

Servo Chatter

AMA Club Charter #110

September 2014



www.sccmas.org

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

News from the President



This month, I want to reflect a bit on what goes on behind the scenes at the SCCMAS and the personal sacrifice that many individuals unselfishly put in to make the SCCMAS run. The following may seem long-winded, but I think it is worth the read for all of us. July brings a close to the month that hosts our annual airshow. This month is always bittersweet for me. I'll admit – I have one of those love-hate rela-

tionships with our airshow. The days leading up to the event are frantic, I take time off of work to prepare and it seems to add stress to my daily life. It certainly takes its toll on myself and several other hard working volunteers at the SCCMAS. Every couple of months, I sit down and compile receipts for reimbursement from the SCCMAS. Small expenses for repairs, monthly billing for our internet at the field, newsletter printing, etc. Typically, it's not too bad. What stands out to me this month is the nearly \$5k I had on my personal credit cards for the SCCMAS the past few months. I don't mind fronting it. It's just a harsh reminder of the cost for the annual airshow and how this year was the most difficult year that I've experienced in my 10+ years in coordinating the show. What many people do not know is that I almost cancelled the airshow in June, after we had already started publicizing the event. This year, the SCCMAS faced many issues that had me wanting to throw my hands up in the air and walk away. Last November, I received an email from the health department mentioning that our 2013 airshow had an 'un-authorized' booth (i.e. soda booth) because it was separate from our shack. I contacted them for the 2014 airshow and was told we had to have two booths, because our shack had grown with the soda and such outside in a separate tent, even though it was part of our 'operation'. This meant increased costs. In 2012, our health dept fee (as a non-profit) was around \$80 for the event. In 2013, it was \$150 or so. In 2014, it was \$416.00. Yes, four hundred and sixteen dollars. Because we had more than one booth, we had to pay an "event coordinator" fee, to manage the "two" booths plus an additional fee for each booth. In early June, I took a Friday off of work to visit the health dept. There, I was promptly told that they should have fined us (me) for the 2013 event (even though an inspector signed it off) and back charged us for a second booth fee, but they had kindly decided 'not to do so'. Trying not to turn the tables over, I swallowed my pride and went home. Actually, I think I immediately went to the

**Next club meeting is on Sep. 20th
at the field from 4:00 PM.
SCCMAS will supply main course
to attendees**

From the Editor



A very packed issue this time because of so many events in the past few months. Please join me in welcoming Cyndi Cougoule to the team. She has graciously agreed to be the copy editor going forward.

You will see an ad on page five for Teamedge. If you love really big airplanes, check out www.billhempel.com. Bill has agreed that whenever his ad appears in our newsletter, the first three club members ordering any planes will get free shipping. Considering that the shipping costs are typically larger than 10% of the cost of the plane, this is a pretty good discount. Don't forget to send a copy of your club badge with the order to qualify. His planes are absolutely gorgeous and you can also special order your own color scheme for additional cost. Can't wait to see the one I have coming (*and no I did not get the free shipping, should have asked*)

Until next issue,

Safe and happy landings,

Bahman

gym to de-stress. Why the increase in fees for a non-profit from 2012 to 2013? I was told we should thank Proposition 26, which 'leveled' the playing field in 2013. After reflecting on our options, I went back to the health department the following Friday to hand in the forms and \$416 for the 2014 event. To add insult to injury, a week later, I received an email from the Board of Equalization (read: sales tax) saying that they just heard about our event and that we need to charge sales tax on hot food and carbonated beverages. Again, I dusted myself off the floor and called the BOE contact who's kind letter stated we would have fines if they did not receive information within 30 days. After talking with them, I think they realized it was not a 20,000 plus attendee event that sold real airplane parts (read: \$\$\$). I'm not here to criticize the government for doing their job. However, I will question where things have gotten out of control to some extent.

My question is - How does a non-profit who seeks to promote aviation to the public continue to exist in this regulated environment? It seems like at every turn, life is more regulated and more difficult to do anything. Our expenses for the 2014 show (food, ice, shuttles, porta potties, 10% payment to the county, sales tax, health dept, field maintenance, delta darts, supplies etc) totaled around \$8000. We grossed around \$4k on food sales, based on early numbers. Given all the expenses, this leaves us with a loss of \$6k to put on the free event. Why don't we charge admission, parking, etc? The SCCMAS has always intended to make this a free event and it goes against our goal of providing a free family event. We can always reconsider this, but there's a line that is crossed when on the face of things, it turns more of a commercial venue. (*continued on page 4*)

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

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Webmaster			webmaster@sccmas.org
Raffle Coordinator	Paul Hasselbach		pwhassel@gmail.com
Field Maintenance	Walter Colby	408-710-4035	walterdotcolby@yahoo.com
AMA Intro Pilot**	Reggie Dell Aquila		
AMA Intro Pilot**	Mike Leggett	408-839-1757	secretary@sccmas.org
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.

SCCMAS 2014 Event Calendar

April 5		Spring Swap Meet
May 3		T-34 & Unlimited Race 
May 17		South County Airport Day
May 16-18		Heli Jamboree Fly-In 
June 21		Field Work Party 
June 28		Warbirds Fly-In 
July 12-13		Annual Airshow 
August 2		Summer Swap Meet 
August 23		Pattern Day 
October 4		T-34 & Unlimited Race
October 11		Coyote Classic Bike Ride 
November 1		Fall Swap Meet 
December 7		Toys-For-Tots 

Treasurer's Report



Jim Patrick



SCCMAS Profit & Loss May through July 2014

Ordinary Income/Expense	
Income	
Contest entries	2,016.00
Donations	169.00
Food sales	4,929.00
Membership dues	1,340.00
Airshow Raffle	1,361.00
Vending machine	190.00
Total Income	10,005.00
Expense	
Advertising	450.00
Bay Alarm	135.00
Equipment Rental	81.57
Food	4,540.60
Garbage service	822.94
Insurance	
Liability Insurance	130.00
Total Insurance	130.00
Licenses and Permits	1,459.38
Postage and Delivery	73.67
Printing and Reproduction	1,028.82
Raffle supplies	603.46
Rents paid	2,442.94
Repairs and Maintenance	
Field repairs	111.24
Total Repairs and Maintenance	111.24
Sanitation service	1,887.28
Supplies	3,642.25
Taxes	10.00
Telephone	
Internet	639.85
Telephone - Other	285.25
Total Telephone	925.10
Utilities	
Gas and Electric	866.25
Water	45.75
Total Utilities	912.00
Total Expense	19,256.25
Net Ordinary Income	-9,251.25

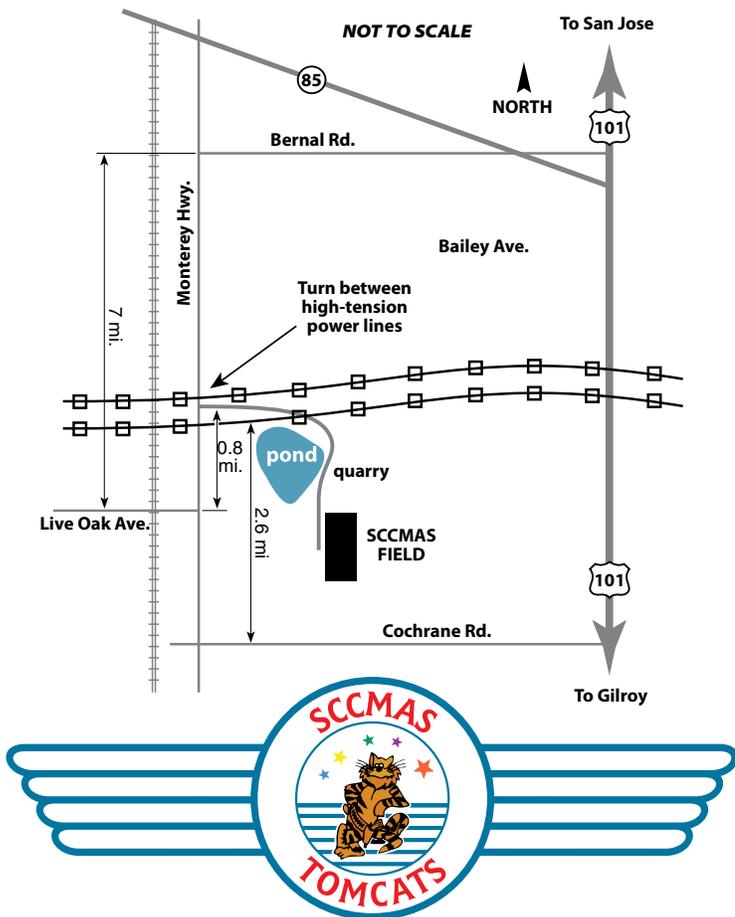
In the end we have to ask, "Is this all worth it"? I've come to the conclusion of a resounding YES. Personally, I have a lot to thank for the SCCMAS. My career would not be what it is today without so many individuals at the SCCMAS encouraging me and providing me with a safe place to enjoy my hobby, nor would I have been gifted with so many opportunities to become a better individual. We have many youngsters at the field flying who tried to fly an airplane at the noon time training session and have become a part of the SCCMAS. This is what it is about.

I want to thank everyone who helped at the 2014 show. It was a great success in so many respects and even though I cannot name everyone personally, I want you to know your help is truly appreciated.

I leave you this month with a photo I captured at the airshow. It's of a father and son enjoying a delta dart that the son built at the show. This picture says it all to me.

Michael





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

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Safety



Hey RC Gang- Well another successful and SAFE air show is in the books and I'm happy to report that we had no safety incidents and only one plane was lost. Lynsel Miller lost his Giant Scale P-47 out on the south end of the field while on final approach. His investigation yielded two possible causes. A failed RX pack and possible Flap Actuator failure, the plane crashed clear of any airshow crowd and kept our safe air show record intact.

I'd also like to thank Pat Rose again for heading up our tech inspection process and all the pilots who self-inspected, and ultimately flew safe aircraft. The results speak for themselves and it's a great testimony to our club that when we open our doors to thousands of spectators at the annual air show they enjoy a safe and fun filled experience.

During my weekend flying opportunities, I've been pleased to hear the clear and loud communication on the flight line. Nate and some of our younger flyers are right in that group and I commend you pilots for your solid communication; this is an important primary aspect of our Safety First program and with our large volume of RC traffic it has yielded great results with few mid-air situations per flight numbers. That said always remember to take the "high road" if a situation does occur. We have a "no fault" policy which should always be kept in mind. If you have an issue with another flyer, please find me or one of the club officers to discuss it later. We do want to know about incidents, but let's all strive to keep things friendly at all times. Please always honor the Red No Fly Zones, no matter what the occasion.

Thanks to everyone for your ongoing support and keeping safety in mind. See you at our next club mtg in Sept, I'll be handing out some more Safety Awards.

How 'bout that Three-Sea Bees Jenny with the DLE 20 gasser up front?

Please let me know if you have any questions or concerns. I look forward to seeing you at our next club meeting coming up in September. 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

From the Secretary



June Club Meeting

We had our June meeting at the field and 61 showed up. The food was great highlighted with our Top Chief Kyle Alegrete's spare ribs and Tri-tip. Thanks to Rich Luvara for cooking the burgers and

sausages and everyone that brought the potato salad to apple pie.

We welcomed new member Mike Parker who moved up here from West Covina. Our treasurer Jim Patrick gave a report of our financial status. All's well after spending a considerable amount on re-surfacing and improving the black top. Thanks Jim for filling this vital position in our club.



Dave Neves reported that the Heli Jamboree was a great success again this year. Luke Peng reminded us that the pattern flyin is August 28 and that you don't even need a pattern plane to participate.

We are making headway on getting everyone that doesn't have their wings signed off. If your membership card still says "student" please contact one of the trainers to get yourself signed off and remember that the most important thing out at the field is safety.... followed closely by having fun enjoying this great hobby with others.

The Dumb Thumb went to Don Coulter for whatever structural weakness that led to the demise of his P-38 on its maiden flight. Check out the last moments on Walter Colby's YouTube video and see if you can determine what failed first.

In the show and tell, Bob Sweeney presented his fix to a popular helicopter stand that keeps the model from slipping off. Don Coulter showed us a small piece of his ill fated P38. Lou Rodriguez showed us his scratch built reproduction of a 1965 design powered by a supertiger 60. 6.5 lbs and nice paint. Paul Wong first joined the club in 1993 and is getting back into it putting new Futaba 9c

electronics in a 1980's transmitter case. He also updated his old 8.5 lb electric from 16 NIMH cells to LIPOs. My show and tell was to fly my 1/3 scale Ryan STA at the close of the meeting. It was maiden at Castle and still need a lot of detail work but flies great.

The raffle was exciting as ever and fun to watch many deciding what to grab. Sharam got the Spectrum Telemetry set, Kyle took the Dremel bits, Matt the telemetry current sensor, Mike Parker a set of xacto knives, Kent servo screws, Darrell a city Diner card, Mike Leggett the futaba transmitter (will bring donuts to the next meeting) and a screw driver, Walter a helicopter stand, John a city diner card, Lou a helicopter stand, Sharam also got some Beez wax, and John a city diner card.

Field Cleanup Day

Jumping ahead to June 21st, thanks to all who showed up for the field cleanup. Besides the usual cutting back the weeds, trimming the taxi ways and painting a few tables, the kitchen and storage room were completely emptied, cleaned and re-organized. Great Job and thanks to Birvin Britt, Dave Foster, Matt Mattson, Mike Parker, Jim Russel, Russ metesso, Rich Luvara, Mike Luvara, Dave Aalac, John Mattson, Cliff Birbon, Roger Pellor, Ron Vanderhorst, Kent Beasterfield, Dan Neal, Walter Colby, Jamie De los Rios, Marcel Tromp and Mike Leggett.

4th of July parade and float

Our 4th of July float was a great success thanks to the help of many of our club members. We decorated the float and mounted most of the planes on my driveway Thursday evening. Then Friday morning we drove the float the three mile trip to downtown Morgan Hill at 6:20am at a blistering 10 miles per hour with me leading, Roger pulling the float with his truck and Lew following, with all our flashers going. With most of the float decoration finished we had plenty of time to finish up before the parade started at 10am. Because we were entry 135 out of 150, we didn't start moving until 11am. Over the next hour we handed out two boxes of air show flyers to lots of eager RC fans. Thanks to Matt and John Mattson, Dan Petroff, Lew Chee, John Ribble, Terry Barber, Denise, Don Coulter, Tim Jones, Kent Beasterfield and special thanks to Roger Pellor for borrowing his friends trailer and pulling it with his truck.

Mike



Thanks to all the volunteers that came out to the work party on June 22nd. We built two new 5X5 work tables, added 5 new garbage barrels, applied stain & paint to anything that didn't move.

The trash is picked up on Thursday, the garbage truck driver has a tough job and we can make his job a little easier if we don't park near the dumpsters on Thursday.

Please don't bring and leave additional waste in the garbage cans outside of waste generated at the field. We are getting a lot of extra trash on occasions.

Recycling is for soda cans & water bottles only, items such as cardboard, foam and so on should be recycled at your own home.

Fuel spills on the new asphalt slurry.... when you spill fuel on the asphalt, it is a good idea to put down absorbent or cat litter, the second step is to sweep up the cat litter, if you don't pick up the cat litter that is like accidentally spilling fuel & then making a mess on purpose. Also cat food has no absorbent properties. (see photo below)

Things you may find at the field are typically items that someone has forgotten and left behind. If someone loses or forgets an item and you find it our procedure is to either put it in the box next to the soda machine or in the shack if the door is open. If you have lost something ask a club officer to see if it has been put away.

Walter Colby

"the guy that throws out the garbage"



Warbird Fly-In Saturday, June 28, 2014

The morning was bright and clear on Saturday, June 28, 2014. It was going to be a beautiful day for the Warbird fly-in. Registration started about 8 AM and we had 24 pilots register with 30 aircraft competing for the top prizes: Best of Show World War I, Best of Show World War II, Best Modern Aircraft and Pilot's Choice for Best of Show. The CD was Tim Stahlke and his good friend and helper Lynsel Miller.

Tim started with a pilot's meeting around 9:30 AM. Shortly after the pilot's meeting a few Warbirds began to fly. Unfortunately, very early on with only two planes in the air, we had a midair collision. A Hellcat owned by Randy Warkentin was making an approach to land and came down on the top wing of Steve Winzer's S.E.S. breaking about one third of the wing spar. Fortunately both planes were able to land and this was the only major incident at the event.

Many Warbirds participated flying throughout the day and I did take many pictures of these very well constructed aircraft. Later in the day we took a vote for the top prizes of the day. The winners were:



World War I: Lynsel Miller for his Bristol F2B.
World War II: Randy Warkentin for his beautifully constructed Hellcat. He beat out a couple of beautiful Spitfires which I thought were just as well constructed.

Best of Modern Aircraft: Don Coulter & Tim Jones for their Blue Angel C-130 Fat Albert. It is a beautifully constructed, custom altered ARF which is a magnificent flying plane and a joy to watch.

Best of Show: Michael Radu for his beautifully constructed biplane D7. I was personally impressed with the detail shown in the engine compartment of this aircraft. This aircraft definitely deserved the top honor of the day. If you have not seen this aircraft, you must pay attention when Michael Radu is it out at the field again. Michael is a master craftsman and deserves the credit he receives.

Roger Pellor

*Spotters are
there to look out
for other planes.*





Shabram proudly displaying his award





With the closing of another successful Airshow six weeks ago, only three events remain in 2014. The accomplishments of the annual Airshow allow the community to observe our facility from a vantage other than driving by on Highway 101 or cruising the bike path. This is our annual spotlight on our club that encourages new membership and for some rekindles a hobby from the past.

The SCCMAS annual Warbird Fly-In on Saturday June 28th attracted a larger than normal pilot turnout due to the efforts of Tim Stahlke, who spent his personal time promoting the event at the field and at several clubs in Northern California. Tim stepped up to CD this event, improve turnout, and he succeeded beyond expectations. Contest directors are expected to promote the event for their facet of the hobby, manage the registration, solicit additional helpers, prepare or purchase trophies and/or raffle prizes and run the event. The SCCMAS will provide the help for the shack, food and pay for all materials purchased for the event. A special thanks to Tim Stahlke far exceeding expectations and his contribution.

On Saturday August 4th, the summer swap meet was off to a roaring start promptly at 7:00 a.m. Once the gates opened, the caravan of cars and trucks followed. Most couldn't even make it out to the tables before being approached by the usual bargain hunters. Once again we had attendees from the Los Angeles area who left with what they said are real bargains. If you missed this one, the fall swap meet is scheduled for Saturday November 1st, rain or shine. Let's hope for rain as were are in dire need of precipitation! Covered table space is limited and available on a first come first serve basis. Bring your own tent and table just in case and we'll find you a spot. 10x10 spaces are \$10. Donuts and coffee will be served in the morning followed by a BBQ. Additional information is available at www.sccmas.org.

Just around the corner is the final T-34 and Unlimited Warbird sport pylon race of the season on Saturday October 4th. Three classes of T-34 racing, Bronze (Novice), Silver, and Gold along with .46 modified, unlimited and EF1 will be flown. More information about the EF1 rules

and planes are available at www.modelaircraft.org and at www.rcpylonracing.com. Trophies will be awarded in the T-34 classes and EF1 class 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. **AMA membership is required, bring your AMA card.** Registration opens at 8:00 a.m. with a pilots meeting at 9:00 a.m. Racing will start around 9:30 a.m. On-site coffee and donuts in the morning followed by a BBQ. Race frequency and race number registration required. Contact Joe DeLateur at Triangleseries@rcpylonracing.com. Rules and additional information is available at www.rcpylonracing.com.

On Saturday October 11th, the boy scouts will host the annual Coyote Creek Cycle Classic at the north end of the RV area. We ask all SCCMAS members **not to park** in the RV area or the Helicopter area during the cycling event. **The Helicopter area north of the field will be closed to flight until 4:00 p.m.**

The final event of the year is the annual Toy-For-Tots Fundraiser – Bob Whitacre memorial Fly-In on Sunday December 7th from 9:00 a.m. to 1:00 p.m. The entry fee is any **NEW un-wrapped toy**. Place the **NEW un-wrapped** toy in the box and you're in. 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 modelers starting with a **FREE pancake breakfast** from 9:00 a.m. to 11:30 a.m. Additional information is available at www.sccmas.org

Remaining 2014 Events

October 4 T-34 & Unlimited Warbird Race
November 1 Fall R/C Swap Meet
December 7 Toy-For-Tots

See you at the field,

Steve



Wartbirds (cont'd)



As you can see there are many photographs in this issue. A lot of people contributed these images and I want to thank them. One major contributor who sent all the airshow images including the one's I turned into a collage for the front page is Kunal Dushpande.

Please send me your content as often as you can and I will do my best to publish them in the forthcoming issues.

Editor



Work Party





Triangle Series Morgan Hill Races

T-34 - Warbird - Electric

May 3rd & October 4th, 2014



Stock T-34 (Novice/Silver/Gold)

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

Unlimited Warbird

No break out. See rules for wing area/eng.

.46 Modified Warbird

475 sq in minimum / max .46 engine

NEW !!! Electric Formula One !!!

NMPRA EF1 rules (8 laps on 2 pole course)

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 22nd, Fresno
June 22nd, Oakdale
June 23rd, Oakdale 3 pole (424 Q500 and EF1)
August 9th, Salinas (no Unlimited Warbird)



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

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 - November 1st

8:00am - 1:00pm

NO PARK ENTRY BEFORE 7:00am

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, Prevent accidents, sellers remove the battery from all 72Mhz and 5xMhz Ham band transmitters.

Field Donation \$10.00

(No Commercial Sales, 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

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

Airshow 2014



July 12th & 13th
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 2014 is brought you by the Santa Clara County Model Aircraft SkyPark

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









A day at the field and around the bay

Here is a collection of photos from the field. (Ed.)



*NiCd and NiMh
batteries need to be
cycled if not used
regularly.*

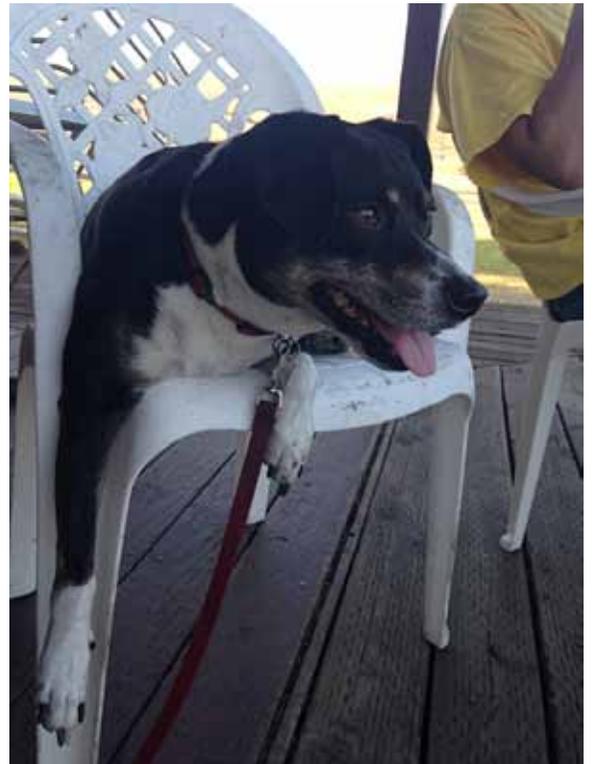




"Relax in the cool shade of our most exquisite facilities. Drink Perrier and experience a wide variety of treats. Enjoy belly rubs from our fine staff while watching squirrels as they frolic in the grass. Chase the squirrels if you must."



Andre, Travis, Paul, Christopher, and Henry take a break together after flying aerobically in Australia 2012.



In the news

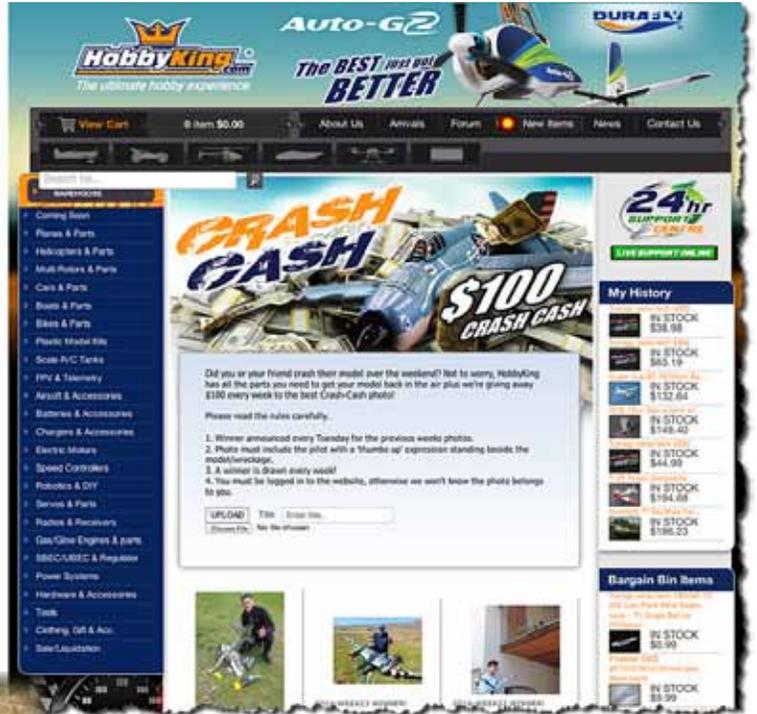
Hey Bahman,

Interesting story on the P-38. We all know what happened with the crash but here's a little silver lining. I had seen where Hobbyking was having a "Crash Cash" drawing for the best photo of a crash so I decided to enter. I called Tim Monday afternoon and asked if he had time to swing by the field. I was just about to start stripping the hardware out of the plane but instead I threw it all back into the car and hauled it back to the field. I strategically piled it all on the lawn and had Tim take a picture. One of the rules was that I had to give a thumbs up in the picture. I made sure one of their batteries was visible and also turned the name on the motor toward the camera.

Well, I was just notified that I won! It got me a \$100.

I'll send the pics separately. You can also go to their website and look for week 23 winner.

Don



Bahman,

Santa Maria flyin: There were 26 registered pilots and about 40 aircraft. I got plenty of flights in with my B17, Ryan STA and the P47.

Rick, Denny, Merriam, Barbara and Ken were also there from our club. They took pictures of each pilot and plane for the next issue of Highflight magazine. Weather was great with a nice breeze right down the runway.

Mike

Mike,

Thanks for hosting Amelia and I at your flying club. We had a great time and are looking forward to the next visit. Amelia really enjoyed her visit to the field and the opportunity to fly your P-47. Attached is an article that she wrote for our club next newsletter. If you are ever around the area please let me know so we can get together.

Regards, Gilbert Arroyo
Menifee Valley
Flyers Treasurer and
Membership Chairperson





SCCMAS Proudly Presents...

The Annual...

Toys for Tots-Whitacre Fly-In

Sunday December 7th

9am - 1pm



Pancake Breakfast



This will be a great finale for the year. Please come help us honor Bob Whitacre's wonderful life, and help the children in our community.

Entry Fee is any NEW unwrapped Toy.

This event open to all members and guests with a current AMA status. Bring a NEW unwrapped toy and enjoy a FREE Pancake breakfast and a day of flying with fellow modelers.

For more info visit www.sccmas.org

2014 has been a year of new beginnings for me, including attending my first R/C pylon racing event. There were T34's, .46 Modified and Electric Formula One. Tom Cat field participants included Don Coulter, Tim Jones, Rick and Merriam Maida, Denny, Babe Caltabiano and Matt Campi, Mark Sumich, Joe Delateur, James Gale, and Rick Culver.

Each pilot had a caller by their side. The callers responsibility is to let the pilot know when to turn so the pilot can concentrate on flying. There are anywhere from two to five planes in the air at a time, so the caller is important to the outcome of the race. The T34's and .46 Modified races are 8 laps and the EF1 race is 6 laps. Each plane takes off and when all of them are in the air there's a 30 second count down for the pilots to set themselves up for the start of the race. We have a race!

5 laps makes a close race from the start. Since there are so few laps you have to trust your caller so you don't get any "cuts". Meaning not passing the plane of the pylon. You may win a race, but if you have a cut it can take you down to second, losing points which are very important to those pilots who are participating in the Pylon Racing season for the year.

Surprisingly enough there were no mid-air all day. There were many close calls, especially when there were 5 pilots up at once. We did lose a few racers due to the winds that picked up later in the afternoon.

The final races were very exciting and a few of the Tom Cat members came out on the top in their class.

Don Coulter (Tim Jones calling), who hasn't participated in pylon racing for about three years, took Top Qualifier and first place in Electric Formula One. Congratulations Don and Tim!!!

Rick Maida (Merriam Maida calling), flying Denny Baker's plane, also placed in his class, T34's. Way to go team! All in all an exciting day. It definitely won't be my last pylon racing event, that's for sure.

Kelly A. Collin



Don Coulter's EF1 Race #10





News Flash

Investigation reveals an incomplete pre-flight check may have been the cause of the Surfer Dude crash.

Tape on the left side of the elevator remaining from a repair limited the available up elevator and with only the left side restricted, applying up elevator increased the roll to the right which the Surfer Dude's arm could not overcome.

Tim Jones setting up for the start of the first EF1 class race of the day.



Don Coulter with his two, yes, two trophies!

Member Feature

Meet Michael Radu

How did you get into model building and flying

I got into the hobby of model building and flying to do something with my father. We never seem to ever have any successful flights for many years. We became so custom that we bring big black trash bags to the field knowing that whatever plans we had it soon be in this bag on the way home. So we gave up for many years, Until we came across the field located off the 101 highway called Tom Cat's.



how long have you been in the hobby

I have been in this hobby for about nine years. I find myself lucky to have met so many willing to support me and give me today abilities right now happy to lean flying control airplanes.

how long have you been in SCCMAS

After watching and listening to a lot of members at the field for about six months I finally joined SSCMAS in the year 2005.

what is your most favorite aircraft (real or model)

My most favorite aircraft is probably a F4U-1A Corsair. I do love the P 51 Mustang and the World War I Fokker D.VII is a close second.



What is your most favorite current model and why?

My favorite current model is my 1/3rd scale Fokker D.VII I'm building this plane to be 100% scale. Everything from hinges to control lines that are pull pull on all surfaces.

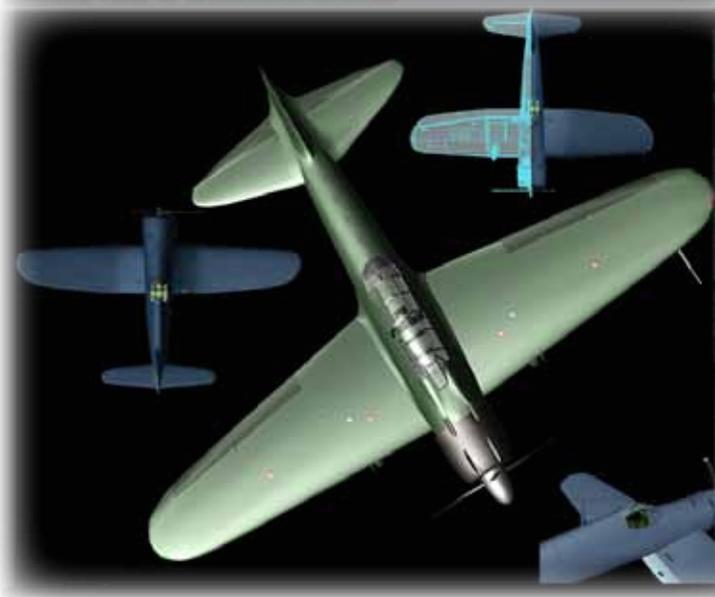
what is your main focus (scale, sport, Pattern etc)

My main focus in RC has to be scaled giant warbirds, Hands down. However, I must admit I do like watching sports and the general enthusiasts RC pilot that comes out and flies with us.

What is the current project you are working on

I'm currently working on two planes. One is a 1/3rd scale Fokker D.VII. I'm adding all the scale I can into this plane. Even the engine being a G-62, will have a gear reduction drive so that I'll be able to swing a scale size propeller. And my second current project is a six scale or 545 scale P-51D

Mustang. This mustang is going to be made into the Old Crow version. This was the plane of Bud Anderson. I have sent front and side photos of Bud Anderson to a 3-D model making company. They have re-created his face and head for my pilot figure for this plane. At this point I'm putting in panel lines and rivets. I'm hoping someday to have Mr. Anderson sign my plane and pilot.



Castle IMAA flyin

This is one of the best large events that takes place annually in the central valley. Usually there is a large contingent from the club and this year was no exception. I tried to capture the mood of the event for those of you who did not make it. (Editor)











How to Use a Digital Servo and Receiver Current Meter

By Pat Rose

Adding the suggestion to check servo current under load to check for binding was a new suggestion in the Air Show 2014 Safety Check Sheet. This suggestion probably caught a few pilots by surprise. I personally was surprised to see this measurement explained in the Aug. 2014 issue of Model Airplane News. I assume you know what electrical current is and the difference between amps and milliamps. (current is the flow of electrons through a conductive metal. 1 amp = 1000 ma, 0.12 amp = 120 ma.)



Figure 1. The new Hangar 9 current meter with universal connectors.

Figure 2. The usual receiver connected by a charging jack/switch to the battery.

Figure 3. The connector between the battery and charging jack/switch pulled apart, and the current meter is now connected in between the two connectors. See the arrows. This way you don't have to move from servo to servo, but rather measure all the current.

[BTW, have you seen Modern Family, season 1, episode 3 for a demonstration of what not to do with your RC plane?]



My experience measuring battery current to detect a stalled servo.

I just recently purchased this handy-dandy current meter sold by Hangar 9. It is designed so that it works by either measuring a single servo current draw or by measuring the total battery current. It even comes with universal male and female connectors at the end of the test leads.





For learning purposes, I made measurements in an Escapade fuselage which had rudder, elevator, and a throttle servo. At idle I saw about 0.12 amps, or about 120 mA. When I operated the rudder, elevator, and throttle servos in a somewhat random method, I had an occasional needle jump to around 300 mA. Then operating the servos back and forth, slowly, one at a time, the throttle servo had a jump to 300 mA at full throttle. **Wow! Setting up the throttle servo in the wrong way can put a heavy load on the battery.** Further, investigating the carburetor, I could see the carburetor barrel push hard at full throttle. Simply backing out the barrel position with end point adjust on the transmitter fixed that problem.



Always hold on to your aircraft while bringing it out to the taxiway.





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

**Next club meeting is on Sep. 20th
at the field from 4:00 PM.
SCCMAS will supply main course
to attendees**

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