

Servo Chatter

AMA Club Charter #110

June 2016



www.sccmas.org

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

News from the President



The 2016 flying season is in full swing (as if it ever really ends here in sunny California.) We have had the most rain this winter building season than we've had in many years, so I expect to see a bunch of new models come off the building board (or at least out of the box) and ready for that maiden flight! Personally, I have been scratch-building a model from a short kit

since December. My original goal was to have it flying for the West Coast Giant Scale Festival at Castle AFB over Memorial weekend but, with all the projects around the house and attending events almost every weekend, I'll be lucky to have it done by next December. So much for being retired! Speaking of events, as of this writing, SCCMAS has already had our first swap meet of the year, a mini airshow that was organized by Mike West for a local auto club, and our annual Heli Jamboree with Dave Neves as CD. Next up is our field maintenance day June 4 where we take on various projects around the facility to clean and spruce up. Kudos to all the members who volunteer their time to make our events a great success!

Our first fixed wing event of the year will be the Cubs and Cousins Fly-In on June 25. It's a fun fly event that's open to scale models of the Piper Cub and just about any other model that reasonably resembles the high wing trainer. Join us and watch grown men (and women) giggle like little school girls.

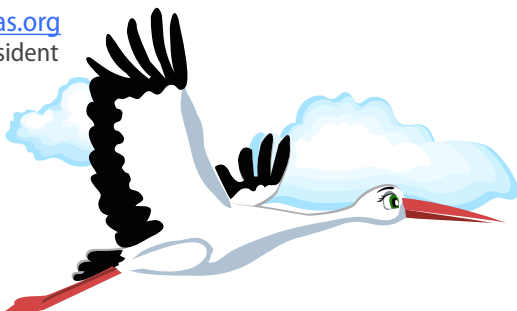
Our next club meeting will follow the fly-in that same evening starting at 5:00 pm at the field. Bring out your latest work of art for show and tell and enjoy a bbq burger or hot dog provided by the club. Don't forget to keep notes on possible Dumb Thumb candidates. It's a good time to learn from our mistakes and have a good chuckle about it.

Of course, the next big item on the agenda is our annual Airshow. We have tried something new this year for planning. We have designated squads to handle the various tasks that need to be completed prior to the airshow. If you are interested in helping out, email me or Steve Smith (contests@sccmas.org) with your particular skill or abilities and we'll match you with the appropriate squad.

Remember, this is an all volunteer organization and wouldn't be the success we are without the efforts of members, like you!

See you at the field!

Don
don@sccmas.org
SCCMAS President



From the Editor



Where did the time go? It feels like the last airshow was only a few weeks away and yet we are around the corner from the 2016 version. Lots needs to happen behind the scene so pitch in and help, it does not happen without your help.

There is a form in this issue that Lou would like to use for pilot registration. If you have any comments and feedback, please come to the club meeting and discuss it.

Happy Landings,

Bahman

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

Airshow 2016

July 9th & 10th **FREE Admission!**

9am-3pm

- TURBINE JETS • HELICOPTERS • RACING AIRCRAFT • AEROBATICS
- GIANT SCALE WARBIRDS • ELECTRICS • CONTROL LINE
- SNOOPY'S FLYING DOGHOUSE • GLIDERS • FAMILY FUN
- TRY YOUR HAND AT FLYING • BLUE ANGELS FAT ALBERT
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Airshow 2016 is brought to you by the Santa Clara County Model Aircraft Skypark

The SCCMAS field is located at 10250 Monterey Road Morgan Hill Ca

For more information call (408) 242-1232 or visit www.sccmas.org

http://www.sccmas.org/pdf/airshow/Airshow_2016_flyer_Spanish.pdf

Guests may bring their own folding chairs and umbrellas

WWW.SCCMAS.ORG

Next club meeting is on June
25th at the field 17:00 - 19:00

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

President*	Don Coulter	408-690-3830	don@sccmas.org
Secretary*	Mike Leggett	408-839-1757	secretary@sccmas.org
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Flight Instruction, heli	Dave Neves	510-673-4467	rcheliguy7@gmail.com
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Field Maintenance			
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.

*** Email is preferred to voice mail.

May 7		Mini Airshow/Antique Car Display
May 14		South County Airport Open House
May 20 - 22		Heli Jamboree  
June 4		SCCMAS Work Party
June 25		Cubs and Cousins Fly-In 
July 9 - 10		Annual Airshow    
August 27		Pattern Day  
September 3		Summer Swap Meet 
October 1		T-34 / Unlimited Warbird Race
October 8		Coyote Classic Bike Ride 
December 4		Toys-For-Tots

Treasurer's Report



Jim Patrick



SCCMAS Profit & Loss January through April 2016

Ordinary Income/Expense

Income

Membership dues	31,000.00
Vending machine	632.00
Total Income	31,632.00

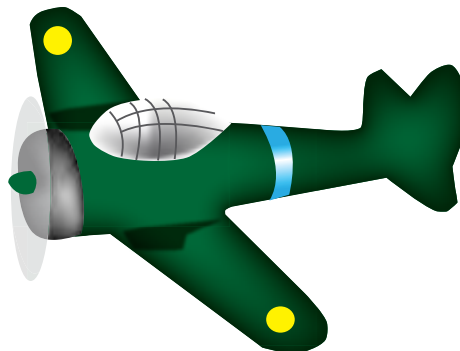
Expense

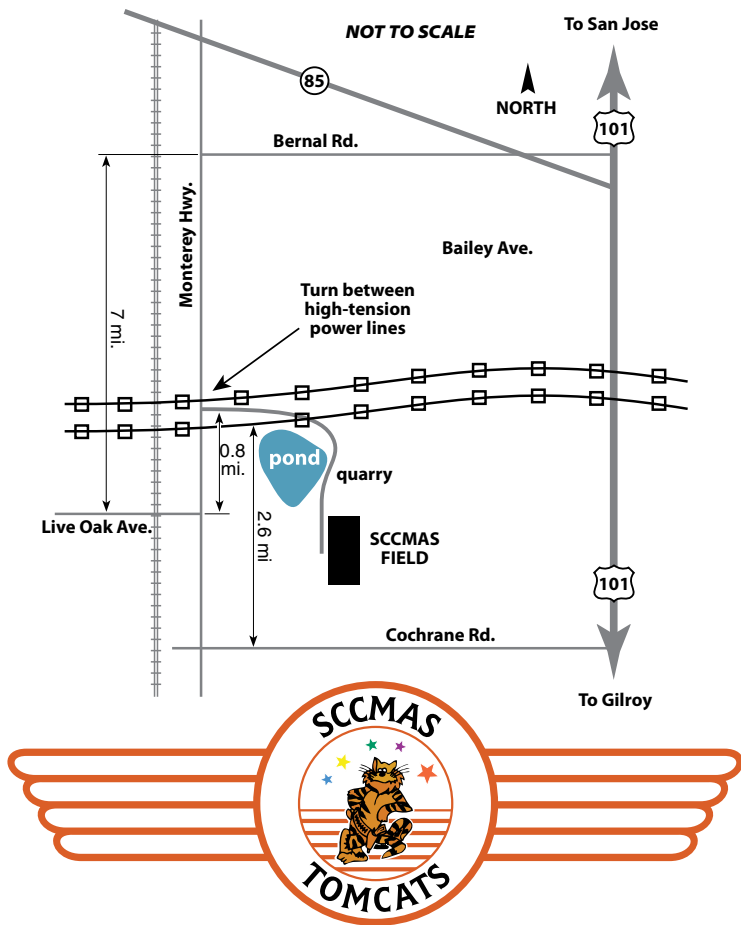
Bay Alarm	135.00
Computer supplies	98.75
Dues and Subscriptions	220.00
Equipment Rental	163.14
Food	706.55
Garbage service	1,011.64
Insurance	
Fire Insurance	1,123.20
Insurance - AMA	80.00
Total Insurance	1,203.20

Licenses and Permits	60.00
Miscellaneous	72.00
Postage and Delivery	16.27
Printing and Reproduction	433.70
Rents paid	145.00
Sanitation service	1,891.20
Supplies	627.31
Telephone	216.93
Utilities	
Gas and Electric	482.71
Total Utilities	482.71

Total Expense	7,483.40
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Net Ordinary Income	24,148.60
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SCCMAS (Tomcats) field is located in the county park and can be reached via Monterey highway



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

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The Source of Electric RC Supplies

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Cross Country Flying at California Valley by Mike Leggett

My friend Bill Chase and I took our scratch built 16 foot cross country gliders down to California Valley in April. On the first day we took second place, flying 42 miles in two hours. Not bad without a motor. At one point we made a save from about 50 feet but most of the time stayed between one and three thousand feet high. The tasks in these cross country contests include combinations of speed and distance over courses with turn points on rural roads where we follow in jeeps, cars and trucks with a driver, spotter and pilot. It's sometimes intense. Last year we lost our Apersonic at 2500 feet when it disappeared into some dusty air. This years' Apersonic II took us 8 months to build and has a little higher aspect ratio and a little more polyhedral. We will be taking it to the annual meet at Montague in June. Like most RC endeavors you can build your planes or buy them. We put a bit of electronics in them these days including variometers, GPS tracking and flight recording but it still takes a combination of good eyes, a good pilot and good decisions to be competitive.

If you're interested there is a lot more online at <http://www.xcsoaring.com/> , <http://www.rcgroups.com/aircraft-sailplanes-95> or youtube.



Planes Needed for 4th of July Float

Two planes are needed for the 4th of July parade float that we can suspend from a rotating beam above the float. One plane on each end of a 10 foot beam. One of them needs to be electric that we can run at an idle to keep the beam slowly rotating to make it look like the planes are chasing each other. 60 size planes should be big enough and hopefully we can get one American war bird and the other a German or Japanese fighter. Neither of them need to be flight worthy and I can put an electric motor in one of them as needed. If you think you have something we could use, call Mike at 408-839-1757 or email me at mikeleggett1@yahoo.com.

*thanks and Keep 'em Flying,
Mike*

Drone Falls From the Sky

On March 26th a drone fell from the sky into the parking lot where I work. The security team knew that I was into RC so they called me over Monday morning to take a look at it. The Phantom was only slightly damaged and had an FAA number clearly displayed. I was excited to think that I could call the FAA, find out who the owner was and return it to them just like it says when you register. Easy right? Wrong! I started with the local FAA office and finished up talking to several FAA people in Washington over a few week period. Turns out only an elite few have access to the data base and I was not going to find out who owned the drone. One FAA call resulted in the direction to give the drone to the local police. Another FAA office agreed with me that that would be like throwing the \$2400 drone away.



You can see the drone falling from the sky and bouncing to the right. The owner had just taken a picture of the building across the street when the drone failed as you can see from this picture downloaded from its onboard camera.



As the owner was flying FPV, and this is the last picture he took, I would have expected him to come looking for it but we have had no inquiries. So I put a public message out on Facebook and on a lost and found web site but have gotten nothing in return. So I'm telling the story so far to a bunch at the field a few weeks later and Frank Narvaez says a few weeks earlier an unknown neighbor of his came to his door almost in tears that he had lost his very expensive drone and hoped that Frank could help. Frank gave him his number but did not get the owners in return. So now we still don't know who he is. Maybe one of you does. My next step will be to put signs up in Frank's neighborhood like they do for lost or found dogs. Some day the owner may be very happy to get it back. Keep 'em Flying,

Mike Leggett



Content for the newsletter

I very much appreciate the contribution by various people in this issue. One major request I have is; please send me your content as separate text and images/graphics.

Don't go into the trouble of making an integrated page(s) because I will have to go and take it apart in order to lay it in the final document. Extra and unnecessary work for both of us.

If you have images that need to be in specific locations then simply name the images and put a reference about where they should go and I will take care of it. Don't forget to send me info for any captions on photos also since I don't necessarily know people's name etc and please send the max res for any image.

Bahman

Member Feature - Albert Sadakian

When I was very young my favorite pass time was to cut cardboard pieces with a pair of scissors then tape them together to make toys; cars, tractors and even toy animals. One day a real airplane happened to fly low and slow over our home. It was a very impressive silver colored military type.

I made some from cardboard right away but they wouldn't fly on their own. I tinkered with it till it would glide. Success!!!!. My older cousin had a controls line glow powered model but I never saw it in action. I was most impressed with it's engine but had no idea how it worked. So I made a cardboard engine squirted alcohol in the cylinder but nothing happened.

When I was at 8th grade my brother sent me a brand control line Cox P51 Mustang from the U.S. I fired the Engine but could not fly it well. It was a very difficult model to fly as it was a scale plastic model with small wings. Later on I could afford my first radio in my second year at dental school. It was a Futaba with 4 servos and it was amazing.

My first RC model was scratch built and all aluminum with an OS 15 engine. It was a Siai Marchetti 260 but it did not fly well. I finally got into airplane kits and got going. Now my favorite aircraft are jets that I enjoy flying at SCCMAS.

Albert



Junior Pilots for the airshow

All youth pilots, please note that to fly at the airshow you need to pre register. To find out more about the process please make sure you are at the next club meeting.

If you are unable to attend please contact the airboss Lou Rodriguez at rodrilou@comcast.net for more information.

Los Banos Glider meet

Walter, Bob and I took a one day trip to Los Banos to attend the annual glider meet organized by our club member Lynsel. Unfortunately when we arrived on Saturday around noon, almost everyone had packed up and was leaving. Apparently while Friday was great with lots of lift, Saturday turned out disappointing and attendees had decided to call it a day particularly because of the excessive heat as well as lack of any lift on either slope site. I managed to grab a few shots of the more hardy people who were trying to squeeze something out of the last few minutes of the event.

Bahman



Geppetto with 1972 Marks Model "Windward" at Los Banos Reservoir



Trash Innovation

We have so many inventive people at the club who come up with a plethora of interesting ideas and solutions. Here is a story from club member and my friend Roger:

A couple of months ago I decided to empty the trash cans. We have 15 of them at the field. Before I was done, 4 cans went into the dumpster. I knew there had to be a better way, so I made this trash can tool. Now I can empty the trash cans into the dumpster without them falling in. As you can see in the photographs, this tool works. It should make dumping the trash cans into the dumpster much easier.

Thank you,
Roger Pellor



B-26 Build Progress

May 2016 status

I'm a year and a half into my scratch build B-26 project so this will be a short catch up report. There aren't any B26's flying or anywhere near here that I can find so I've had to rely on books and the limited number of pictures on the internet. The construction is similar to that I developed for the Ryan, with the fuse built on a long rail with foam and fiberglass bulkheads, wrapped with foam sheeting with a fiberglass exterior. There are fiberglass stringers on the inside of the sheeting to prevent oil-canning and add more strength.

I decided to build the center section, nacelles, engines and tail section as a single assembly. It won't fit in my van but will have to be transported on top of it. The big advantage will be that field assembly will only involve installing the wing tips. Months were spent developing the landing gear to operate similarly to the full scale while keeping them light.

My goal is to keep the final weight down to about 35 pounds. Pretty light for a plane that will be a little bigger than my B17 (at 27 lbs) and with a lot more power, 14 hp vs less than 4 for the B17. I've tested one of the power plants which are a hybrid G38 gas engine coupled to a 4hp electric. It self starts and combines the reliability of the electric with the sound of the gas engine. They will also spin a close to scale diameter props. I still hope to



get its first flight in this year and finish up the scale details over the next few years.



The fuse was built on a rail to kept it straight and allow rotation

The main gear took a month to design and build.

G38 coupled to a 4 hp electric motor. Buck converter allows charging of batteries in flight

Mike



Back To The Future – Minnie Mambo

By: Lou Rodriguez

The Minnie Mambo was my first attempt at RC flying. I learned a lot from that first experience: mostly how to repair a broken airplane. The new version was built about fifty years later. My objective was to capture the spirit of this early design and improve performance. The targeted finished weight was 16 ounces. This version ended up 1 ounce heavier, using a 1300 mah, 3-cell LiPo battery. A smaller battery would reduce the weight. I have modified the original as listed below.

Modified wing airfoil and structure.
Modified horizontal stabilizer and elevator.
Modified vertical stabilizer and rudder hinge line to increase area.
Electric powered.
Micro servos for elevator and rudder controls.

The wing was originally designed with a flat bottom airfoil. This works OK (but not great) for a marginally powered airplane that lumbers around the sky at a positive angle of attack. If the wing is subjected to high speed or negative angle of attack, it can quickly tuck under. Think of it as the wing stalling in a negative direction. This is not good.

The new airfoil is semi-symmetrical for improved performance. It also uses top and bottom spruce spars in place of the original single internal spar. The dual spars, with the addition of 1/16" balsa shear webs, makes the wing strong enough to handle all flight loads for a range of maneuvers. The wing is bolted to the fuselage with 8-32 nylon bolts. The trailing edge was raised on the fuselage by 1/4" to establish the wing at 0 degrees incidence. The fuselage sides were modified accordingly.

I maintained the 10 degrees of dihedral as originally designed. This provides enough roll coupling, using the rudder, to maneuver about the sky without ailerons. A dihedral angle of 2 to 3 degrees would be fine for a wing with ailerons.

The horizontal stabilizer and elevator are made from 3/16" balsa. The horizontal tail is smaller than the original. Older designs such as the Minnie Mambo often used oversized horizontal stabilizers (with or without elevator control), similar to most free-flight airplanes. Utilizing elevator control, along with the new wing airfoil, allows for the reduced size. The horizontal stabilizer was moved 1/2" higher on the fuselage. It is set at 0 degrees incidence.

The vertical stabilizer and rudder are made from 1/8" balsa sheet. The horizontal stabilizer (fin) and rudder are 1/4" taller than the original. The increased area compensates for the higher thrust of the electric motor. The hinge line was moved 1/2" forward at the bottom of the rudder. The increased rudder area is better suited for proportional servo control. This is far different than the old escapement rudder control.

The firewall maintains 1-1/2 degrees of down thrust as originally designed. The Cox Baby Bee .049 engine has been replaced with a 120-watt outrunner motor. The Cox engine delivered about 45 watts of power. The electric motor delivers more power, is quiet, reliable, and offers controllable thrust. There is no more gooey castor oil to clean off. I do, however, miss the smell of Thimble Drome fuel.

The landing gear was made from 3/32" music wire. It is long enough to allow clearance for a 7" diameter propeller. Lightweight, 1-3/4" diameter wheels replace the 2" wheels shown on the plans. The airplane can make smooth landings thanks to elevator control.

The covering is Sig Supercoat transparent orange, Ultracote Parklite white and deep blue. The white is not totally opaque so you can faintly see the wood grain of the balsa and the orange of the wing covering underneath. All products were easy to use. The big advantage was being able to cover the airplane inside the house. I couldn't do that with silkspan and dope. Also, the sunlight looks great coming through the transparent orange.

The servos and receiver are installed in the cabin section below the wing. The electronic speed controller fits underneath the battery platform below the forward hatch area. The forward hatch (including windshield) is held in place with four 1/4" diameter magnets. The LiPo battery is secured with Velcro and an overlapping strap. The battery is positioned to establish a center of gravity at 28-30% of the mean aerodynamic chord (M.A.C.). This is 1-3/4" behind the wing leading edge. The motor is mounted with 2-56 bolts and blind nuts. The standoffs were made from plastic tubing.

The photos show individual components, the completed airframe prior to covering, and the finished model. The airframe weight, before covering, is 7-1/4 ounces. This includes the wheels but no radio gear, motor, or battery. The finished weight, ready to fly is 17 ounces. It may have been possible to save 1/2 ounce of airframe weight but I'm happy with a sturdier structure to allow for a long service life.

This Minnie Mambo flies great. It is now a sport flier more than a beginner's trainer. It can take off in less than 10 feet. Loops and vertical climbs are effortless. Barrel rolls are easy. Cruising requires less than 1/2 throttle. It can also zip around the sky noticeably faster than the original. The motor and battery combination allows for 10-minute flights plus reserve. The airplane evokes fond memories of the past, but with far greater performance. It is suitable to fly within the confines of the local middle school, using the track as a runway. I am totally pleased with the updated Minnie Mambo.

An excerpt from the original flying instructions states: "Once the model is in the air, DO NOT ATTEMPT TO CONTROL WITH RADIO UNTIL AN ALTITUDE OF AT LEAST 100 FT HAS BEEN ACHIEVED. Inexperienced radio flyers may cause model to crash..." What an accurate statement that was! Of course it seemed to take forever to reach 100' with the .049 screaming away. How can you accurately judge 100 feet anyway?

RC modeling has come a long way. The Minnie Mambo is a "classic" from an earlier time. What was old is new again. It's "Back to the Future" fifty years later (earlier?)!!!

The specs for the airplane are:

Wingspan -36"

Weight - 17 ounces (ready to fly)

Motor – 2208-1400Kv outrunner, 120 watts peak power

ESC – 20 amps

Propeller – 7x4 thin electric

Battery – 3s Li-Po, 1350 mah

Servos – Hitec HS-65HB

The pictures show some of the construction and the finished model.

Rib templates and stack of 1/16" ribs. Vertical and horizontal tail sections.

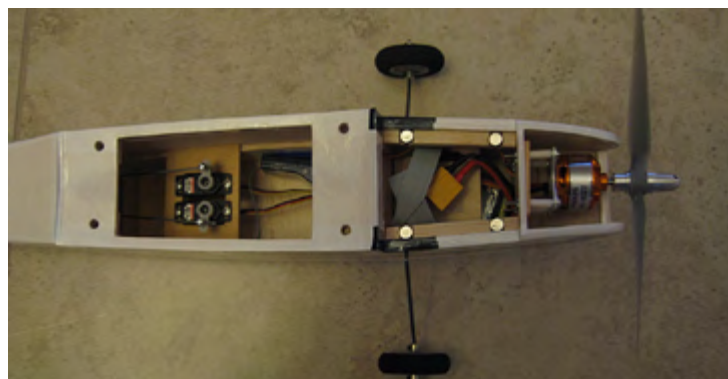
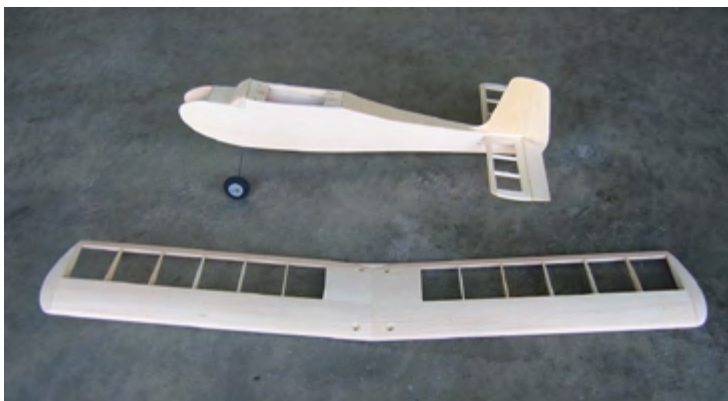
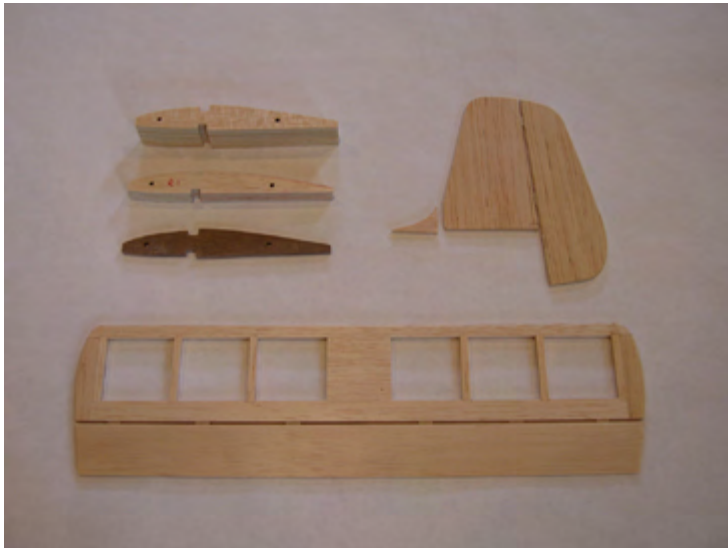
Completed fuselage and wing.

Completed airframe before covering.

Finished Minnie Mambo. Ready to fly.

Radio installation, ESC (under battery platform) and motor.

Sun shining through transparent covering.



Reports by Cyndi Cougoule

Mini Air Show Delights Car Club

SCCMAS member, Mike West, organized a Mini Air Show for the Silicon Valley Chapter of Ford F-100 Elite of Northern California. Their 9th annual Silicon Valley Cruise included a pit stop at our flying field. Gladly, Mother Nature cooperated with a delay in the rain. Although the cruise was open to all vehicle types, most of the cars that arrived in our lot were beautiful classics. As soon as the cars arrived and the spectators were ready, the show began with a bang...literally. Tim Stahlke's beloved Waco bi-plane crashed at takeoff damaging both of the left wings; demonstrating that flying RC aircraft is not as easy as it looks! Luckily the rest of the show went off without a hitch. Our pilots wowed the crowd with a variety of aircraft ranging from Warbirds to Aerobatic airplanes and even two rocket launches. Judging by the frequent applause, the show was enjoyed and appreciated.



The Gang



Tim



Sia







Nate, Keyon and Ben (AKA the Gang)



over 40 WWII aircraft at the Chino, CA Airport April 29-May1. The dizzying number of planes included Zeros, B-25s, P-47s, and P-51s. Tomcats' very own Dave Presta flew the California Warbirds' (Straw Boss 2) P-51 Mustang during the Army Aircraft Fly-bys. Other performers included the USAF F-16 Viper Demo Team and Heritage Flight, Sean D. Tucker-Team Oracle Aerobatics, Sea Fury Aerobatics by Sanders Aeronautics, Rob Harrison and the Tumbling Bear, Gregory Colyer's T-33, Kent Pietsch and the Jelly Belly Airplane, Erickson Aircraft Collection, Texas Flying Legends, John Collver SNJ-AT6 Aerobatics, and Granley Airshows Yak Aerobatic Team.

Nate was most impressed with the Japanese Zero, the only fully authentic flyable example in the world still powered by its original Nakajima Sakae 31 engine. I loved the astonishingly long line of beautiful P-51s on display (I believe there were 16) and the deafening sound of the F-16 flight demo.

In addition to the many airplanes performing and on static display, there was a special panel discussion with some of our honored veterans speaking about their personal experiences during World War II, Korea, and Vietnam. Hearing stories directly from the men that flew these planes was a powerful reminder of the sacrifices made for our freedom.

If you haven't been to the Planes of Fame Airshow, be sure to take the trip in 2017. If you've already been, I don't need to say a word. I know you'll be there next year!

Planes of Fame Airshow 2016

What a show! This was the first time Nate and I attended this airshow and we both agree it is the best we have ever seen. The jaw-dropping action did not stop Friday through Sunday. Commemorating the 75th anniversary of Pearl Harbor, there were

Planes of Fame Airshow 2016



Spring Swap Meet







Frank showing the best bargain of the day

SCCMAS Cubs and Cousins Fly-In 2016



Saturday, June 25th

9:00a.m. to 4:00p.m. \$10 Landing Fee

Open to all AMA members with any size Cub or equivalent cousin aircraft ; any color scheme, gas, glow or electric.

Awards for the most Cubs owned (they must be present), smallest flying Cub, youngest pilot.

Volunteer events; spot landing, one wheel touch-and-go, shortest takeoff, others.

Win an ARF Cub and other prizes for the top 3 places. Coffee and Donuts in the morning Followed by a BBQ.

CD: Bahman Dara

More information is available at www.sccmas.org

Castle 2016

A large number of club members attend this event which is on the Memorial Day Weekend. This year was no exception. Rick Maida and his team put on a great show and it takes many months of effort and lots of arm twisting to put on an event of this scale. The photos show just a tiny amount of what was there and were shot by Cyndi and I.

Bahman



Darn it is hot here (Sia, Ruby & Ehab)



Nate, Keyon and Jack handling a very heavy model



Yeh we Rock





Keyon on his 50th Soda



Tim being Tim



Airboss Rick Maida





Keith wondering why he is a Model!



Helen does not want to be a Model

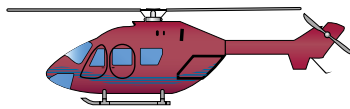


Nate in the middle of negotiation









SCCMAS Field Rules

AMA Charter #110

It is of the utmost importance that we observe the safety rules of our particular sport. Everyone of us is hurt when carelessness causes an accident, and it most certainly hinders or endangers model aviation's progress. The safety rules are designed to provide guidelines that, along with common sense and good judgement, will ensure safe operations at the Skypark. It is to your personal benefit to make certain that no action on your part will result in an accident.



The following rules apply to the SCCMAS Field:

1. All AMA published rules are in effect.
2. All Santa Clara County Park rules are in effect.
3. Members and guests are expected to conduct themselves in an appropriate manner, consistent with being in a public place—this includes refraining from the use of obscene or offensive language or gestures.
4. You are responsible for your aircraft at all times.
5. AMA coverage and current SCCMAS membership required to fly.
6. Accompanied guests with AMA coverage may fly one day before SCCMAS membership is required. Guest pilots must have filled out and signed a guest pilot form in order to fly. In addition, a SCCMAS member must sponsor and oversee the guest pilot for the day.
7. Owner's name, AMA number, and phone number are required in all aircraft.
8. All transmitters and receivers, other than Ham Bands, must be narrow-band.
9. Transmitters must be in the impound and turned off unless the frequency pin is in possession of pilot. Return frequency pin and transmitter to impound after completion of a flight.
10. No engine start-ups before 8:30 a.m. or after dusk.
11. Closed-end type mufflers required (except racing aircraft).
12. No Formula One racing aircraft will be flown on weekdays or before 1 p.m. on weekends. This rule is to resolve noise complaints associated with competitive type Formula One engines.
13. No flying in the Red Zone area behind the Flight Line. (except helicopters hovering beyond the air-taxi line).
14. No landings or take-offs from taxiways or within the Red Zone (except helicopters hovering beyond the air-taxi line).
15. Landings from the right must be from a right hand approach. Landings from the left must be from a left hand approach.
16. Engine start-up in the designed start-up area (or at your flight station). Retain positive control of your aircraft until you pass the first white line on the taxiway. No start-up on the runway.
17. When other fliers are present at the flight line, no unannounced high speed passes closer than the far side of the runway.
18. Helicopters may be started in the normal start-up area. Main rotor may not be released until past the air-taxi line on the diagonal taxiways. All hover work shall take place over the grass outside of the diagonal taxiways at no higher than eye level. Once in forward flight, heli pilots shall stand at the appropriate flight stations, and fly the normal fixed-wing pattern in front of the Flight Line.
19. Do not leave your aircraft or starting equipment in the start-up area. Return your aircraft and equipment in the normal pit area between flights.
20. No alcoholic beverages allowed onsite. In addition, the AMA specifically states for its members, "I will not consume alcoholic beverages prior to nor during, participation in any model operations".
21. No hovering over the runway with fixed-wing aircraft while other pilots are present. All hovering to commence over the tall grass unless: (a) there is only one other pilot flying at a station and you have their consent, (b) there are two other pilots aside from you practicing the same hovering maneuvers. In (a) and (b), hovering must be commenced from the runway centerline out and maximum separation of flying aircraft must occur. No individuals to be underneath a hovering aircraft.
22. Fuel overflow containers are mandatory to prevent fuel from spilling onto the tarmac.

It is the responsibility of every member to observe the guidelines set forth. Should it become apparent that an individual is not meeting these guidelines or that common sense and good judgement doesn't seem to be prevailing, the individual will receive a verbal and/or written warning from a Club official. If further infractions necessitate, the Governing Board may take immediate action to protect the interests of the SCCMAS, including, but not limited to, suspension of membership privileges or termination of membership. With such actions, the AMA may be notified of the infractions and intentions of the SCCMAS. New members joining the organization who have previously received letters of reprimand or have been dismissed from this or other clubs, will be considered for acceptance by the Governing Board. Their membership will be considered probational for 180 days, if accepted.

Please use common sense and enjoy a great day of flying.

Pattern at the Tomcats

Saturday August 27 2016

Place: SCCMAS flying site at Morgan Hill, CA

Classes: 401, 402, 403, 404, and 406

Landing fee: \$25 for all classes except the Sportsman (\$20)

Pre-registration preferred

CD: Luke Peng

Tel: 650-575-9207

E-mail: lsjpeng@comcast.net



Field opens for practice on

Friday, 8/26/2016

AMA required

Santa Clara County Model Aircraft Skypark

For Map please go to WWW.SCCMAS.ORG

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 - September 3rd

8:00am - 1:00pm

NO PARK ENTRY BEFORE 7:00am

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

No Pre-registration needed. 10'x10' spaces, table space is limited, and available on a first come, first serve basis. Bring your own table and chair just in case.

SCCMAS field is open for flying, Prevent accidents; sellers remove the battery from all transmitters.

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

A day at the field and around the bay

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



Ruby's new jet is really fast



Sia and Ehab discussing Jets



Ben with pit crew (dad) Andrew





Typical sunday at the field



Albert's jet with home made pulse jet finally getting irst flight



Video: <https://www.youtube.com/watch?v=aF0Hr28kIqA>

Ryan Vossough just got signed off



Nate's stable just keeps expanding



Selfie Time



Hello Tomcats,

The member card flight station board at the field has been in operation for a little over a year now. It appears to be a success and provides a convenient way for us to monitor membership status of any pilot flying. Since the advent of 2.4ghz radio systems, the need for frequency control was nearly eliminated and ultimately, member identification, since the frequency "flag" need not be replaced with a club ID. (How soon we forget!)

While it is important that your member card be posted any time you are flying, it is also important that all members occasionally check the board to insure the flyer(s) is a current member.

Member cards displaying a red X in the lower right portion of the card indicates a pilot who has not yet been certified to fly solo. If you notice a pilot flying solo and still has a red X on their card, offer to assist them or at least encourage them to get a solo sign off.

Unfortunately, one of the side effects of the board use is that it is relatively easy to forget to either put your card up or remove it after the flight. Worse yet is to forget to take your card off the board at the end of the day. I can't tell you how many times I've done this.... well, I can but I'm embarrassed to say.

I get calls all the time from members who accidentally forgot their card or grabbed the wrong card, and are not sure what to do next. For those who didn't know, we actually have a lost and found cage located adjacent to the soda machine. If you accidentally grabbed the wrong card or found one without the owner present, just place the cards (or any found item) in the cage. If you have misplaced an item, check there first. The combination is the same as the gate code.

If you just can't find your card after a week or so or the dog ate it, you can get it replaced for a small fee (generally the cost of your humility) by sending an email to renewals@sccmas.org.

Flying is optional, landing is mandatory,

Don Coulter
SCCMAS President

SCCMAS Airshow 2016 – Pilot Registration Form (Required)

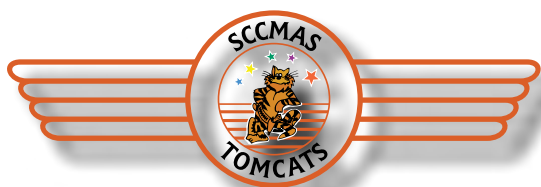
Pilot Name:	AMA#
	FAA#
Aircraft 1 (Name & description):	Size:
	Weight:
	Power:
	Performance:
Aircraft 2:	Size:
	Weight:
	Power:
	Performance:
Aircraft 3:	Size:
	Weight:
	Power:
	Performance:

Pilots must abide by the following or they will not be allowed to fly during the airshow:

1. AMA and FAA registration required.
2. Aircraft must have previous successful flights. No test flights at Airshow.
3. All aircraft are subject to a tech/safety inspection, including servos and control linkages.
4. Include special flight routine or capabilities in aircraft description.
5. Pilots must attend the morning briefing each day.
6. Ensure your aircraft is airworthy (mechanical and electrical).
7. Follow Air Boss & Flight Line Controller directives.
8. Fly safely. Respect the "No-fly" zones.

* Aircraft needed for Saturday & Sunday. Some aircraft may not be utilized during the Airshow.





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

Next club meeting is on June
25th at the field 17:00 - 19:00

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.