshow) have been the Swap Meets, the Heli jamboree, Pattern and the T-34 races. We are reviewing all of the events and investigating other possibilities to add to next year's venue. More details will be available in the next newsletter. Have an idea for a new event or would like to take on the challenge to CD an event, contact Steve Smith at contest@sccmas.org.

With only two events remaining for 2013, it's time to find that next project or a new home for those unwanted treasures in the hanger at the annual fall R/C Swap Meet, Saturday November 2nd. Rain or shine the swap meet officially starts at 8:00 a.m. and concludes around 1:00 p.m. Many sellers and buyers show up at 6:00 a.m. for the early deals. 10'x10' spaces are \$10. Covered table space is limited and available on a first come first served basis. Bring your own tent, table and chair just in case and we'll find you a spot. On-site donuts and coffee will be served in the morning followed by a BBQ. Additional information is available at www.sccmas.org.

The final event of the year is the annual Toy-For-Tots Fundraiser – Bob Whitacre memorial Fly-In and pancake breakfast on Sunday December 1st starting at 9:00 a.m. and concluding around noon. The entry fee is any **NEW un-wrapped toy**. Just place it in the box and you're in! Last year we had excellent weather and a large turnout. The Tomcats received generous toy donations from it's members filling several boxes. This is our way of giving back to the community and putting a smile on a child's face during the holiday season. Don't miss it, come out and enjoy a fun day with fellow members starting with a **FREE pancake breakfast** in the morning. Additional information is available at www.sccmas.org

See you at the field,

Steve Smith



Curtiss America

A 72-foot wingspan reproduction of the 1914 Curtiss flying boat America was completed by the museum's Restoration Shop crew in early September 2007. Escorted by county sheriff personnel, the plane was transported by trailer to the boat launch at Hammondsport's Depot Park.

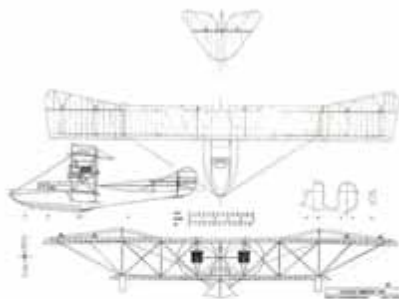
There the America was reassembled, launched and towed several hundred feet down the shoreline to a special site where it would receive final preparation for flight.

1914 Curtiss America

2007 Curtiss America

The museum greatly appreciates the generous help received from Mercury Aircraft - for personnel, use of trucks and the construction of this set-up area.

The first taxi tests, done on September 8, pointed out the need for additional adjustments. Balance issues were addressed by redistributing weight here and there and additional taxi tests were then done with slightly better results. One major complication that the America project faced was that the two 100 hp special OXX6 engines sent out for major overhaul had not been finished. The crew was then obliged to pull two standard 90 hp OX5 engines from the museum collection and ready them for use on the America. These engines proved to be not powerful enough for a successful flight.



B. D. Thomas working on original America plane

On September 15, to the delight of many hundreds of spectators, the America was again brought around to the Depot Park area for its christening ceremony. Strikingly beautiful with its crimson paint and impressive size, it was thrilling just to see in on the water. After the ceremony, pilots Jim Poel and Lee Sackett treated those assembled to an extensive water taxiing demonstration back and forth across the head of the lake, with ample opportunity for photos. Echoing Glenn Curtiss's spirit of invention, experimentation and innovation, the Restoration Shop crew will focus on improvements to the America during the next year with hope that it will fly in September 2008.

Flying the America was a completely unique experience. Since we were both involved with the design and construction stages, we did have some insight into its expected flight characteristics. The final weight of the aircraft, including the two new OXX-6 engines, crew, fuel and oil, was 4100 lbs. With its 72-ft. upper and 46-ft. lower wing spans, sporting a 7-ft. chord, the America has approximately the same wing area to weight ratio as the Piper J-3 Cub.

Roger

Official Souvenir Program

2009 Seaplane Homecoming Weekend
September 18-20, 2009

Curtiss

1914 Flying Boat *AMERICA*

Presented by THE GLENN H. CURTISS MUSEUM,
HAMMONDSPORT, NEW YORK



AMERICA Flying Over Keuka Lake, September 2008





SCCMAS Annual Banquet

Join us for the SCCMAS "Tomcats" annual Banquet and Meeting! We cordially invite you and your family to attend this banquet and end of the year celebration. There will be door prizes, slide show, food, and fun! Dress is casual.

Date & Time

Thursday, December 5th, 6pm-10pm

No host open bar @ 6:00pm – Dinner served @ 7:00

Location

Fiorillo's Restaurant Banquet Room
638 El Camino Real, Santa Clara, CA 95050
Parking is available in front or back of restaurant

Meal

A buffet will be served that includes Organic Field Greens, Marinated Mushroom Salad Fresh Fruit Display, Tomato Cucumber Vinaigrette Salad, Baked Oregon Tilapia~Italian Bread Crumbs & Seasonings~Lemon Garnish, Grilled Skirt Steak with Peppercorn Sauce, Fresh Sautéed Vegetables, Roasted Red Rosemary Potatoes. Dessert will be served. A no host bar will be available throughout the event. Menu subject to change without notice.

Pre-registration required. Refundable until November 27th.

Price: \$35 per person (Adult), \$20 (under age 15) BEFORE Nov 10th

Price: \$40 per person AFTER Nov 10th

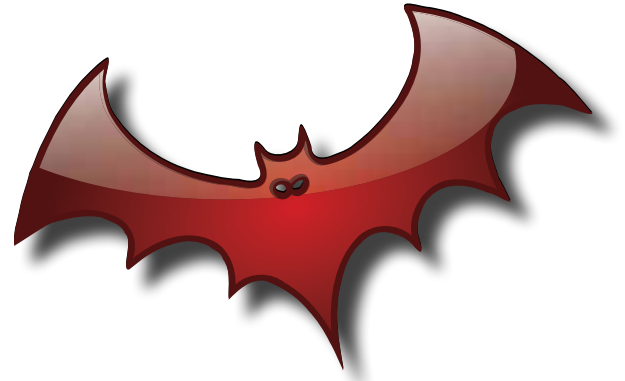
Name(s): _____

Number Attending: _____ Amount Paid: _____

Mail this form with payment (checks payable to SCCMAS) to:
SCCMAS, 16345 W. La Chiquita Ave, Los Gatos, CA 95032-4610
Questions - 408-292-1212, mike@sccmas.org

Giant concrete arrows that point the way across America

Contributed by Reggie



Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.



What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals?

No, it's the Transcontinental Air Mail Route .

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop.

There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco . Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.)

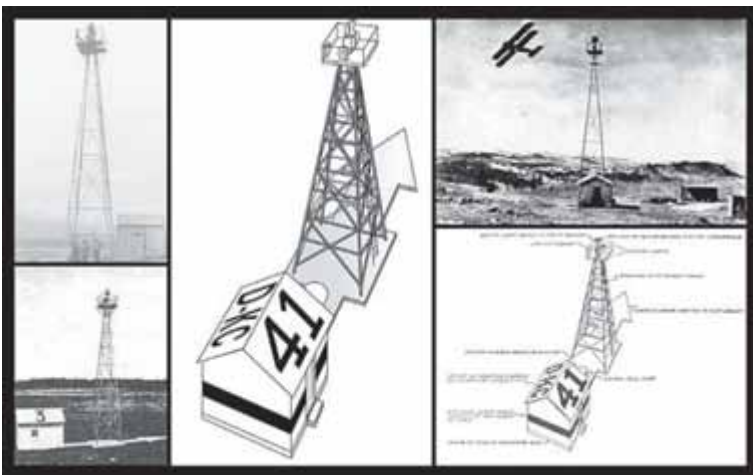


Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

But, they're still there



Jet Rally LA 2013

The A-10 was a Skymaster jet powered by two Merlin 140 turbines.

The big Hawk is a Tomahawk model - asking price was \$25K. Dantley flew his Hawk (Saudi Arabian Air Force scheme) and his F100.

There was a foamy jet with a P-20. I expected the foam to melt but it flew well!

Other jets included F-18, F-22, F-14, Rafale, Viperjet, Epic Victory, Learjet, T-33, Flash, F-4 Phantom, etc. *(date stamp on images are incorrect)*



Shahram





One Day Pattern meeting

CD: Luke Peng
Co-CD: Kevin Sung
Score Keeper: Peter Vogel

Great weather, temperature around low 80F. A little bit windy in the afternoon; total of 18 pilots from local, Sacramento, and south California areas. No mis-shape. Here is the standing:. All pilots like to thank Tomcats club to let us use the wonderful flying site.

Thanks also to Tim and his lovely girls who help out the snack bar and lunch. I don't have his e-mail, please forward to him.

Thank you!

Sportsman (4)

Jamie Schoolcraft 2000
Geoffrey Hodies 1879.248
Peter Vogel 1856.443
Alan Hantke 1264.853

Intermediate (4)

Lawrence Tougas 2000
Ron Davies 1968.471
Bill Polits 1941.070
Edward Lührman 1924.353

Advanced (2)

Jon Bruml 2000
Michael Fan 1942.022

Master (7)

Frank Capone 2000
Kevin Sung 1981.704
Bill Sneed 1927.802
Dale Olstinske 1915.086
Robert Obregon 1901.102
Dick Belden 1722.803
Herb Kurlan 1441.400

FAI (1)

Tony Frackowiak 2000

Luke Peng





Club Meeting







Bahman Dara Photo



Servo Chatter c/o SCCMAS
16345 W. La Chiquita Ave.
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Next Meeting:
December 5th Banquet

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