

Servo Chatter

AMA Club Charter #110

August 2016



www.sccmas.org

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

President's Corner



I'm going to keep this short this time. I have had some major events happen recently that have kept me rather busy with issues other than the club.

The airshow is behind us for another year. This was my second one under my belt and I must say, it seemed to go much more smoothly. I broke down various chores into smaller groups and the leaders of the groups per-

formed flawlessly! Kudos to all who selflessly volunteered their time and energy into making it a success. We estimated nearly 4,000 spectators attended over the weekend!

The County has been tightening their control over our organization. They are watching us more closely it seems and have imposed even more regulations. They are keeping tabs on how much use the facility gets, both from members and spectators, including the trail users. Our fees have risen and have asked for additional insurance "wording". It is more important than ever to be on our best behavior. We are all responsible for enforcing our rules and regulations.

The county has also required that we get a state certification that our well water is deemed potable. We have always had the water tested for harmful chemicals and metals each year and to date none have been found. The water in the shack goes through a special filtration system but the water outside has only been cleared for irrigation. They have since capped the fountain at the flag pole and put up signs in the rv area that the water is not potable. It is the same water we have been drinking for 20+ years but now it has a sign that reads DANGER. Argh!

We are working to have our 30 year banquet early this year, hopefully late October. As soon as we have a date and location, I'll send out a notice.

Don Coulter
SCCMAS President

Erik's DR1 Triplane - Unfortunately it crashed due to engine quitting at the wrong time and place. Eric plans to fix it



From the Editor



As you all know we have a very diverse membership with really varied interests. Our common theme, of course, is love of flying objects but past that we have people who are only into Electrics, 3D, Pattern, Scale or multiple practices in this great hobby.

My typical day at the field is Sunday so I don't always see other "week day flying" members. What I have noticed in the past few years though is the new blood joining the club specially young members. I believe right now Jack is our youngest flying member at 5 1/2 and there are many members just entering teens. I have had the pleasure of training quite a few and they are all becoming highly accomplished pilots. Ben is already a sponsored pilot and has many trophies to his name.

I think quite a bit of this increase in young members can be attributed to ARFs and particularly electric flying. You see members like Mathew, Max and Keyon not only flying regular planes but also experimenting in all sorts of interesting ways. This past Sunday, Keyon was flying an electric wing and just for fun made a parachute with bits of foam and stuff from around the shop just as an added piece of fun. The same is true of many of our young pilots such as Max and his need for speed.

This experimentation does not exclude anyone else of course. There are lots of members that still build, work on really detailed scale planes or take broken scraps of planes and morph them into a fantastic flying vehicle. I love showing up on Sundays and finding a new surprise waiting. We also have a lot of parents who, although not flying, support their children and also support the club in all sorts of ways. I won't list them but you probably noticed quite a few of them during the airshow days and on other occasions. We truly have a great club, facility and membership.

I hope we can continue to grow in our current location and build our community and nurture our young members. Next time you are flying and see a good flight, take off or landing by one of the younger members, make a point of telling them so. I know they can be boisterous and can occasionally cause your ears to ring but they are also very excited and enthusiastic. Let's encourage that enthusiasm and zest for this great hobby.

Happy Landings,

Bahman

Cover: Lynsel Miller proudly displaying his masterfully completed Hurricane

MINIATURES SHOWCASE PHOTOGRAPHY CONTEST

4TH PLACE

"WILD BLUE WONDER" in 1" scale is the Fourth Place winner and photographer Howard Hagan Davis of Richardson, Texas, with receive \$100 for his work. This member commemorates the pilot Howard flew with aboard the USS Kitty Hawk from 1963 to 1966. Items in the scenario were purchased at five-and-dime stores, and many have been "kit bashed."

The photograph was shot on Fuji 100 film using a 120 camera. The transparencies were taken with a Hasselblad using a 50mm lens. Exposure time was 0.22 at 1/2000th of a second. Lighting was Norman 2000 flash heads in soft boxes. A Visitar 285 with snoot handled the sky light.



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

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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 May through July 2016

Ordinary Income/Expense

Income

Contest entries	1,760.00
Donations	0.00
Food sales	3,554.00
Membership dues	547.50
Airshow Raffle	887.00
Vending machine	350.00
Total Income	7,098.50

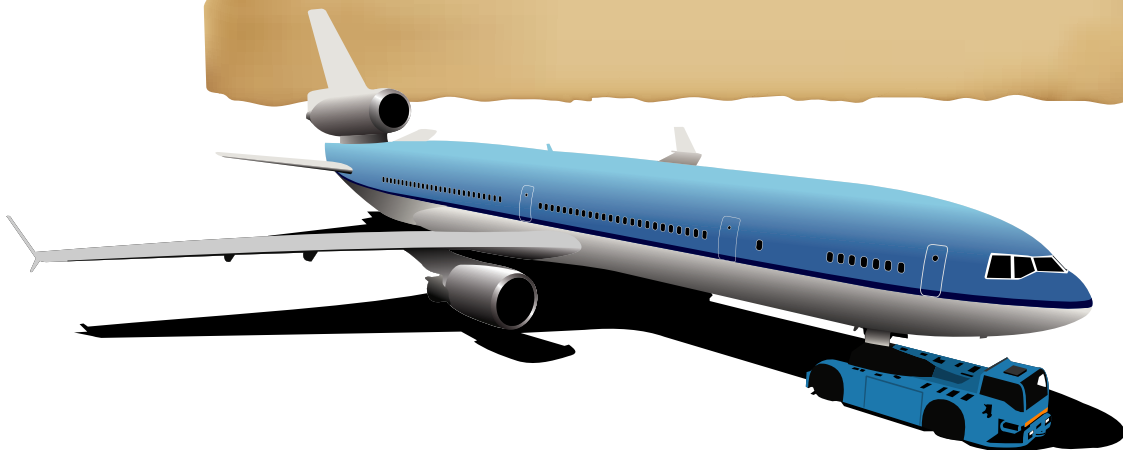
Expense

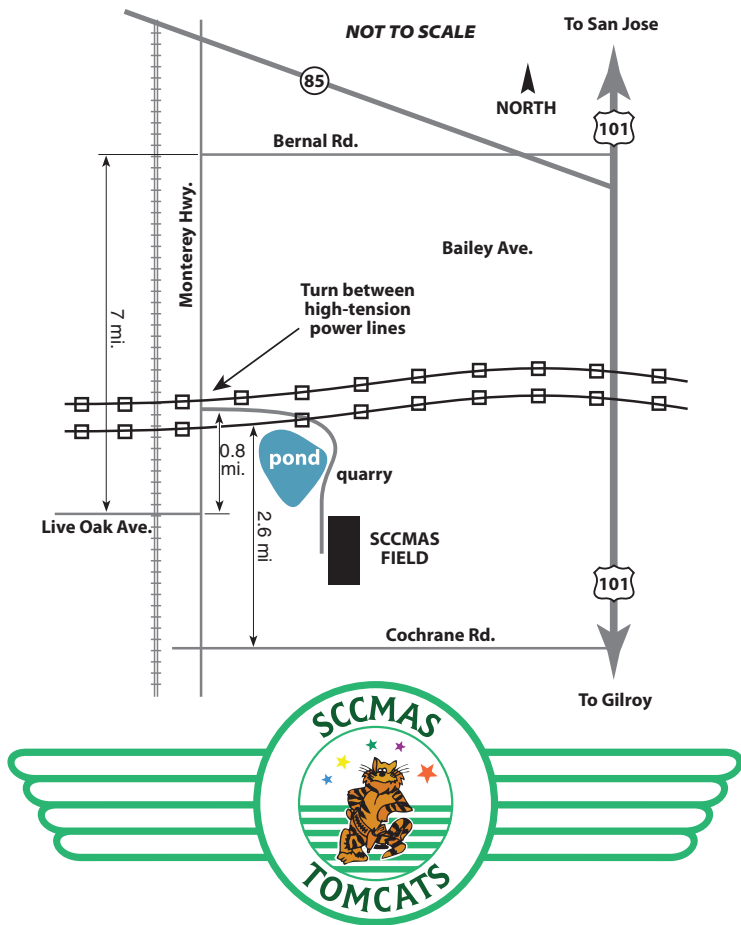
Advertising	436.00
Bank Service Charges	115.00
Bay Alarm	135.00
Dues and Subscriptions	-55.00
Equipment Rental	81.57
Food	3,168.99
Garbage service	771.57
Insurance	
Liability Insurance	25.00
Insurance - Other	25.00
Total Insurance	50.00

Licenses and Permits	566.00
Postage and Delivery	35.61
Printing and Reproduction	864.23
Rents paid	2,825.36
Repairs and Maintenance	580.72
Sanitation service	2,821.18
Supplies	2,969.64
Taxes	10.00
Telephone	111.84
Utilities	
Gas and Electric	916.16
Total Utilities	916.16

Total Expense 16,403.87

Net Ordinary Income -9,305.37





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

AeroMicro
The Source of Electric RC Supplies

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Aircraft Design – The Series

By: Lou Rodriguez

This is the first of a series of articles for our newsletter. I plan to discuss a range of ideas and considerations related to designing and building radio control airplanes. There is ample data available for anyone who flies RC to be able to design and build their own airplane from scratch. There is no need to reinvent the wheel, or in this case the wing. And I promise that no slide-rule is required. (A what?)

You must gather your ideas before putting pencil to paper and drawing a set of plans. (I'm old and I don't use CAD programs). Design criteria includes: size, performance, materials, power, and what your airplane may look like. Budget is a factor. Your flying abilities should be a consideration, as you will want an airplane that you enjoy flying. My first self-designed airplane was a low-wing design with ailerons and used an engine I had from a trainer. The first flight was successful right up until the crash. The airplane took off straight and needed no trim. When I started a right turn the airplane did three rolls before I knew it; followed by three rolls to the left when I tried to level the wings. The design was fine but I was not ready for the performance capabilities.

An easy way to create your own airplane is to start with an existing kit or set of plans. "Kit bashing" can transform a known design into something that is uniquely yours. The Sig Four-Star series airplanes are available as a kit or as plans only. There are four sizes available ranging from 48" wingspan to 81". They are great sport airplanes that most pilots would be able to fly. The outline can be changed, with a little imagination and modest effort, into something more appealing.



The possibilities for change could include adding a round cowl, making it resemble a crop-duster, or adding another wing to make it a biplane. Another idea is to add floats and change it into a semi-sorta-scale Supermarine or Macchi floatplane that competed for the Schneider Trophy in the 1920s to 1930s. I have a stock Four Star 60 on floats (72" wingspan). It flies great with an O.S. 95v four-stroke engine. It has Great Planes 60 size floats built from a kit. I would suggest that you maintain the original wingspan to carry the weight of the floats. **(See the drawings in the next page)**

Floats should be approximately 75% as long as the fuselage. The step on the floats should be located at or slightly ($1/2"$ to $1"$) behind the center of gravity. The wing should have 1 to 2 degrees positive angle of incidence when the floats are level. The positive angle allows the wing to generate lift as it accelerates on the water helping to reduce the drag on the floats. The Four Star 60 lands like a pussycat (or Tomcat if you prefer). Flare the airplane for landing (watering?) with the nose up so it contacts the water with the aft portion of the floats level to the water. Easy!

This hobby can challenge and entertain us in many ways. Designing airplanes is one way to express your creativity. The basic concept of the North American P-51 Mustang was first drawn on a cocktail napkin. Start with an idea and develop the possibilities. When you are satisfied with your design, **START BUILDING**. Stay active by building something when the weather is not good

for flying. Constructing a model airplane can be so rewarding. Watching pieces of wood (or foam) come together into a completed airframe is utterly satisfying. Taking it into the air is thrilling. It's OK to display your pride when someone asks "whatzat airplane?"

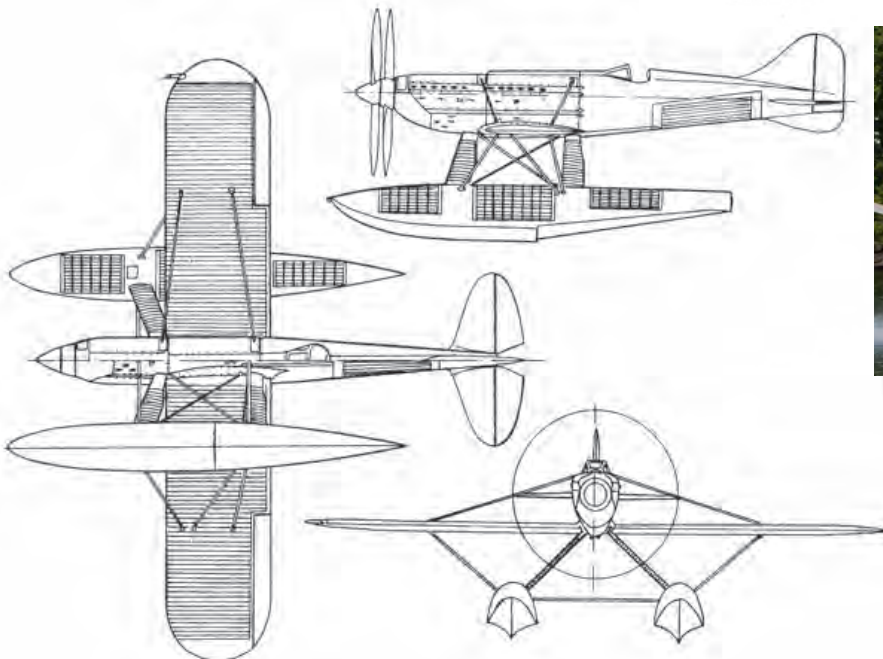
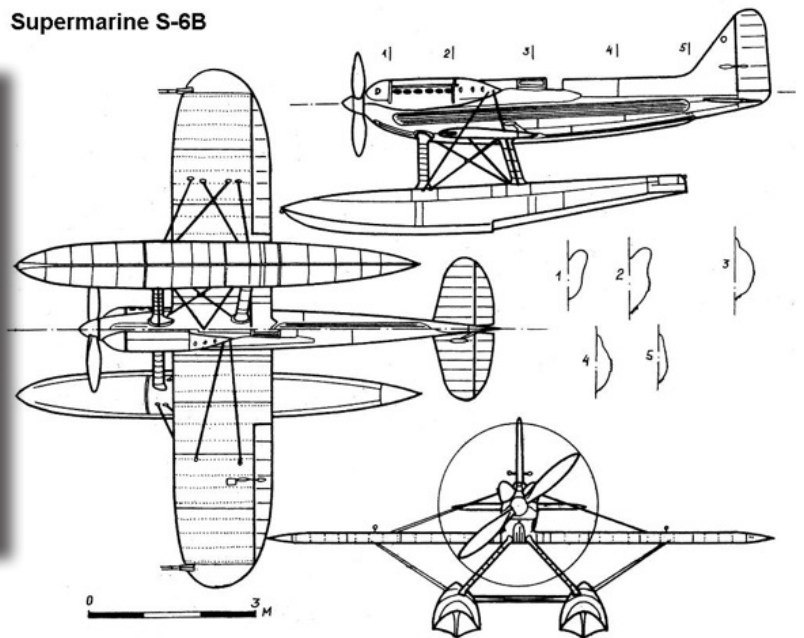
I am proposing two ideas that will encourage club members to build something. The first is a "Modified Four Star" award that will recognize creativity and quality in changing the basic design. Any size is acceptable as long as it starts with the basic Four Star design. The other is a "Freestyle Design" award that will offer fame and fortune (maybe not) to those who participate. There is no official deadline. Keep notes as you build. Show your completed or partially built airplane to others at the field or at club meetings. You may be surprised at the response. Some will lavish you with high praise. Others will tell you how you could have or should have done something different. Tell them to go build their own.

I am happy to answer questions and provide support. Email lou@sccmas.

Resources:

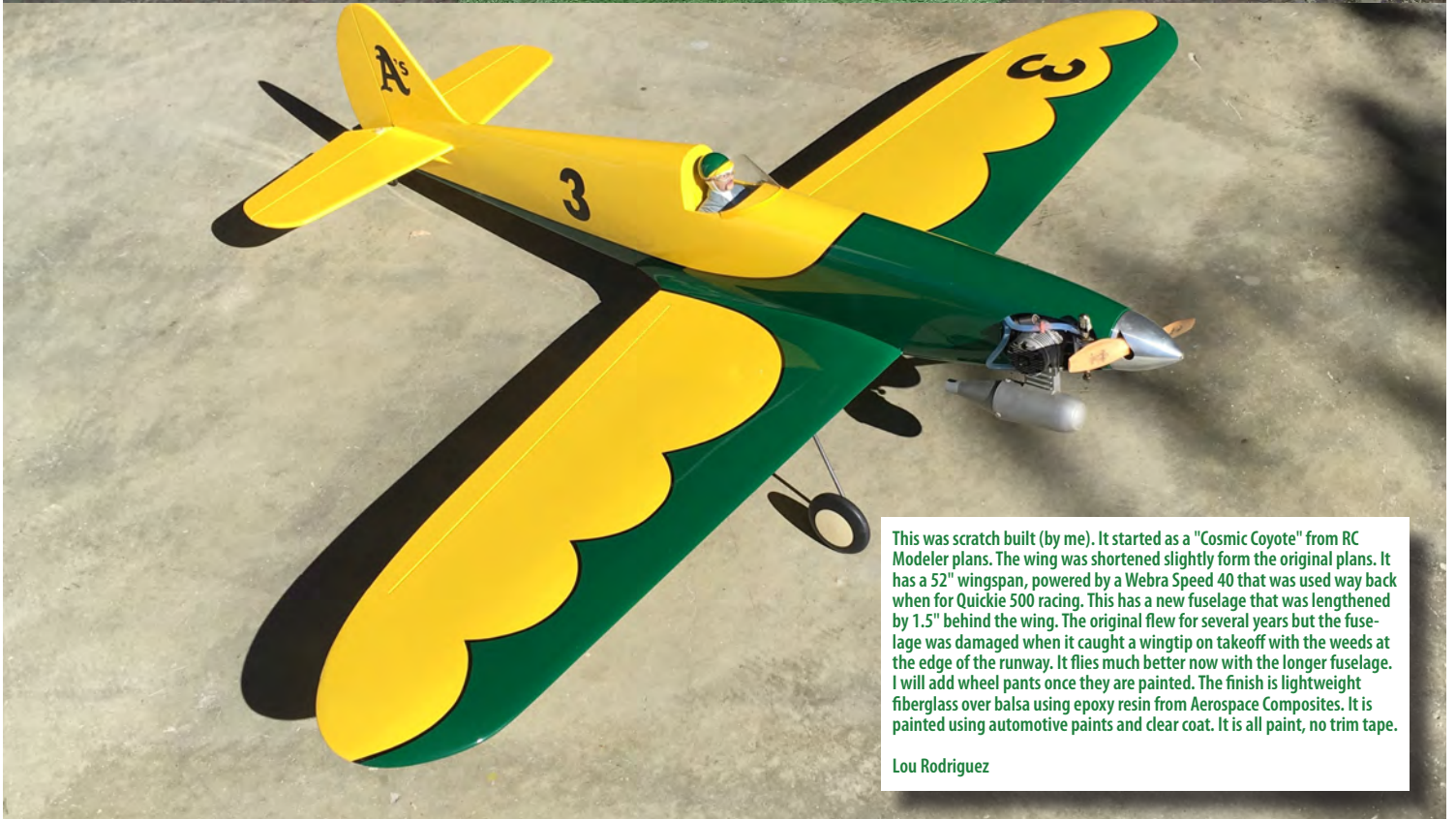
Sigmfg.com – Four Star kits and plans
Towerhobbies.com – Four Star kits, Great Planes Floats
Seaplanesupply.com – Foam Floats, materials, and info.

Supermarine S-6B



Four Star 60 on floats. Wingspan 72", Great Planes 60 size floats, O.S. 95v four-stroke engine.

Polaris Ultra (Foamie version of the NorthStar). Electric motor, 4s LiPo, 8x6 prop, approximately 355 watts of power.



This was scratch built (by me). It started as a "Cosmic Coyote" from RC Modeler plans. The wing was shortened slightly from the original plans. It has a 52" wingspan, powered by a Webra Speed 40 that was used way back when for Quickie 500 racing. This has a new fuselage that was lengthened by 1.5" behind the wing. The original flew for several years but the fuselage was damaged when it caught a wingtip on takeoff with the weeds at the edge of the runway. It flies much better now with the longer fuselage. I will add wheel pants once they are painted. The finish is lightweight fiberglass over balsa using epoxy resin from Aerospace Composites. It is painted using automotive paints and clear coat. It is all paint, no trim tape.

Lou Rodriguez

A day at the field

Here is a collection of photos from the field thanks to multiple contributors. (Ed.)



Jets, jets and more jets everywhere you look



Dantley showing his latest Jet



Keyon and Sia heading out for another great flight





A sample from Mike's stable



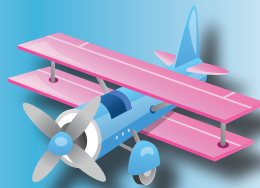
Ben and Andrew getting ready for a flight



Colin with his new project. Flew nice and has a great paint job



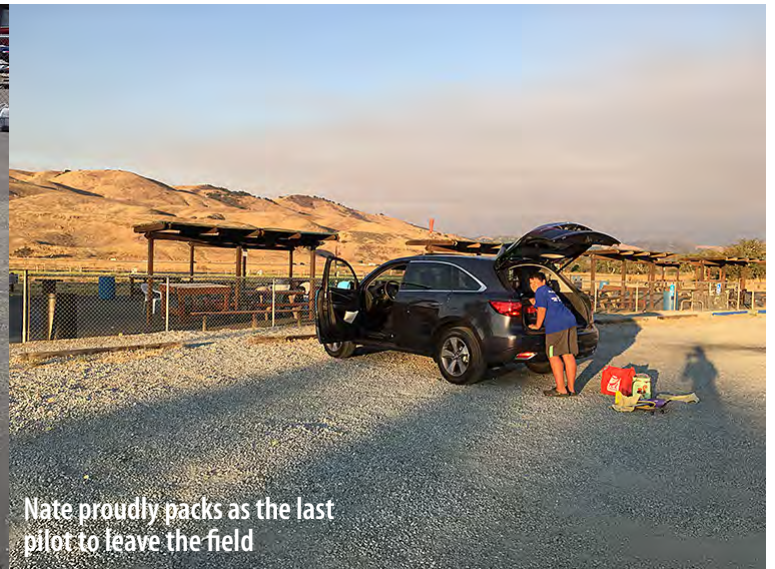
Interesting unicycle, Jack was amazed at the contraption



Dad can you please pull out your credit card?



Shahram's latest project. A great looking /flying jet. Composite-ARF Viper MkII, with a Jetcat 180RXi and electric retracts



Nate proudly packs as the last pilot to leave the field



Keyon enjoying a free driving opportunity



Jim, Jack and Helen working on Jack's Quad



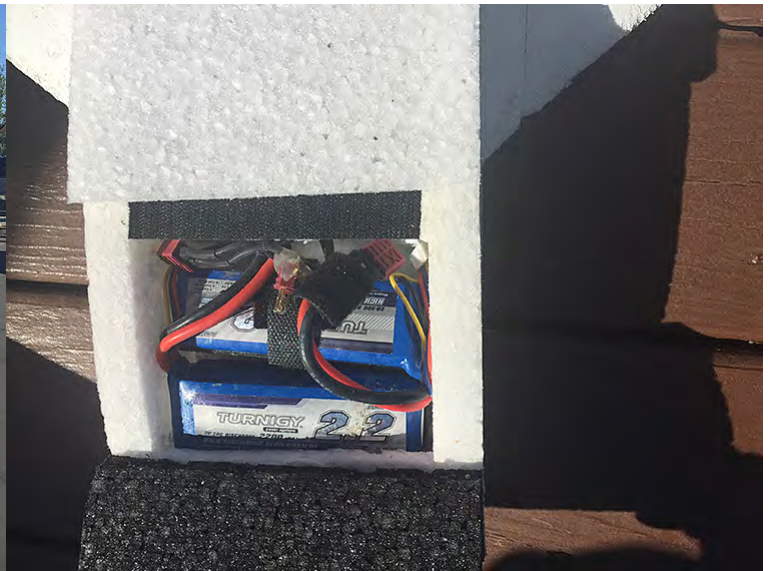
Boys being boys



Runway maintenance crew working on the north end



Another successful parts rescue project



Nice paint scheme



Shahram's Foam Turbine, really scoots along

Oscar Rico



Ruby's all composite jet with a 120 Turbine, talk about speed

Oscar Rico



Carlos and son, can it get better than this?

Oscar Rico



Oscar Rico

On this page - Oscar Rico photographs

2016 Airshow

Pictures from Cyndi Cougoule and Paul Primrose



Saturday Crowd



Pilot Briefing



Just Chilling



Pilot Briefing





Sunday attendees



Ruby and team worked non-stop



Pilot Briefing



The raffle loot





Just the thing for the afternoon heat



Roger prepping the field for the airshow



Brief respite at the raffle booth



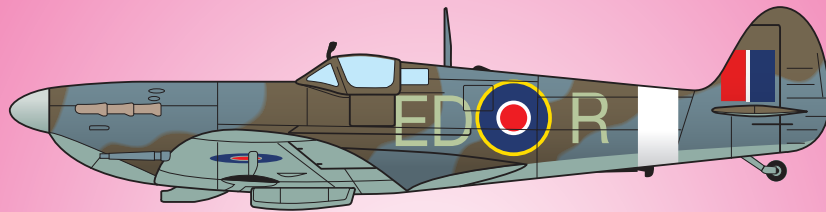
Regmeister



Paul had lots of eager clients



Late morning crowd on Saturday



Very nicely finished plane. I took the shot but don't know who owns it



Magnetic Building Board by Paul Hasselbach



There are many ways of building a plane and I am sure you have your own construction choices, but here is a different style of building to try. So far I've not had any road blocks in building my new Corbin Baby ACE with a wing span of 90 inches. The power will be 120 or 155 OS Max four stroke. Fly RC Magazine 2015 had an article by Bob Mitchell on making a Magnetic Building Board. Because I tend to build 1/4 to 1/3 scale aircraft, I need a building system that will support fuselage and wing alignment. For years I have used a pin-board and a door skin for setting a wing and fuse. This is time consuming and difficult process. So I decided to change my building techniques before starting a new plane project.

I purchased the metal top from Gorilla Metals, 18g Galvanized Sheet for \$126.42 measurements: 27"X80". Plus the sheet metal was delivered to my home in Santa Clara.

Purchased 60 12 lbs. force magnets from A-L-L MAGNETICS. INC in Anaheim, CA for \$78.75
OSA screws and nuts \$20.00

After I got my hardware I decided to make a new building bench. This cost some dollars, and again my planes are getting larger and I need more space to build. Plus, my work bench now is on castors and I can move it anywhere in the garage.

It has been said that a picture is worth a 1,000 words, so here are pictures.



As you can see a door is supporting the sheet metal top for flatness. To check for flatness use a level to check for impressions (dips) on the metal surface. I used a few paper towels to level out the impression(s).



I have wax paper on top of the metal surface. I am bending 1/16 balsa around a form. I am using 15 supports with one magnetic per support. Each magnet has a 12 lb force pull. This took a half hr to set up.



Closer look at supports. Notice two supports have two magnets with a 24 lb force pull

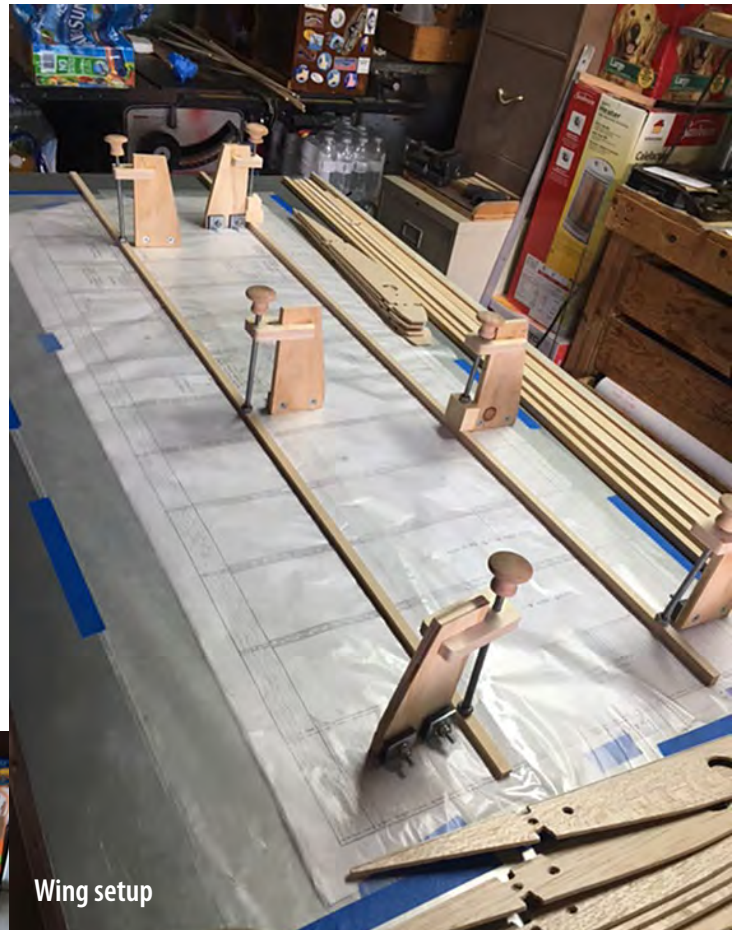
Finished product



Fuselage setup



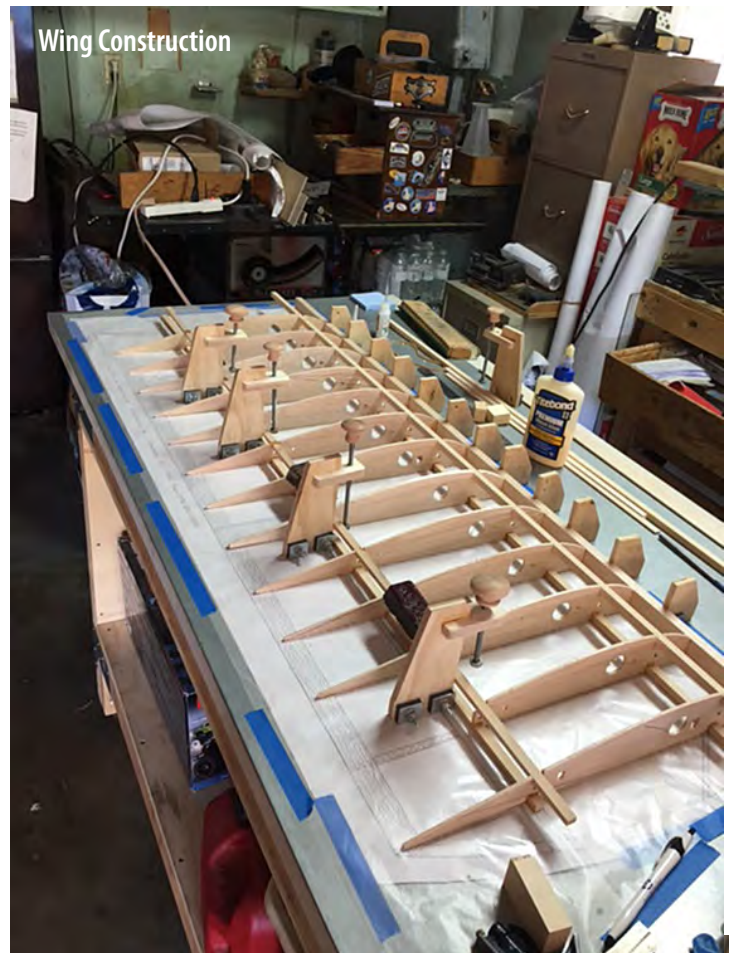
Wing setup

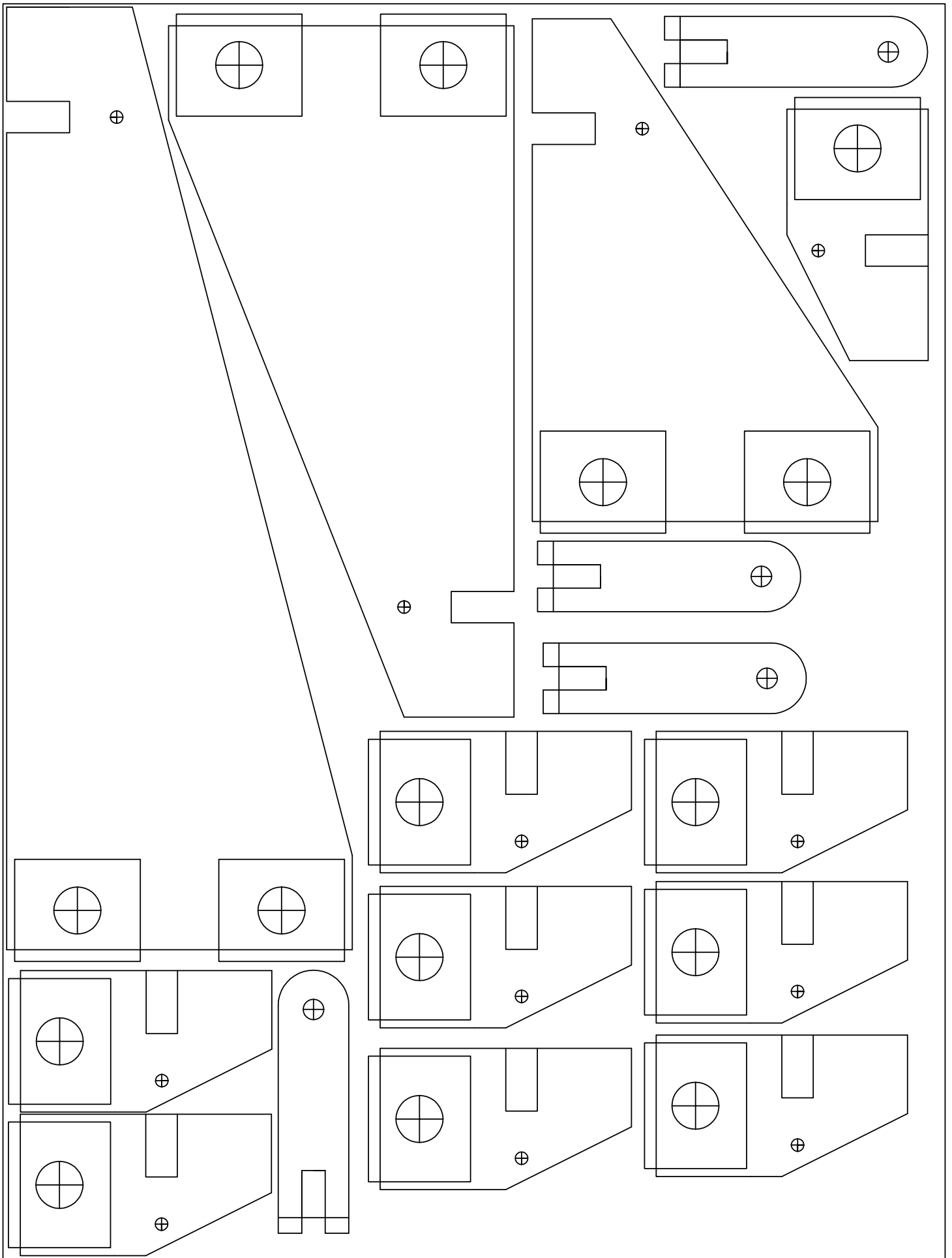


The supports hold the sides square

Rib setup







Tomcats well represented at 2016 Nationals in Muncie



Where do I start? How about at the beginning? Last November (2015), Rick Culver, Mark Sumich, Joe DeLateur (Joe was a vet of the NATS from prior years), and I were talking about going to the Nationals. A gentleman by the name of Marty Flood had proposed to the AMA that they introduce Warbird racing as an event at the Nationals and was hoping to get about fourteen entrants for the new event. The same or similar rules would be used that we do in the Sacramento Area Modelers racing protocol. Well, word spread and we ended up with thirty nine entrants from all over the US, Japan, and Canada. We way exceeded AMA's expectations for the number of entrants in a new or even existing event.

Planning for the trip started off by figuring out how to get our equipment to Muncie, Indiana, making hotel reservations, getting our flights there set up, and arranging transportation while we were there.

The last three issues were fairly easy but getting our stuff there took some time and planning. Cost was discussed along with many different options to get the project done. We were looking at between

\$200.00 and \$600.00 for shipping. That said here is what we came up with. There were seventeen of us going and all competing in several different classes. That meant many planes per guy.

When race time came up, one of our pilots, Jeff Robinson, got a truck and trailer. He did an amazing job packing them with a total of eighty one airplanes and support equipment for eleven guys. You can imagine how much stuff that is by looking at your own trips to the field or any competitions that you may have

participated in. The cost for this load was \$200.00 per guy. Five other pilots got set up with Dave Sullivan and he drove their equipment back to Muncie.

When the day to leave finally got here, July 13, 2016, I can only say that the excitement of going to the NATS finally came home to roost. We arrived at Indianapolis airport Wednesday night and then drove 83 more miles to the hotel in Muncie. A very long day and sleep was much needed for Thursday which would be our practice time and getting to know the lay of the land at the AMA field.





Our first stop was at AMA headquarters to get registered and then to take a self-guided driving tour of the one thousand plus acre flying sight. There are seven different event sites at the field and none of them conflict with each other even when in full use. We watched some pattern competition that was amazing as it included three of the best pattern flyers in the world. These planes appeared to be guided by CNC computer technology, quite a treat to watch.

Initially there was a little conflict between the finishing of the pattern competition and our racing practice because it was scheduled at the same site and pattern had suffered some rain delays. The 81 plane truck went to Site 4. That had all grass runways and we were told that we could practice there. You can imagine what the offloading looked like with eighty one planes all laid out for assembly and all of our field gear out of the truck. The other truck went to the racing Site 3 and unloaded there waiting for the pattern to get done and AMA to officially tell us we could practice there.

I ended up taking a couple of practice flights on Thursday afternoon at the racing site and found it very comfortable to fly there. Some confusion continued on about the race set up but that was all resolved Friday morning and things ran pretty smooth after that.

Friday morning we all had our plane inspections done and the warbird racing began that afternoon. We each flew a series of six heats, three Friday and three Saturday, and a trophy event. The 4 pilots who had the most points coming out of the heats qualified for the trophy dash in their respective class. The warbird racing lasted till about four PM Saturday afternoon. If you do the math, that comes out to about 70 four plane heats. That is a lot of flying. Whoever kept all this stuff straight did a darn good job.

When the racing was done it was time for trophies. They were awarded for most points earned in the heats and trophy dash winners. There are three classes, Gold, Silver, and Bronze. Here is where the Tomcats got well represented; Mark Sumich got a second place trophy for the second most points earned in the gold class and a first place trophy in the Gold Warbird trophy dash. Your author, Matt Campi, earned a second place trophy for the second most points earned in the Bronze Warbird class. Rick Culver and I had some bad luck with breakout times in the Silver class and we finished in the lower half of the heats. Those zero point heats will ruin your standings.

With Saturday's flying done, we went out to dinner, had a few cocktails and then hit the sack. We were beat.

Sunday was a free day so we took advantage of the time to check out the AMA National Museum and a bunch of other competitions that were going on. If you ever get the chance to go to the museum, it is absolutely amazing. It would be an entire article to describe the place but needless to say, our dues go to a very neat cause. They cover models from the early 1930's to current time.

Let us fast forward to Monday where I flew in Electric Formula One. Crashed in my first heat and said, "Enough is enough, I am done". The EF-1 event is a three pole race which is a very different animal than the two pole racing that I am familiar with. That said, I need a little more practice. I did have a backup plane but I was toast and decided to scratch this event.

Tuesday was a travel day for Mark, Rick and I. That was fun too and I was ready to go home. Joe DeLateur's racing did not start till Wednesday. He started with a class called 426 quickie. These planes go 150 to 160 mph and fly a three pole course. They all use the same Jett .40 motors and are very fast and very

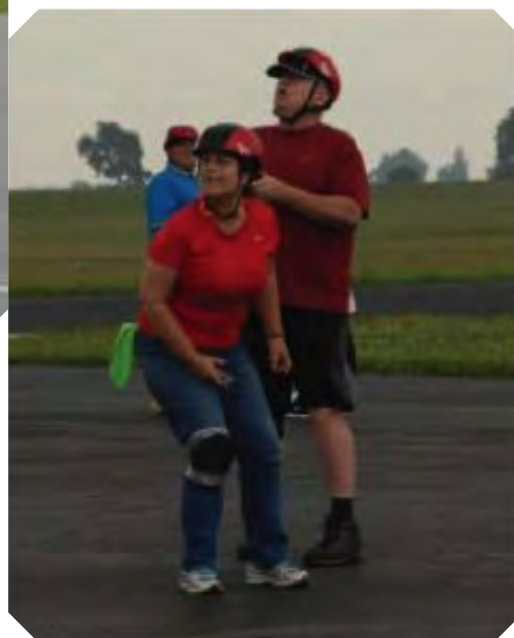
closely matched. 71 pilots do 8 rounds of qualifying and the top 28 go into the finals. 3rd year in a row for Joe and he was bubble boy again being number 29 not making the finals (tied for 28 but other person had faster time). Next was the fastest and final class raced, Q40. The planes are Formula One style and run very high RPM Jett/Nelson racing motors. These are about 180 mph planes. First year for Joe flying this class and this time he burst through the bubble and qualified for the finals and ended up 19 overall.

At the end of it all, our stuff was loaded up in Jeff Robinson's truck and trailer for the long trek home. I went up to Fairfield (our drop off point for CA flyers) Tuesday, July 26, to pick up my planes and get them ready for another two races on the coming weekend, 7-29 in Salinas and 7-30 in Sacramento. What a run and a great time. I will do it again.



The competition and camaraderie at the NATS is something that will stay with you forever.

A few things to leave you with; first and most important, when you go, go with someone who has done it before because there are many things that will need explaining, second, when you rent a car there, get a minivan so you have



a place to put your stuff in the likelihood of heavy rain, and third, be prepared and well-practiced in your chosen type of flying competition.

If you ever get the opportunity to go to the Nationals or to visit the AMA Headquarters and Museum, I for one highly recommend it. I will be back next year.

Happy flying to you all,

Matt Campi



Safety Column



Greetings Flyers-
I hope you all had an awesome summer with many uninterrupted days of flying. As California residents, we continue to fly through fall and even winter weather but we sure need some more real rain again this year! I guess this can really put a dent in our "build season". Oh well, I'll take flying in our great weather any day over my limited building skills. Don't get me wrong, I love the Scale Masters guys, the old school that produces master pieces from scratch. I'm just lucky our hobby has come a

long way and allow us ARF guys to enjoy 'simple' assembly and flying nice looking models.

Keep up the great comms on the flight line. The 'kids' are doing great! Some of us grown-ups need a reminder, so feel free to let folks know if you can't hear them or they are not announcing their maneuvers or intentions.

I also wanted to address an issue that has surfaced at the field regarding the safety of electric motor powered models prior to flight. I started in the hobby with smaller brushless electrics; still have a few in my hangar that I fly regularly. They hold a special place in my heart, even with my short tenure in the RC hobby, so please don't read this as one of those 'glow' or 'gas' guys picking on electrics. In the interest of being responsible for safely operating our aircraft at all times- it is better to design our power systems, so that the motor is not armed until the aircraft is in the start-up area or out on the flight line/taxiway.



This is not a big deal, because many larger electric airplanes use separate batteries for receivers and motor. There have been some instances of smaller electrics (both fixed wing and multi-rotor drones) being armed and even turned on in the pits to check control surfaces, then the throttle stick is bumped and the motor instantly goes to full power. If you have a smaller electric with the same battery for motor and receiver, please turn it on only when you're in the start-up area or out on the flight line. Bumping that Throttle stick can happen easier than you might think. Also for you micro-electric guys- it's so tempting to fly anywhere, even in the pits; after all it's such a cute small airplane.

Please don't do that- fly only out in the designated flying area, not in the "red zones". If you want any help 'designing' a larger electric with a power system that has a separate arming circuit, I can show you the MPI arming jack that I use or you can talk to one of the larger electric guys at the field (Bahman or Mike Legget).

Please let me know if you have any questions or concerns. I look forward to seeing you at the field on Sunday's and at our banquet coming up in December.
Happy flying

Tim



Photo Copyright © Thorbjørn Brunander Sund - Danish Aviation Photo



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

Castle, AMA Giant Scale FunFly

Hosted by Central California Model Flyers. Held at the Castle Airport in Atwater, Ca.

CDing the event was yours truly Rick Maida and Denny Baker with a new CD to help out Clark Stiles from Santa Maria. Clark ran the staging area taking over my spot so that I could actually get some flying in, what a concept. But Clark is a welcomed force. Thanks so much to Clark and his wife Debbie for the support.

The event is always scheduled on the Memorial Day weekend and starts on Thursday and goes till Sunday. This year we allowed some of the big groups to come in on Wednesday to park and get their stuff all set up for the festivities on Thursday. That made it nice for them to get an early start. We started chalking at 9am on Wednesday morn and were done by about 12:30pm. That is about 25 80lb bags of chalk. Then parking commenced. By Thursday at noon we were filling up. Flying started at high noon. This event is pretty much a family reunion for all that attend. Waiting for this event is always a rush of excitement with the anticipation of being there amongst friends and family. It has become a pretty special event. This year we had about 150 pilots sign up and about 280 aircraft were inspected over the 4 days. Not including the 300 plus aircraft sitting on the ground for either static or with a for sale sign on them. Lots of color.

This event is probably the largest in California and is always growing in popularity. Of course it is not a Joe Nall size event but it is big enough. Which brings up an interesting piece of info which is that our AMA rep Larry Tougas was not there rubbing elbows with all the other AMA folks. His loss bigtime.

We had our pilots meetings

usually around 9am and flying started around 9:30am. I always try to spice things up a bit by doing different things at the meetings. Last year I was challenged to come as Superman this year. So I in turn challenged everyone else to dress up as their

favorite super hero. That was a lot of fun. We had 2 superman, wonder woman, The incredibles, Captain America, Captain Caos, a really sexy wonder women. So next year we are going to build on this theme. Then to spice things up a bit this year we played Jeopardy. The category was 'THINGS THAT FLY' and they had to answer as a question. The reason for this was we have 5 flight stations and pilots try to get out there first in the air. Well this year you had to earn it. One of the questions was, name the eight tiny reindeer that pulls Santa's sleigh. Lots of blank faces in the crowd. But Ernie Swiontek from Santa Maria named all eight. Great going Ernie. So when you come to the Castle event it is just not about flying airplanes. It is having fun and making great memories at the same time.

Photographers included our beloved Kelly Collin Coulter, Jeff Stein from GOING VERTICAL, Ron Jones, Walter Colby and our very own webmaster for the castle event whose name right now escapes me. All were snapping away at all the eye candy flying and taxiing around.

Saturday morn at 5:30 am we had a dawn patrol / memorial for our good friend, George Faulkner who recently passed away. Keith Fick, Dave Sullivan, Norman Poynter, Keith Roberts, Lenny Jantz, Rudy Caceras and others who knew George were out there flying some of George's creations. We all turned into a bunch of crying babies. Kelly got some great shots of the planes silhouette against the beautiful morning sky. George has touched the hearts of many. Pretty emotional for all of us.

A lot of unique aircraft show up at Castle each year. I think





the crowd favorite was Don Rice's Vought Pancake. Yes folks the flying pancake. Don did an amazing job with this aircraft. Pretty cool. It is the Vought V-173 Flying Pancake. Wingspan 48", weight 17lbs, Batteries, IOS-5000 flown on a JR with counter rotating 21x15 APC props. Keith Roberts and Scott Davis had their Moki 250 powered Balsa USA 1/3 scale Stearman PT17's. Wingspan 116" weight 46lbs. Ken Silz brought out his thrust vectoring jet aircraft and put it through its paces. It is a Carf J-10, wingspan 63" engine type P-180 weight 45lbs with a smoke system. Pretty awesome. Lots of big warbirds. Jamie Fiffles brought out his outstanding big Corsair. F4U 122" wingspan Moki 250 sporting a 32x18 prop and a killer smoke system. Weight 55lbs. Robart landing gear in the plane. He also had a set of gear for a bigger Corsair that were amazing and yes, we are not in Kansas anymore Toto. Not as many 3D aircraft this year.

We had a number of first timers at Castle this year. It is always interesting to hear from them after their first very nerve racking flight with all the other pilots and spectators watching. It is a whole different world out on that flight line.

This year Don Rice and myself attempted to fly Frank Gagliardi's big bombers around sharing the same sky. Well, we got them up but Don kind of had his hands full with an engine out situation. Great job Don, a bit of a handful can we say. But the B-29 and the B-24 did get into the air at the same time. Hopefully next year the gremlins will allow us to get into a formation. Let me tell you those two aircraft are really a work of art. Lots of stuff happens when you turn the transmitter on. Being my first time flying the B29, like Don says, you do not fly them, you feel them through the air. Lots of concentration to fly these aircraft. Let's just say shaking in your boots is not an option. Here is the info on these monsters.

Boeing B-29 Superfortress, 168" wingspan, 4x Zenoah G-23 flying with 15x8 props, weight 63lbs, scratch built retracts.

Consolidated B-24 Liberator, 144" wingspan, 4x DLE20 flying with 15x8 props, weight 53lbs, century jet landing gear.

Between the two aircraft, that is a lot of stuff going through the air at the same time. Fantastic job Frank, Don and crew. Thanks again for the privilege of flying the B-29.

Tom Easterday, Dave Smith, Terry Raymond, Tim Foster, Don Corum and Chuck Hebestreit brought out those fire breather full blown unlimited racers. Representing the USRA. Unlimited Scale Racing Association. This is pure adrenaline at its finest. I've never seen Doug Killebrew shake so much while flying a Miss Ashley at 240 mph. I think he had a big ass marlin on the end of that 2.4 ghz antenna.

Lots of big jets this year, which is really awesome. Peter Liu, Ken Silz, Joe Reichlin, Jose Macias, Monty Welch, Chris Dillinger, Keith Fick, Rudy Caceras, Paul Stenberg also the ZAP guy, and many more. Always an eye opener when looking at the plumbing inside of one of these beasts.

With all the big jets and high performance racers and aircraft in the air we could'nt of done it with out the help of Rich Tajeda the air traffic control person. So Scott Malta, airport mgr would request the large flying box through Rich and he would check the pattern around Castle and then if clear we would have the big box. I tell you, it does not get any better than that. Thanks so much Rich.

This years night flying was a huge success. I always enjoy the after 5pm group. Then things that come out at night. I want to thank all the pilots who put up with the request of the FAA UAS number if you want to fly at Castle. No one was without a FAA UAS#. Great going guys.



Tim Cassidy showed us what Lipo batteries look like when they go off. Good thing they were not in his airplanes. As far as feeding the airplane gods this year, we had 5 aircraft rekitted. Reasons, dead batteries, arfs with big motors, dumb thumbs. You know the same old stuff.



Vendor showing this year. Zap, Zurich sunglasses, EMS, Roth airplane stuff, and a few more. Thanks for your support. Hope to see you next year.

All had a great time this year. Already looking forward to next year. Also do not forget about Crows Landing in Sept.

If you want more info on any of these events, please contact me: Rick Maida email is mrcorsair@usa.net

I also want to thank all the workers who helped at Castle this year. We are small but have mighty results. The registration desk was killer as always. Barbara Baker, Merriam Maida, Karen and Ron Bowser, Ed and Evelyn Martin. Cannot con any of these folks. So until next time, Watch your 6

Rick Maida

(Ed: I covered the event in the last issue with a pictorial that includes the Vought Pancake)

Skymaster F-18 with a 160 Turbine



Oscar Rico Phtograph



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