

Servo Chatter

AMA Club Charter #110

April 2015



www.sccmas.org

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

News from the President



I can remember the first time I set foot on the SCCMAS's facility like it was yesterday. It was the opening weekend in October 1986 at the field's present location. After a six year hiatus from flying R/C, my father (Richard) wanted to introduce me to the hobby. I had admired the model airplanes hanging in our family's garage for years, dreaming of the day to see one fly. Occasionally, my father would bring one down from the ceiling and he would explain how it worked. Full of questions, I always inquired about when we

would fly one. After my first visit to the field, I received my first kit as a Christmas present and spent several months building the airplane. I recall the day my first model took to the skies. For the past 28 years, the SCCMAS has been an integral part of my life, leading me to pursue a career in aviation and meet so many wonderful people along this journey. And most of all, I never imagined that I would one day lead the organization that formed me so much as an individual.

After much reflection, I have decided it is time to pass on the torch of the SCCMAS and step down as President. I made this announcement at the club meeting on March 14th and the change will be effective April 1st (no, not an April fools joke). With this transition, I will remain on the Governing Board and support the organization in more of an advisory role. The decision to step back was simply based on the fact that it was time to do so, after giving many years of my life to something I have been passionate for.

With that said, I formed a committee in 2014 to search for a new president to lead the organization. After the committee completed its search, we discussed the candidates, presented them to the SCCMAS governing board for discussion and a vote. I am happy to say that the SCCMAS will be led by a very capable leader. Don Coulter, one of the founders (and a board member) has agreed to step up and take the reigns. Don knows the organization well, and along with the rest of the Governing Board, I stand firmly behind Don in continuing to foster the SCCMAS's mission. I hope that you would support him in his new responsibilities. Leading this organization is no easy task and we should remember that we are all here for the same purpose. That is, to keep the SCCMAS alive and well at its location for many years to come.

You might be asking "Why does the SCCMAS not have elections like other clubs?". This is a great question, but one that requires some history. If you were not present at the last meeting, founder Brian Nelson gave a background about the SCCMAS corporation. The SCCMAS was born out of several individuals being tired of club politics and wanting to put the fun back in flying. Meetings were full of banter and seemed to be more about power struggles than promoting the hobby.

Our purpose is simply to do that – provide a safe and convenient place to fly R/C models. The SCCMAS is a corporation and is led by five volunteer Governing Board members that steer the corporation's direction. The board is further assisted by numerous volunteers that contribute to the organization's day-to-day operations. One could best compare the SCCMAS to purchasing a membership at the gym. Pay a membership fee, receive use of gym equipment (in our case, a flying site) and enjoy your experience without hassle. We are simply here to

From the Editor



Hi Tomcat flyers,

For a variety of reasons, none of which matter to anyone but me, this issue got delayed for a while. In the meantime lots of things happened at the field, around the bay and in the RC flying communities.

This issue is packed with a lot of interesting news and imagery from many locations and people. Hope you enjoy reading it. a big thanks to everyone who contributed stories, articles and photos

Bahman

provide you, our members, the best experience in R/C possible. I am a firm believer that the proof is in our existence at the same flying site for some 29 years!

I am proud of the SCCMAS for what it has become because of so many hard working individuals. We ended the 2014 at 380+ members, which is up from previous years. I'm encouraged by the consistent usage of the facility and the enthusiasm from the membership for the hobby. I'm also thankful for the membership's consistent focus on safety at the field. It's up to each one of us to foster a safe environment at the SCCMAS and I thank you for that.

I'd like to touch on one area, regarding the UAS (unmanned aerial systems) front. A lot is also happening in the regulatory arena with the FAA and UAS, to which how it will effect R/C aircraft is not yet totally clear. The AMA is working hard behind the scenes to protect our right to operate model aircraft. The AUVSI, AMA, FAA and a UAS Coalition created a website entitled www.knowbeforeyoufly.org, aimed at quadcopter and enthusiasts who are entering the hobby. I encourage all of you to keep tabs on this process and any notifications that come to us from the FAA or AMA. One of the new rules the FAA put out this years is in regards to TFR's (Temporary Flight Restrictions) around sporting events. You can learn more about this here: <http://amablog.modelaircraft.org/amagov/2014/10/28/permanent-tfrs-issued-for-major-sporting-events-and-disney-properties/>

In closing, thank you for your support throughout the years. It has been an amazing ride and I am honored to have the opportunity and privilege to lead such an amazing organization for so many years. If I ever offended any of you, I would like to offer my apologies. It is not easy to appease everyone, but my singular goal was to keep the organization alive all while maintaining its best interests in mind. I hope to see all of you at the field on one of those calm, sunny days.

Michael Luvara



SCCMAS 2015 Event Calendar

April 4		Spring Swap Meet	
May 2		WWI Fly-In	
May 16		South County Airport Day	
May 15-17		Heli Jamboree Fly-In	
June 13		Field Work Party	
June 27		Cub Fly-In	
July 11-12		Annual Airshow	
August 22		Pattern Day	
September 5		Summer Swap Meet	
October 3		T-34 & Unlimited Race	
October 10		Coyote Classic Bike Ride	
December 6		Toys-For-Tots	

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

President*	Michael Luvara	408-292-1212	mike@sccmas.org
Secretary*	Mike Leggett	408-839-1757	secretary@sccmas.org
Treasurer*	Jim Patrick	408-356-0817	treasurer@sccmas.org
At Large*	Don Coulter	408-690-3830	skydanz10@hotmail.com
At Large*	Steve Smith		contests@sccmas.org
Newsletter Editor	Bahman Dara		servochatter@sccmas.org
Contest Coordinator	Steve Smith		contests@sccmas.org
Field Safety Chairman	Tim Stahlke	408-723-4878	safety@sccmas.org
Flight Instruction, fixed wing**	Peter Vogel***	408-782-4477	training@sccmas.org
Flight Instruction, heli	Dave Neves	510-673-4467	rcheliguy7@gmail.com
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 DellAquila		
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.

*** Email is preferred to voice mail.

Treasurer's Report



Jim Patrick

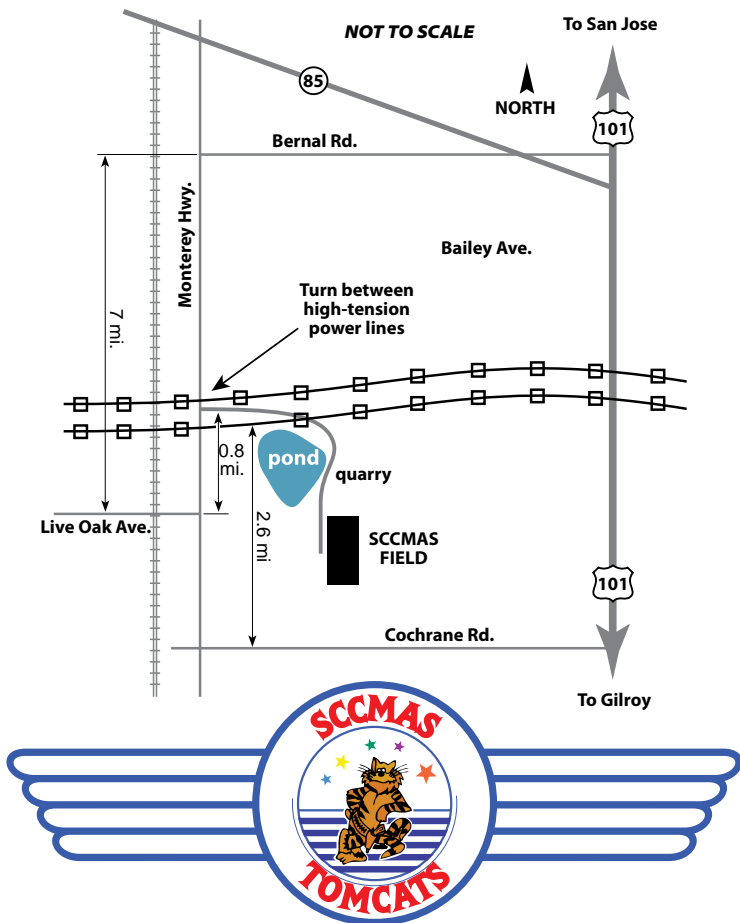


SOCMAS Profit & Loss August through October 2014

Ordinary Income/Expense	
Income	
Apparel sales	10.00
Contest entries	480.00
Food sales	115.00
Membership dues	733.00
Vending machine	442.00
Total Income	1,780.00
Expense	
Bay Alarm	135.00
Computer supplies	253.76
Equipment Rental	81.57
Food	354.97
Garbage service	632.25
Office Supplies	123.49
Postage and Delivery	612.50
Sanitation service	2,023.28
Supplies	70.00
Telephone	394.81
Trophies	42.33
Utilities	
Gas and Electric	1,173.33
Total Utilities	1,173.33
Total Expense	5,897.29
Net Ordinary Income	-4,117.29
Other Income/Expense	
Other Income	
Other Income	80.28
Total Other Income	80.28
Other Expense	
SOCMAS Banquet	500.00
Total Other Expense	500.00
Net Other Income	-419.72
Net Income	-4,537.01

"Don't take short-cuts on your pre-flight checkout. Make a checklist and use it every-time"





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

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

SHELDON'S HOBBIES

Store Hours:
MF 10:00 - 6:00
Sat 10:00 - 6:00
Sun 10:00 - 5:00

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

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

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

City Diner

Breakfast, Lunch, Dinner

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

CALLIE GRAPHICS

Custom Graphics for your R/C Models

No Job Too Big Or Small!

www.callie-graphics.com

From the Secretary



We had our fall meeting at the field but a servo chatter wasn't published before our annual Dinner. I really like the meetings we have at the field as I can also get some flying in, enjoy the barbeque and see a lot more of us at the field. I'd like to see even more of us at the field and at our meetings. If you know of any members that haven't been to the field or to a meeting in a while, remind them of the fun we're having. If they have not flown in a while and are hesitant, thinking they are too rusty to fly, as a trainer I'd be glad to get them in the air again on a buddy box if necessary until they feel comfortable again.

We had 47 show up for the meeting and the weather was great. Mike Luvara talked about how much more complicated it has become to put on the air show with all new permits required but in the end it was satisfying as always. Lynsel Miller disclosed his findings that a bad battery led to the crash of his P47 at the air show... cycle and test those batteries. If you don't have a battery tester, test the radio on the ground some evening and confirm that the battery and transmitter last for at least twice as long as your total flight time at the field. Paul emphasized how much the kids loved building the delta darts. Jon Mattson talked about his greats planes ARF. Shahram's new helicopter running on 14s develops 10-15 horse power... yes he had to dig deep at \$2500 for it.

Bahman proved that if you buy a lot of tickets (as he usually does) that you can win a lot of neat stuff like a soldering iron, glow starter and several bags of small parts. Cyndi won wire strippers and a horn set, Tatum won a glow starter, Steve Smith won some hinges, Bervin won the radio and some ball connectors, Matt Mattson won some hinges, Terry won a glow starter and glow plugs, Mike Lampert won set of Exacto knives and a city diner card, Roger Pellor won a pipe cutter, John won a saw, Walter Colby won some drill bits and quick fill fuel valves and I won a razor blade set and some control horns.

Then we had our annual Dinner and I did not take any notes for the newsletter, just enjoyed the evening. Steve ran the helpers raffle in appreciation for many who go the extra distance to make the club work so well. If you haven't been showing up for our annual cleanup day at the field or helped out at one of the events, come on out and try it. The camaraderie is great and you'll get a ticket for the helpers raffle every time you do.

We had our first meeting of 2015 at the Wings of History Museum and it went great with 65 attending. I was so busy from

the moment I got there that I did not get out in the hangers like I did last year. I hope some of you did.

Mike Luvara opened the meeting after everyone got their fill of pizza. The place was packed. Treasurer Jim Patrick took the floor (his broken ankle is mending well) and reported that we are in good financial shape though the membership is a little low at 315. Our grounds keeper Walter Colby reminded us to pick up our trash (usually plane parts) and also thanked Tim Jones and Mike Leggett for mowing the lawn. Event coordinator Steve Smith told us about the upcoming swap meet at the field on April 4th. You can show up as early as 7am but **there will be no selling in the parking lot**. Remember this is not a commercial event, just a friendly swap meet between model airplane enthusiasts. This year's events are on the web site calendar so check it out along with the NCECS calendar.

Mike Radu will CD a new Pre WWII fly-in on May 2nd and note that Dave Neves will hold the Heli event a week earlier this year so it does not conflict with the Wings of History on the last Saturday of May. Our field maintenance day will be June 13 so come on out and help keep our field, the best in the country. A new, all Cub fly-in will be held this year on June 27th.

I'll be organizing the 4th of July float again this year so contact me if you want to help. We will decorate the float and put some of the planes on it the evening before (if weather looks good) at my house in Morgan Hill. Be sure to sign up as a volunteer for the air show also. It's a big undertaking and needs a big team effort.

We hadn't seen our safety officer, Tim Stahlke, in a while but he's just been busy with work and family. He reminded us that we are all safety deputies and to keep up the good work. Watch out for full scale and talk it up on the flight line: Don't be shy. The new board is up for our cards when heading out to fly. It tells us that those out whether people are members and if they are or are not signed off. Tim finished off presenting the safety award to Keyon for being a good example on the flight line.

Mike took the floor again and announced that he would be stepping down as president after many successful years of keeping SCCMAS going. Don Coulter will become the new President on April 1st (no joke) and Mike will continue as a supporting board member. Mike remembered that when Brian Nelson handed the reigns to him years ago he said "Just don't screw up" and proof that he did not is in the health of the organization. Mike will remain on the board as an advisor.

Our guest speaker of the evening was founding member Brian Nelson who stressed how lucky we are to have 42 acres in Silicon Valley to use for our hobby. He and the other founders set SCCMAS up as a company rather instead of a club like several they had been a part of with left a lot of bad memories. SCCMAS was born out of those scars. We must remember that the land we use is Public Trust Land and it will only be ours to use as long as we make good use of it and don't give anyone reasons why we should not. A single person could loose the field for us. Two other fields in our area were lost years ago by members complaining to the city or mouthing off to police or nearby home owners. We are all guests. Whatever the issue, always try to de-escalate and contact the board if needed. (*cont'd P-10*)



Tokay RC Modelers **3rd ANNUAL NOR-CAL RC SWAP MEET & INDOOR FUN FLY!**

Saturday, April 11, 2015

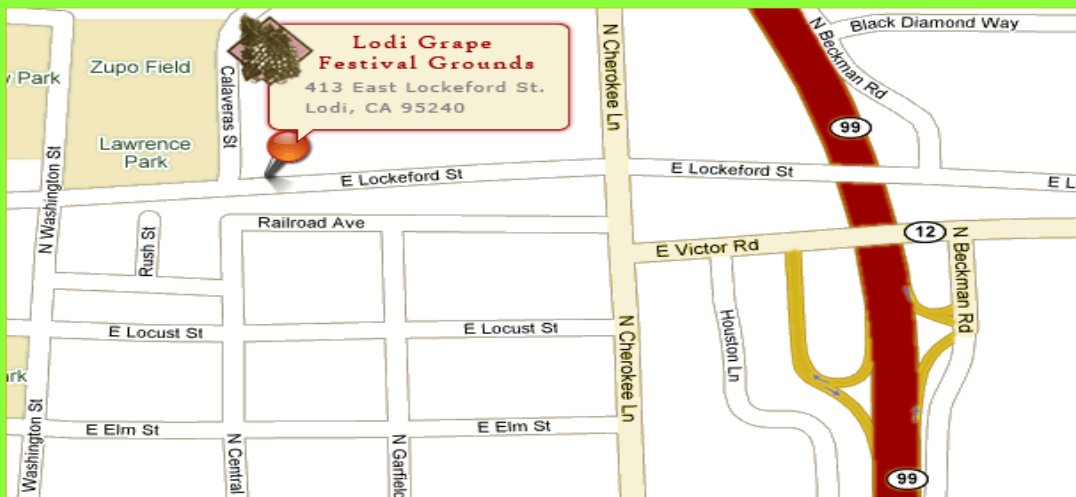
Lodi Grape Festival Grounds
Cabernet Hall
413 East Lockeford Street
Lodi, California 95240

- | | |
|---|--|
| <ul style="list-style-type: none">◆ Check in starts at 7:30 AM◆ Selling starts at 7:30 AM◆ Coffee & Rolls available◆ Plenty of parking◆ All indoors-11,200 sq. ft. hall◆ Vendors welcome!◆ Ends at Noon | <ul style="list-style-type: none">◆ Tables \$10◆ No Admission Fee◆ No Parking Fee◆ Something for everyone!◆ Indoor Flying starts at 8:00 AM <p>All varieties of RC airplanes, helis, cars, boats, and equipment!</p> |
|---|--|

Visit our website at www.TokayRCModelers.com

Contact: Secretary Dennis Campbell

Email: secretary@tokayrcmodelers.com



2015 Member Cards are out!

2014 Cards are now "INVALID".

Hi All! Tim Jones here.

Among other duties, I am the volunteer who takes on the management of the club member database and member cards. As the 2015 cards are going out and are now in effect, I thought I would put a small writing in this issue with some general card information for all to be aware of.

The club card is printed with information on both sides. The front side has information specific to the individual member, while the backside has general site information, including phone numbers and club mailing addresses for your convenience. The phone numbers are for the club general office, the local park ranger, and the Sheriff's dispatch desk. The addresses listed are the flying site address, and the club business office mailing address.

When your card is mailed to you, there will also be enclosed, a cover letter with welcoming information, and a 2 sided copy of the presently published club flying site rules with the present AMA safety code and rules on the opposite side.

In these images, are two examples of club cards you may possess or may see at the field.

not yet completed his or her sign-off flight. This can be easily noticed by the red "X" in the photo area, as well as the words "Student Pilot" printed in the "Certified Date" field. This indi-



cates that this member has not been signed off, and as such is not approved for flight at the site without direct supervision and responsibility of a valid signed-off member. As long as the member does not have a valid sign-off on record in the main database, this red "X" will be in the lower corner of the card.

If you would like to have your photo added to our card, send your photo of choice to renewals@SCCMAS.org.

If you do not have a valid sign-off on record, your picture will not be placed on your card, as the RED - "X" takes priority. However, your picture will be kept on file for future addition to your card, when the sign-off is completed.

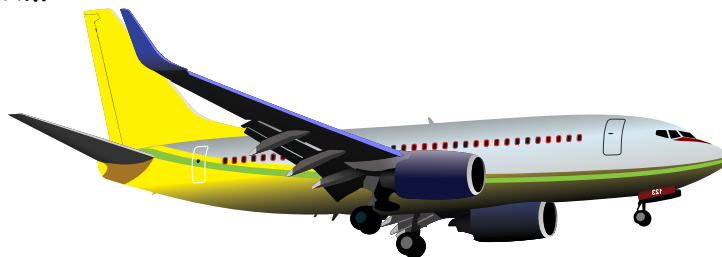
In all cases, you are requested to put your card up on the flight station pin board on the safety fence near the center taxiway in the start-up area while flying to indicate for others that you are a current member of the club and are entitled to use the facility for flying of model aircraft.

The enforcement of the Sign-Off verification is important to all of us using the field, as the safety of all, flying member or visitor, is of the utmost importance, in ensuring a safe and pleasant experience for all in the daily operation of our facility.

If you find any errors on your card, or get a needed sign-off updated, fire me a note at; renewals@sccmas.org. Please include your name, AMA# and maybe a phone number in any correspondence.

Thanks to all, for your help in managing this significant responsibility.

Tim



The first example here is of a card for a member with a current sign-off, as noted by the date noted in the "Certified Date" field on the card.

Notice that the picture area at the lower right has an image of the Tomcat Logo. In this area may be this logo or if one would like, a personal picture, as you may have seen at the field on many cards. For your card to have either the logo or a personal picture, you must be a member with a sign-off from a club official, verifying that you have been informed of the general club flying site safety rules, and have demonstrated the safe operation of your choice of flying model at the field. Any member holding this card may provide instruction to a new flier, typically with a Buddy Box, as long as he or she feels that it is safe to do so.

This next example here is of a card for a member who has

R/C Swap Meet

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

Saturday - April 4th

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 transmitters.

Mark your calendar for the Summer Swap Meet on 09/05/15

10x10 spaces - \$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



With the New Year upon us, the 2015 SCCMAS events schedule is ready and posted on the SCCMAS calendar and the Northern California Radio Control Society (NCRCS) calendar (www.ncrcs.com). Over the past several years I have surveyed event attendance and have fine-tuned the schedule accordingly. Most popular of the events have been the swap meets with outstanding attendance while the fun fly events are least popular. In the past, the SCCMAS has hosted three swap meets per year. With the requirement to comply with new California regulations, the SCCMAS will host two swap meets per year, Saturday April 4th and Saturday September 5th. More information is available at www.sccmas.org.

Something a little different... the SCCMAS will host a World War I Fly-In on Saturday May 2nd. Mike Radu has volunteered to be the contest director. As most of you know Mike is a World War I enthusiast and a very skillful builder, down to the details of the era. No doubt, Mike will put together an outstanding event. The event will conclude with awards for electric, gas and glow planes, along with ARFs and foam planes, kits and scratch built planes. Awards will be presented to the winners in a static display category. Come out and enjoy the fighter planes of the early 1900's circa.

This year the SCCMAS will be hosting a Cub Fly-In on Saturday June 27th. Details are being finalized, but it will be simple, any size Cub or Cub derivative airplane including micro Cubs to giant scale Cubs with any color scheme and engine, electric, gas or glow. Pilots of all skill levels are welcome. Awards for the largest collection of Cubs, the smallest flying Cub, the best scale flight, youngest Cub pilot, etc. Prizes will be presented to the winners of the volunteer events such as one wheel touch-and-go, shortest takeoff and landing (no flaps), spot landing (no flaps) and others.

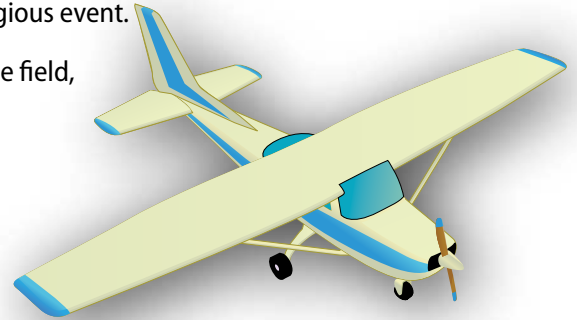
Looking back, 2014 concluded with another successful Toys-For-Tots/Bob Whitacre Fly-In. Thanks to Kevin Pung and his Boy Scout troop for providing us with a wonderful breakfast on a mild December morning. Once again we had an overwhelming amount of donations. Thanks to all who had participated! The SCCMAS participates in several public events during the year, the second largest being the annual Wings of History Museum Open House. The SCCMAS will have a booth at this year's open house on Saturday May 30th. Dan Petrof has been working behind the scenes on this event since last May. Every

year the crowd increases at the open house and the SCCMAS has the opportunity to educate the public about the R/C hobby and our flying facility. We are always looking for volunteers to help with the booth, answer questions, and share your passion with the public and to help with the noon time flying demonstration. Contact Steve Smith (contest@sccmas.org) or Dan Petrof for further information.

The most popular of the SCCMAS public events, the annual airshow is fast approaching – four and one-half months until takeoff! The Airshow will be on Saturday July 11th and Sunday July 12th. Stay tuned, as more information comes available. Planning will start in March. You're invited to be key contributor at this prestigious event.

See you at the field,

Steve



Secretary's report cont'd

Brian reminded us that the safety fences have protected a lot of pilots over the years and shared the memory of several planes they have rightfully eaten. Our safety record is one of the things that has kept the field open for nearly 30 years: One bad accident could close it. What we have is too good to lose. Keep it going.

Don Coulter took the floor and talked about the new board to identify who is out on the flight line. Don't forget to pull your pin down between flights and take it home with you at the end of the day. If you do forget it, it will be placed in the lost and found. Where is that you ask? On the porch in the first aid cage. For the show and tell, Nate showed his 108 mm EDF jet (just like the one Sia crashed). Roger displayed his T38 made from the parts of several ill fated planes including the one that had the mid air with the hawk. Nathan showed the flying boat he scratch built from leftover parts. Mike turned on his very loud MP3 driven engine sound in his Ryan. Paul showed his 9 1/2 foot giant Citabria with a G62 weighing 26 lbs and a custom cowl and the plug it was made from. Walter showed off two flying wings he got at an RC auction for only \$5 total. Don presented his very scale Highway Patrol Byron Huskey weighing 28.5 lbs and two of his first radios including a Kraft and a Heath Kit from 1967.

The last event of the evening was the Raffle. Steve got a fuel pump, Victor took the radio, Matt got the covering iron, Cliff a tube cutter, Walter nitro fuel, Mike hinges and kiwi links, Lynsel Velcro, Dan a saw, Kyle hinges, Don harness wrap, Eric clevises and Kyle again with an Exacto knife.

Lots of events coming up so don't forget to jump in or volunteer to help. See ya at the field.

Keep 'em Flyin,

Mike

The SCCMAS R/C club would like to announce its 5th annual Heli Jamboree fun fly. Here are the details, hope you can make it.

Date: May 15th, 16th and 17th 2015

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. NO night flying allowed.

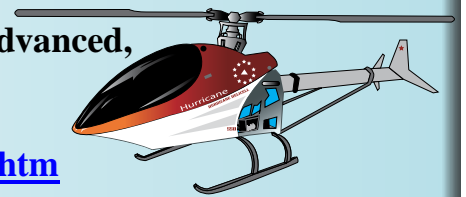
View of SCCMAS tomcats field available on Real Flight.

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.

Heli flying all day on Friday, Saturday and Sunday morning. The field will open to fixed wing aircraft on Sunday at 12:00pm.

Demos by factory pilots on Saturday from 12:00 to 1:00. There will be an Auto Rotation contest and Heli Drag racing for those who would like to participate.

120vac charging stations available for electric helicopters.

Registration fees will be \$20 at the event and \$15 if you pre-register before the event. Pre-registration will be start on March 1st 2015.

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.

Safety



Greetings Flyers-

Well as some of you may have noticed I've been MIA from our awesome field for a bit. No my Airplanes are most definitely NOT for sale. Suffice it to say, I've just been caught up in scheduling nightmares, but I've snuck back and had a flight or two and of course want to tell you about it.

I was able to fly my smaller electric stuff down at our local School. I have also had

quite a few flights in the neighborhood with my Blade 350QX which for this fixed wing guy is quite a thrill.

I captured a lot of great footage on my GoPro while walking our Black lab Toby in the Los Gatos Foothills. So what in the heck does this have to do with safety at our field? Well maybe not a lot, but I sure do miss the built in safety features of our field. Flying small electrics at the school or my quad copter during the walk, I realize what a pleasure it is to have such a great Club, facility, wide open space, which is dedicated to safely flying my Giant scale gassers and electrics. When I think of all the clubs that have lost privileges, or lost their fields entirely, well it makes me take stock in our good fortune to have a healthy safe club and flying site.

See you at the field. Happy flying,

Tim



Sticky hinges? (Every time I try to stand up, but that's another story) Try this little trick. Use a lip balm stick on the joint of your nylon hinges before gluing them in. Be sure to fold it both ways and apply on the ends too. Epoxy won't stick to the joint.



John Agresta
Manager
DRE #00988551

408.776.7118 Bus
408.778.2899 Fax

950 Tennant Station
Morgan Hill, CA 95037

December 18, 2014

Mr. Steve Smith
SCCMAS
16345 La Chiquita Ave.
Los Gatos, CA 95032

Dear Mr. Smith

On behalf of Coldwell Banker, thank you for your generous donation of toys for our **Toys for Tots Drive**.

It is truly amazing that year after year your organization continues to support this important holiday event. Your efforts always make a huge difference for needy children in our community.

Again, thank you to everyone within your organization whose hard work and kindness go a long way in putting a smile on a child's face at Christmas time.

Sincerely

John Agresta
Managing Broker
Coldwell Baker—Morgan Hill

SANTA CLARA COUNTY MODEL AIRCRAFT

SKYPARK

SCCMAS.ORG

DONUTS AND COFFEE IN THE MORNING!

QUESTIONS
MICHAEL RADU AT
RADU@MAC.COM
AND
STEVE SMITH AT
STEVEJSMITH2001@HOTMAIL.COM

DAWN PATROL AND GOLDEN AGE

Saturday May 2nd 2015

AWARDS FOR THE BEST OF:
SCALE WWI
SCALE VINTAGE
SCALE WWI ARF
SCALE VINTAGE ARF
SCALE FOAMIE
STATIC / DISPLAY

SCHEDULE:
9:00AM OPEN REGISTRATION
9:30AM PILOTS BRIEFING
NOON SHOWCASE ON RUNWAY/
LUNCH
3:00PM AWARDS
3PM TO SUNSET OPEN FLYING

PILOTS:
ENTRY FEE
IS \$15.00 WITH,
CURRENT AMA.
FEE INCLUDES LUNCH
BBQ, HAMBURGER,
HOT DOGS & SODA.



From Morgan Hill & Gilroy Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.6 miles. Just after Live Oak, turn right at the entrance to the "Mara Brothers, 550 Monterey Rd." You'll see our 8'x10' sign at the entrance to the driveway (between high power lines). Proceed down this 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 101 or 85, take the Bernal Road or Bailey Ave exit, west to Monterey Road. Proceed south on Monterey Road 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. There is also no U-Turn allowed at the Live Oak intersection. Turn right on Live Oak, cross the R/R tracks and make your U-Turn there. Proceed back onto Monterey Road, northbound (0.8 mile) to the entrance to the "Mara Brothers, 550 Monterey Rd" (see above).

NOTICE The speed limit on the private road to the field is 15 MPH. Bicyclists, joggers and rollerbladers have the right-of-way. Do not pass a bicyclist or rollerblader from behind.

SEE OUR WEB SITES AT: RADUMODELS.COM AND SCCMAS.ORG

SCCMAS One Day Pattern Contest
8/23/2014

This is my 10th year CD since I inherited this traditional one day pattern event after Bob Whitacre, time really flies!

Weather was great, a total of 21 pilots from North Cal area. Contest started around 10:15am due to sun issue. We finished 3 flights at 3:50pm. No mis-shape. Thanks Tim Stahlke running the snack shack and BBQ lunch. And of course, our score master Peter Vogel did a great job again. His digital, WiFi scoring system was fantastic! All scores were transmitted through WiFi from judge station to the scoring station, automatically entering and processing the score in no time. After pilot landed and walked back to pits area, the score already printed out. Wow!

Pattern is not so hard and expensive as most people thought. You don't need a fancy patternship to fly the Sportsman class. A T-34 can handle the Sportsman class sequence easily. If you like aerobatic, I strongly encourage you to try it sometime.



Sportsman (4)

Jay Winkler	2000
Fred Light	1969.017
Mark Alexander	1848.584
John Ribble	1722.306

Intermediate (6)

Lawrence Tougas	2000
Geoffrey Hodies	1938.464
Daniel Lipton	1915.617
Joe Alves	1705.379
Peter Vogel	1627.496
Chris Belden	1571.670

Advanced (2)

Terrence Walker	2000
Jon Bruml	1955.569

Master (6)

Krishlan Fitzsimmons	2000
Robert Obregon	1885.819
Frank Capone	1880.355
Bill Sneed	1874.019
Dale Olstinske	1873.229
Dick Belden	1647.281

FAI (3)

Don Atwood	2000
Adrian Wong	1945.361
Herb Kurlan	1834.278

Luke Peng





SCCMAS members Terry Walker (left) is calling for Joe Alves (right) in the Intermediate class





A belated Merry Christmas / Happy Holidays to everyone at SCCMAS! It's been a very busy time for me as my role at work has me traveling a lot and I've been working on several RC-hobby related apps for the iPhone and Android. I'm pleased to say that the Precision Aerobatics scoring application worked very well this past season here in California, now it's time to get cracking on documentation for it so that folks other than myself can run a contest with it! My RCCaller application, for calling you through a sequence of maneuvers was accepted to the Apple App store on my birthday (Dec 7) – if you participate in any event where you need to remember a sequence of actions in order and want an app to prompt you through that sequence hands-free for practice, this app could be what you need! Look for RCCaller on the Apple App Store (and soon on the Google Play store).



Congratulations to Nathan Young on his solo signoff by Dave Neves on November 24th. I think Nathan may have set a record for the shortest learning period, he flew about 4 flights with me over two Saturdays on his T-28 and then flew perfectly for Dave on the signoff flight a week or two later.

While I'd love to take credit for his rapid learning, I think it really speaks to the power of dedicated practice on a simulator – before Nathan ever came to the field he'd been flying a lot on his simulator (I can't recall if it was RealFlight or Phoenix, it doesn't really matter) and so he'd already taught his brain to handle the reversal of perspective when the plane is coming at you that's so critical to handling the landing approach, he'd also mastered the small control movements needed to keep the plane flying smoothly.

Got your new card and it doesn't show your solo certification?

I've had reports from a number of pilots that were signed off in the last year or two that their 2015 cards don't show their solo certification date. If that happened to you, please send me an e-mail to training@sccmas.org and let me know the

date from the copy of the signoff form you were given (if you don't have it, give me the approximate date) and I'll get a consolidated list to the membership admin folks, it seems we have a couple of databases that are used for the whole process and some information didn't get from the one to the other and we'll get new cards out to you soon. In the meantime, remember when we signed you off and told you to keep the yellow copy in your field box? Just keep it with you so if anyone asks you can show them that you were signed off!

Training Etiquette

A few members have mentioned to me that people are volunteering to take people up for training flights but those flights aren't going well, either the instructor spends the whole flight flying the plane or the plane is crashing. At SCCMAS field, any solo-certified pilot is welcome to act as an instructor, we do that to enable friends to teach friends to fly without a lot of extra paperwork, but before you offer to instruct a stranger/new member, please make sure you have the confidence and skill to save the plane in the majority of mistakes that can happen. Having an instructor crash/damage a new member's plane reflects very poorly on the club, on me, and, quite frankly, on YOU, and more importantly, could permanently discourage that person from pursuing a great life-long hobby. There's nearly always someone familiar with training at the field on Saturdays and Sundays, so if someone approaches you wanting help with a new plane and you aren't confident that you can help them LEARN to fly it (not just fly it yourself, but handle it when they make a critical mistake) please look for someone who does a lot of instruction: myself, Dave Neves, Mike Leggett, Andre Philipe, etc. and, failing that, refer them to training@sccmas.org to arrange an instructor. Please also make sure that the plane is airworthy! I've seen a few planes over the past year that were either built very poorly from Hobby King kits (1/4" hinge gaps on the ailerons, etc.) or "rescued" from an attic and simply not safe to fly. I've had to turn those people away with our standard recommended trainer: the E-flite Apprentice S.



Greet people!

I often see people walk by and look at our planes with interest, but so few of our members reach out to them! This is a prime opportunity to, at the very least, garner good will from the non-flying community essential to keeping our field, and, in many cases, to recruit someone into this great hobby of ours in the right way instead of having them get the AMA in trouble with the FAA for flying a drone over Levi stadium! Speaking for myself, when I first got into the hobby in the 80's, I can recall stopping by a local flying field as I was building my first RC plane, and looking with interest at the planes, but, being an introvert

by nature, I never reached out to the pilots for information. When someone reached out to me, it made all the difference for me! When I came to SCCMAS for the first time after moving to California in the late 90's, no one paid any attention to me, and I did not feel at all welcomed. It usually takes only a few minutes to answer the common questions about our airplanes and to point them in the right direction for how to get started in the hobby (See our recommended trainer above!) without spending too much money to start. If you see me or another intro pilot like Mike Leggett, introduce them and we can talk to them about getting up in the air for an intro flight to see if they want to pursue the hobby further.

That's all for now, fair winds and level wings for all of you!

Peter



From the New President



I'm sure most of you, who actually read these newsletters or attends the club meetings, know a bit of the history behind the Santa Clara County Model Aircraft Skypark and how and why we got started. One of the blockbuster movies that opened about the time we were building our field in 1986 was "Top Gun". Since many of us were flying model jets at the time, albeit ducted fans,

it seemed only natural to adopt the name "Tomcats", after the F-14's that starred in the movie. (Tom who?)

If you missed our last meeting, Brian Nelson, one of our core founders, spoke about who we are and why we have been so successful as one of the elite flying fields in the nation. It certainly didn't happen by chance. It came about because a small group of dedicated model aviation enthusiasts were tired of all the problems we had encountered in previous clubs and felt we could do it better. The field we enjoy today is the result of years of negotiations with the county, many months of research, designing and developing the site and thousands of dollars of personal money invested. Our goal was to have a safe place to fly our models, with a minimum amount of rules, that would have a friendly family atmosphere for all to enjoy. We didn't just want a runway in the middle of nowhere, but a facility that was more like a park than just an airport.

That core group of individuals, led by Brian as the general manager, shared a common vision and developed a business model that could be sustained without the politics commonly associated with "clubs".

As time went on, Brian was becoming more involved with other interests and it was evident that we needed someone to help run the day to day activities. Michael Luvara, son of one of the original founders, had grown up watching the club evolve, and was asked if he'd like to assume the role of Vice President. Eventually, Michael was designated President and has done an outstanding job of leading our organization through the years. Michael's interest in full scale aviation as well as the demanding work loads of his current career have drawn his time away from the duties of the club. Because of this, Michael felt it was time for him to step down. The board discussed the need to find a new leader, hopefully from within the administration.

I was approached by Brian and Michael, asking if I would be interested in assuming the role of President. To their surprise I said, "yes". I am at a point in my life, being retired, that I can devote a little more of my time and energy to the needs of the organization. With the understanding that I couldn't devote 10-15 years as the previous leaders, I'll also be looking for and grooming the next club leaders. It's an honor to be asked to guide the club into the next generation. I look forward to continuing the legacy of a great flying site and guiding the people who make it great. Here is the link to Brian's fireside chat

https://www.youtube.com/watch?v=nlbQ_fdFEog&feature=youtu.be

Don Coulter-

Featured Member(s)

Jon & Matthew Mattson

How did you get into model building & flying?

I have been into R/C off and on most of my life. When I was a kid, a neighbor had a nitro R/C plane he would fly at the local elementary school. I always wanted to fly one myself. As a teenager, I built a couple of control line planes and a couple of R/C gliders. I didn't have much luck with the gliders, and didn't pursue flying R/C after that. When I was 20, I learned how to fly R/C helicopters. I flew a Concept 30 for a couple of months, but I haven't flown one since then. Right around the time my son Matthew was born, I was really big into R/C cars. As Matthew got older, we tried teaching ourselves how to fly R/C planes.

How long have you been in the hobby?

Although I have been into R/C most of my life, it has just been the past three years I have tried flying R/C planes again. My family picked me up a foamy Super Cub, and I learned how to fly on my own. Once I learned on that, I moved up to an Apprentice, which I still have.

How long have you been in SCCMAS?

In Sept 2013, we joined the club and have been into flying R/C planes ever since. Joining the club was one of the best things we did. Our learning curve greatly improved. Everyone has so much information which helped us excel in the hobby. We have met some great people out here.

What is your most favorite aircraft (real or model)?

I don't know if I have a favorite airplane, real or R/C. I like many different planes, both scale and sport. I guess I have always been into DC-3's. I used to skydive out of one up in Lodi. That was one of the best times of my life. A turbine powered Pilatus Porter was another great jump plane I always liked too. For R/C, I am into my sons Corsair. It's a great looking plane.

What is your most favorite current model & why?

Currently, my favorite R/C plane is my nitro powered Cherokee 40. I always wanted to get into nitro powered planes. I like the looks, the color scheme, and the way the Cherokee flies.

What is your main focus (scale, sport, pattern, etc.)?

Scale airplanes are the direction I would like to go in. Really, my main focus is on becoming a better pilot right now. I just want to keep gaining experience.

What is the current project you are working on?

At the moment, we don't have a specific project we are working on. We do have a couple of planes we need to fix and get flying again. Both were given to us by fellow members. This winter, I'd like to get both planes fixed and have them ready for next spring.

Matthew:

How did you get into model building and flying?

About four years ago, my dad got Real Flight G5 as a birthday present. I was interested in it, but never really started actually flying on it until about a year after we got it. About two years ago, I fixed my dad's Apprentice. I wanted to learn to fly, so my dad let me fly his Hobbyzone super cub. We flew in a field and took off from a small street. About a year ago we signed up and became members of S.C.C.M.A.S.

How long have you been in the hobby?

I have been flying for about 2 years now

How long have you been in SCCMAS?

About a year. September 21st was one year anniversary

What is your most favorite aircraft?

My most favorite model aircraft I have known about is the phoenix model 200cc super constellation my most favorite real aircraft is either the F4U Corsair or the F22 raptor.

What is your most favorite current model and why?

I don't really have any working models at the time I'm writing this, but my most favorite

model I had was my 40 sized great planes escapade mx

What is your main focus (scale, sport, Pattern etc)?

My main focus is making planes that are meant for scale flight and go stupidly fast compared to stock

What is the current project you are working on?

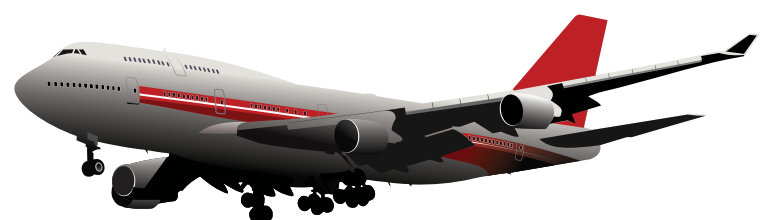
About every other week I will buy a foam glider from target, make it r/c, and then have Walter launch it from his plane

What is your most favorite current model & why?

Currently, my favorite R/C plane is my nitro powered Cherokee 40. I always wanted to get into nitro powered planes. I like the looks, the color scheme, and the way the Cherokee flies.

What is your main focus (scale, sport, pattern, etc.)?

Scale airplanes are the direction I would like to go in. Really, my main focus is on becoming a better pilot right now. I just want to keep gaining experience.



Gordon Vallandigham

One thing I love about our club is the diverse background of many of our members. We have folks from many walks of life and one can always find interesting conversations to engage in. One member who really caught my attention was Gordon Vallandigham, a 91 year young member who comes to the club during the weekdays around lunchtime, in a dress-shirt and tie, dress slacks, with a head full of silver hair meticulously combed back, ready to tackle the world. He stands about six feet tall, walks with determination, and you would never guess that he is 91 - seems more like 60! He is of Flemish origin - his ancestors emigrated to the US in 1690; originally the last name was Van Landigham and somehow it has evolved to Vallandigham!

A little background: a few months ago on a wonderful California summer's day, when I was flying my Twin 70mm Electric Ducted Fan Me262, at the club, Gordon approached me after my flight and said very matter-of-factly, "great looking airplane....first time I saw that aircraft was back during the war when I was stationed overseas....two streaked by over me and my buddy's head I could not believe they had no propellers...boy, were they fast!" I was immediately awe-stricken and quickly realized that this man had to be around 90 years old; he was sharp as a tack, had an incredible memory, and could provide highly detailed accounts of various experiences from that era of history. I asked Gordon if he would have lunch with me so we could talk about his past because I wanted to learn more about his experiences during the war.

Gordon and I met for lunch recently and I had a chance to listen to him narrate his earlier years. He was born (1923) and raised in Glasgow, Montana. After graduating from high school there, he went to study music in Chicago for the next one and half years. By the way, like many of us, he started flying model airplanes when he was just a kid! On Sunday, December 7, 1941, he learned "of the attack on Pearl." He wanted to be a real pilot but due to his slightly poor vision, he was not accepted; he enlisted in the Army in February 1943 and on June 7, 1944, one day after D-Day, Corporal Gordon Vallandigham, member of the 457 AAA AW Battalion, landed on Omaha Beach at Easy Red Beach Exit 3, not far from Colleville-sur-mer, the site where The Normandy American Cemetery and Memorial now stands. He described,

with tears in his eyes, the landing as a scene out of Private Ryan - shells exploding all around him, dead bodies, 50-60 men all around him, everywhere. His buddy was hit in the foot. A soldier in front of him did not get up at some point and Gordon realized that his head had been blown off. He remembers digging



his first foxhole near the site of the cemetery! The beach was "just filled with equipment, Jeeps, trailers, landing crafts, weapons....if you wanted something, you would just go down to the beach and get it...my buddy picked up a BAR, Browning Automatic Rifle, and he went and fought with the infantry for a few days...he killed many Germans but he himself was later killed by a sniper." During the landing process, he remembers how the battleships behind them were shelling the beach ahead of them. He could hear and see the thunderous roar of the "15-16 inch guns" and follow the shells as they landed. He recalls that many landing crafts with tanks and heavy equipment on board were launched too far out and were lost at sea. He remembers a specific exchange of artillery between a battleship and a German pillbox bunker. The ship went back and forth in a figure eight pattern shelling the pillbox until it was destroyed. Days later, after he landed, his company happened upon that pillbox. Gordon

went in to look around - he found a shaving razor that had an unusual angled blade on it. He kept it and used it throughout the rest of the war.



Gordon's position was an FO, Forward Observer. He and another buddy would ride their Jeep with a radio and trailer in tow. Their job was to go out and look for enemy aircraft and radio back type, position, numbers, altitude, heading, etc. Gordon was quite adept at recognizing aircraft by their silhouettes - Me109, FW-190, Stuka, bombers, etc. He carried no sidearm, just an M-1 with a grenade launcher adapter. He recalled how his captain once instructed him to hit an enemy location so he fired off a few grenades and the Germans at that location surrendered! Gordon had a close brush with death on a Thanksgiving morning when long range artillery landed near him and his fellow soldiers. He was unhurt but his friend was killed. Gordon "cleaned up what was left of his friend and took over his guard-duty position." He remembers the details about how regimented and on-schedule the German shelling was - Tuesday, Wednesday, Thursday, 3

blasts, starting at noon, fifteen minutes apart. A bit later, "P-47s dive-bombed the artillery site and took it out."

Three weeks after the invasion, Gordon was transferred to General Patton's army. He saw and saluted Patton often as he reviewed the troops, sitting in his Jeep, with his Pearl-handled sidearm. He recalls how Patton wanted everyone to know that he was in charge - one day an order came down that all personnel were to change from combat uniforms to dress OD (Olive Drabs with ties). So, everyone was dressed in OD! Two days later the order was rescinded and everyone was back to combat uniforms.



Another harrowing experience that left its mark on Gordon was how one day, his company stumbled across people dressed in black and white

prison garb - they were like "walking skeletons." Gordon came to learn later that these were survivors of Ohrdruf, a satellite camp of Buchenwald, the notorious Nazi concentration camp. Gordon and his fellow soldiers shared their food with these people who had recently been liberated by a US tank blowing the camp gates wide open.

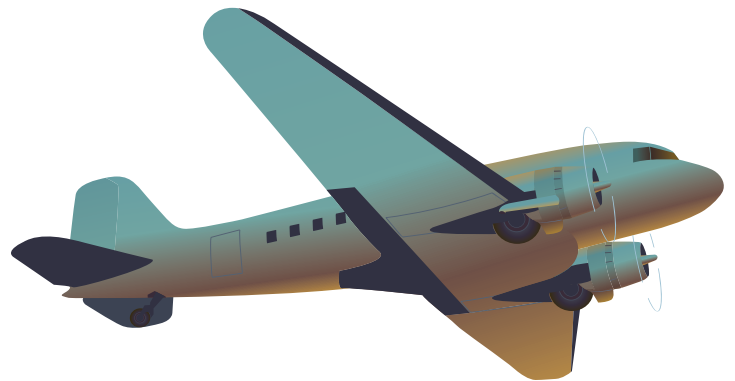
Gordon left the service in 1946 and went back to Montana. His grandmother had taken ill and the harsh Montana winters were making life rather difficult for her. So, he, his parents and two younger brothers along with his grandmother, decided to move to Southern California. Along the way, they stopped in San Jose, and his father decided that "this was a good place to stop" and they did!

Gordon enrolled in San Jose State through the GI Bill. One day he picked up a copy of the Spartan Daily and saw a picture of a beautiful woman on the cover - he was smitten. He met her through a mutual friend several weeks later, dated, and then married her. Upon graduating, Gordon, worked for various department stores locally and eventually he ended up at Macy's in Valley Fair. His wife became a teacher and then Gordon decided to go back to school and get his teaching credentials. He became the Vice Principal of Campbell Junior High, then retired and bought a store in Watsonville, retired again and moved to Eureka, and then back to Los Gatos where he lives with his wife today. He now works with automobile dealers locally handling trades between dealerships. Gordon and his wife have 4 children, two natural, two adopted (from Korea), many grandchildren, and one great grandchild.

Life takes many incredible twists and turns. Gordon's adopted Korean son was originally found abandoned on the side of the road in a snow bank on a cold Korean winter day. A passerby happened to notice the little one and took him to an orphanage. Gordon and his wife later adopted him from the US. Forty years later, this same adopted son was adopting a child, and as fate would have it, ended up finding a child at the same orphanage in Korea, that he was adopted from. One employee of the orphanage who had been there for over forty years, was able to pull the original adoption records.

Tom Brokaw, the NBC Anchor and Journalist, refers to Gordon's generation as the "Greatest Generation." This generation "grew up in the US during the deprivation of The Great Depression, and then went on to support or fight in World War II. They did so, not for fame and recognition but, because it was the right thing to do." Gordon fits this profile perfectly - smart, kind, giving, polite, unassuming, and an overall very nice person with an incredible drive and work ethic. If you see him, go over and shake his hand and say hi. Also, say thanks for his part in our history. Thank you, Gordon!

This article was contributed by our member Shahram Shirazi. Sadly, not long after he wrote this Gordon passed away. Our deepest condolences to Gordon's family.



Buddy Boxes aren't just for new pilots!

If you haven't flown for a while or are hesitant because your eyes "aren't as good as they use to be", see Mike Leggett or another willing volunteer to get you back in the air with a buddy box.

A day at the field and around the bay

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





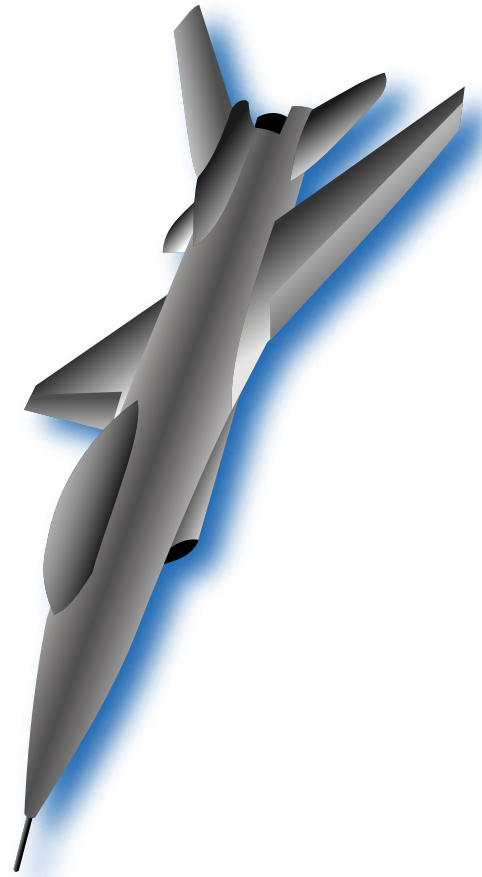


Club Meeting

Wings of History Museum







AMA Show Ontario, CA

A large group of us went for a visit and had a real blast









Nate with RC Legend Joe Bridi



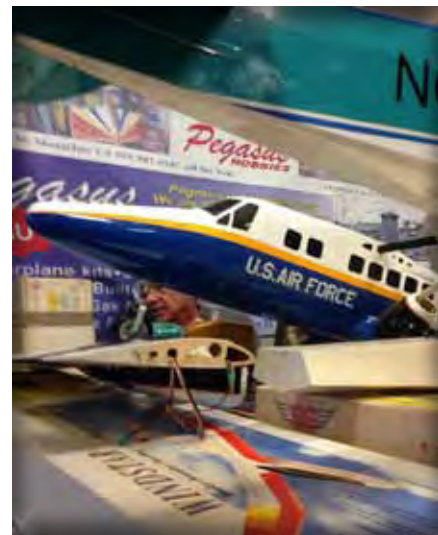
THE KETTERING BUG

The Kettering Bug was an experimental unmanned aerial torpedo, a forerunner of present-day cruise missiles. Built in 1918 during World War I by Charles Kettering with the help of Elmer Sperry and Orville Wright, the Bug was to deliver a 200 lb warhead approximately 50 miles.

The engine designed by Ralph DePalma and C.H. Willis of Ford Motor Company was a 4 cylinder, air cooled, 2-stroke, that weighed 151 lbs and produced 40 HP at full throttle.

Despite some initial successes during flight testing, the Bug never saw combat. The US Government had ordered 20,000 but only 50 were produced before the end of the war. The Kettering is considered to be America's First Production "Drone".

This museum quality full size replica, designed and built by the Aero Telemetry Club, is the only flyable Kettering Bug in the world. It's background and technical details have been meticulously researched for historical accuracy.





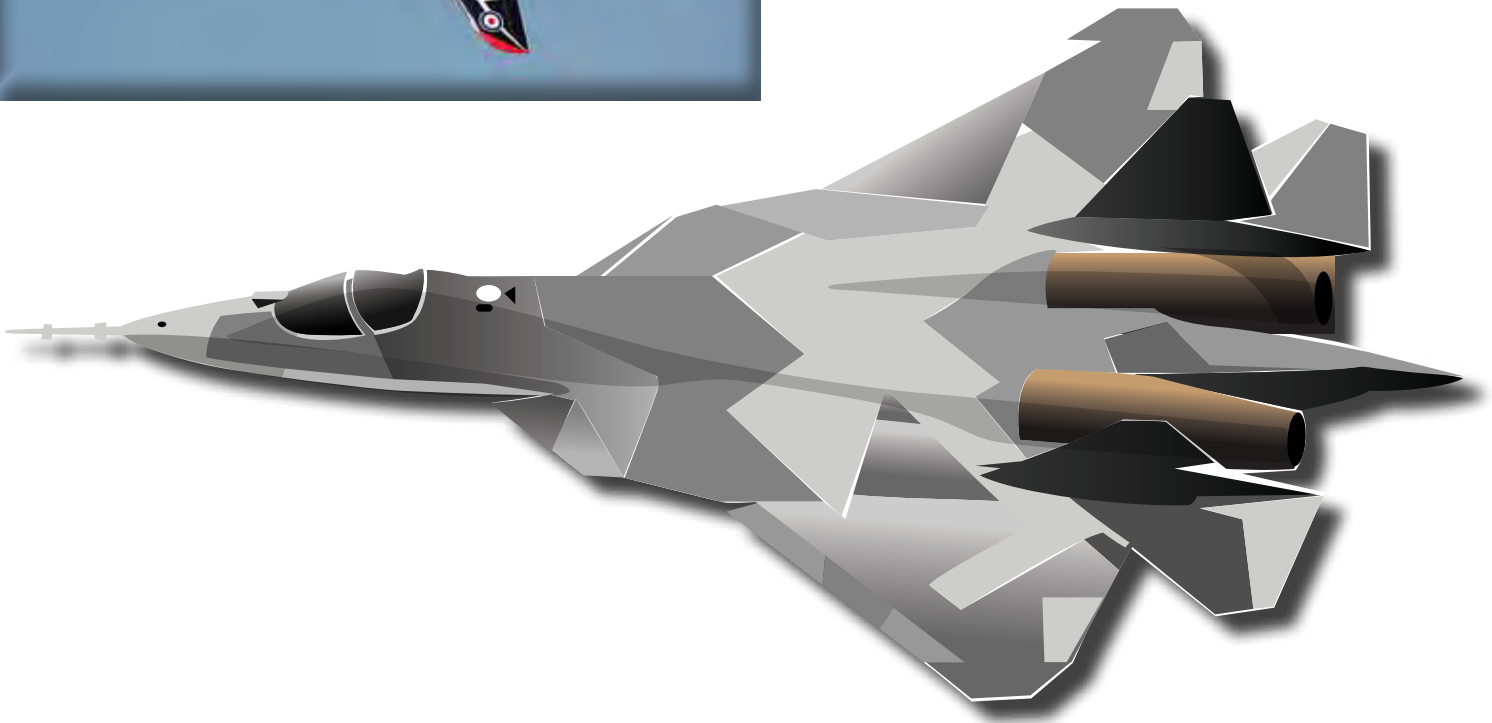
Cyndi with another legend take a guess!



Jet Rally

by Shahram Shirazi





Please use the new flight scheduling system

NOTICE!

ALL pilots must display membership cards in station pins while flying.

Please remove card after each flight

Cards may be stored temporarily in tray.

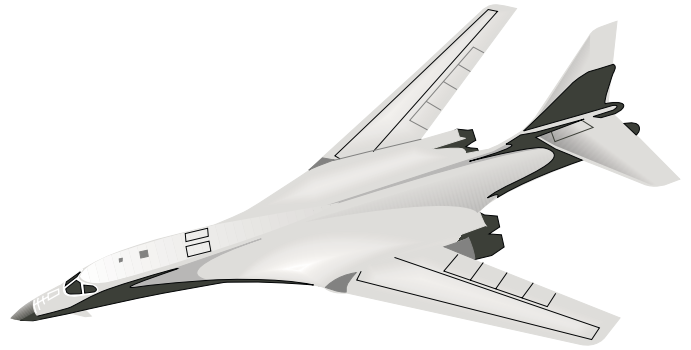
NOTICE!

ALL pilots must display membership cards in station pins while flying.

Please remove card after each flight.

Cards may be stored temporarily in tray.

Trip down the memory lane
Do you recognize anyone?



CF8 Las Vegas

Huge number of multicopters were everywhere in CES. This is a tiny sample of some that I saw. This year at NAB they will have a complete conference track that is dedicated to aerial videography using multicopters. I will try and capture some while there.

Bahman







Got a spare radial?



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

Servo Chatter is published several times annually 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.