



Servo Chatter

April 2022 Issue



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President's Message

Hello Tomcats,

First, I would like to introduce SCCMAS member, Liam O'Connor. Liam has assumed the role of the SCCMAS Newsletter "Servo Chatter" editor. With the passing of the torch, I would like to thank Mike Luvara for his years of service as the editor of the "Servo Chatter."



We are always looking for "Servo Chatter" content, so please share your photos from the field, an article(s), project or building tips with Liam at newsletter@sccmas.org.

This will be the first full year of club operations since the 'Act of God' closure in 2017. I would like to thank all of the members for their patience and support during this period. Collectively, we overcame this hurdle and are moving forward.

Now is the time to shift the focus on what we have. With rapid growth of the Bay Area in the last decade, vacant land is a scarcity, giving way to field closures around the area. For the past 35 years, the SCCMAS has been operating from the same field location within the County Parks, distanced from development. We are fortunate to have one of the best R/C flying facilities in the west. Let's keep that tradition going!

Being a SCCMAS member for many years, I appreciate the club comradery. Many times a member drives in, with a car full of planes ready to fly, and instead pulls up a chair and talks with other members. We are never short of expertise; you have questions or require help with your radio, R/C model or engine? Help is plentiful. Members will take the time to share their knowledge. These are some of many aspects of our culture cultivated over the years at the SCCMAS.

Spring is upon us, and we need your handyman skills! This year **we will be hosting a field maintenance day on Saturday April 30th from 8:00am to 1:00pm**. *During this time the field will be closed to all model flying!* Bring your rakes, weed trimmers, blowers, safety gear, and gloves. There are plenty of areas that need to be spruced up for the summer. We will be mowing, trimming, painting the benches, painting and roping the perimeter posts, repairing the awning covers, and the decking around the shack. The SCCMAS will provide coffee and donuts in the morning and lunch at 1:00PM. Hope to see you there!

With the challenges of the last two years now behind, the **SCCMAS will be hosting a members' meeting at the SCCMAS field on Sunday May 15th from 11:30am to 2:00pm**. *During this time, the field will be closed to all flying.* A BBQ lunch will be provided to attendees. As usual, the meeting agenda will cover officer reports, new member introductions, field updates and of course finding a new home for the prestigious 'Dumb Thumb' award. And I have witnessed several incidents that meet the criteria to take home this trophy.

As communicated in earlier Club emails, due to the restricted use of our access road, on-site public events are not feasible. However, this doesn't prevent us from hosting an event off-site.

On **Saturday June 4th, the SCCMAS will host the Summer R/C Swap Meet at the Wings of History Museum in San Martin**. The gates will open at 8:00AM, with the Swap Meet concluding at 1:00PM. Admission is FREE. Sellers, \$20 for a 10x10 area. Ample parking is located across the street from museum next to the airfield entrance gate. For more information contact Eric at contests@sccmas.org

See you at the field,

Steve

From the Editor's Desk

Newsletter Editor - Liam O'Connor

Greetings Tomcats -

Welcome to another issue of Servo Chatter. It is an honor and a privilege to introduce myself as the new editor of Servo Chatter. I relish the opportunity to give back to a such a fantastic Club that has brought me immeasurable joy over the past several years. I was especially eager to contribute as I saw the Club come roaring back to life upon completion of our new vehicle access road. It feels great to see the Club so active again, and it has been wonderful to connect with friends, both old and new.

For those of you that I have not had the pleasure to meet yet, I thought I would take this opportunity to provide a brief "self-interview" so you know a bit more about me. I also plan to include a similar "Get to Know Your Fellow Tomcats" feature about other members in future issues of Servo Chatter.

SERVO CHATTER ("SC"): *How did you get involved in model aviation?*

LIAM: I have dreamed about building and flying RC Planes since as far back as I can remember. I think the initial spark for me may have been in about 1984, when I was 5 years old. I visited a new hobby shop that had just opened near my house (Barry's Executive Toys in Novato, CA). The seed had been planted.

Shortly thereafter, in around 1985, a family friend that was an accomplished RC pilot gave me the opportunity to see his RC plane up close. He even handed me the radio and let me taxi his plane around an old softball field at the resort we visited every summer. What a thrill! Then I was really hooked.



After I pestered my parents about RC Planes for the next few years, I received a Cox Eagle 2 Glider for my birthday when I was about 9 years old. I was not aware of any local flying clubs, so my dad and I took the plane to a local soccer field. I crashed shortly after the bungee launch on the maiden flight, destroying the airplane. After the tears finally subsided, I remained determined to build and successfully learn to fly a new RC Plane some day.

My next attempt at RC flight was about 10 years later, during my senior year of high school. I had a part time job in the shipping department at a local warehouse, and scraped together just enough extra money for a Duraplane kit (not a very attractive plane), an O.S. Max .46 engine, and a Futaba Skysport 4 radio system. This time, I decided to maiden at a different local soccer field. That field was the one with the large oak trees on the perimeter, of course. After about 7 seconds of flight, it took nearly 7 hours to "dislodge" the plane from the highest branches of the tallest tree at the field. At least the engine and the radio survived!

Finally, during my freshman year at UC Santa Barbara in 1998, I joined the local flying club (Santa Barbara Radio Control Modelers) and received proper flight training. I soloed in January of 1999 and have been flying ever since.

From the Editor's Desk (con't)



SC: *When did you become a member of the SCCMAS Tomcats?*

LIAM: I became a member of the Tomcats in 2003, when I moved to the South Bay to attend law school at Santa Clara University.

SC: *How has model aviation impacted your life and/or career?*

LIAM: I am an attorney specializing in commercial litigation, so my career is not closely related to model aviation or aeronautics. Admittedly, I did decide to attend Santa Clara University instead of other law schools, based in part on its proximity to the SCCMAS field!

SC: *What disciplines of modeling do you currently participate in?*

LIAM: Lately, I have been focused on learning to fly jets, starting with EDF jets a few years ago.



With the guidance and encouragement of some patient SCCMAS jet experts, I recently stepped up to turbine jets, and obtained my AMA Turbine Waiver last month.

I also love flying sport and scale planes (both glow and gasoline), and I enjoy building from plans and kits, although it is difficult to find the time these days. I have been slowly chipping away at a giant Ziroli F6F Hellcat project for several years now, although I am embarrassed to admit exactly how many years that is.

From the Editor's Desk (con't)

SC: *What other hobbies do you have?*

LIAM: Off road motorcycling, restoring classic cars (currently working on my 1966 Chevelle), collecting/building vintage RC cars, ice hockey, guitar, golf.

SC: *Who or what has influenced you the most?*

LIAM: My parents have been the biggest influence in my life overall. With respect to the RC airplane hobby, my biggest influence was Tom Wolf. Tom was the president of the Santa Barbara flying club in 1998, and personally responded to a letter I had written to the club about flight training and membership. Tom told me that he was an alumni of UC Santa Barbara and worked as an engineer at Raytheon. Incredibly, while he had never met me, Tom said he would be happy to help me pursue my passion for RC flight.

Even though I did not have an RC airplane or an automobile at the time, Tom picked me up at my college dorm every Saturday morning, gave me a ride to the flying field about 30 mins away, and taught me to fly with the dedicated club trainer (Sig Kadet). Tom also taught me various construction techniques and how to use Monokote covering. I soon built my own RC Trainer plane in my dorm room.

I was regularly invited to Tom's family home for home cooked meals, which were a very

welcome and superior alternative to dorm food. I became very close lifelong friends with the entire Wolf family.

Over the following years, I tagged along as "pit crew" for Tom as he competed in, and won, several Scale Masters Championships. Unfortunately, Tom was diagnosed with ALS in around 2016, and passed away due to the disease in 2019 at the age of 62. I will never forget the lessons I learned from Tom about humility, kindness, and generosity to strangers. Tom continues to be a positive influence in my life.

Until our next issue, I wish all of my fellow Tomcats nothing but happy landings. See you at the field!

Liam

servochatter@sccmas.org



From the Archives

Note: This was originally written and printed in 2005

A New Beginners Experience, Racing a T-34

Yet another chapter in the “Lessons for Beginners” series

By Tim Jones

I continue to be amazed at what I’m still learning at my age. I’ve learned that I can actually control a model airplane through take off, flight and landing. I’ve learned a lot about adhesives, building materials, new tools, fuels, props, first aid and glow plugs. So, if I’ve learned all this, what else is there?

Well, one of the many new friends I’ve made since I started in this hobby, Babe Caltabiano, tapped me on the shoulder one day. He asked if I’d like to join up with him and sign up to race T-34’s in the six race triangle series. I thought for a second. “Race” my T-34? I’m sometimes surprised I can actually “Fly” my T-34! Well, of course I said “Yep, I’m in”.

I was into racing of one sort or another many times in my younger years. I raced shopping carts, skateboards, slot cars, bicycles, motorcycles, cars, frogs, whatever would move. I’ve always loved machines. And racing was fun. One thing I’d learned about myself some years ago is that I enjoyed racing for fun. If the racing got aggressively competitive, I was out. It just wasn’t fun for me to get all hyped and worked up about a race. So, the T-34 series was for me. It was a stock class. The kit and the engine are defined in the rules. I met Al Goss, pilot and owner of the full scale T6 racer “Warlock” at a National Air Racing Group dinner a while back. He noted that he had discovered that there were widely differing understandings and examples of “Stock”. But the T-34 racing rules were written with the statement that this series was developed with simple rules, to be fun for fliers of all skill levels. It seemed perfect for me. The big variable for me was skill. I had a stock T-34. I had the right engine. I figured I could work on the skill part. The fun part? No problem. I could have fun. So, let’s go have fun!

By the time the first race day came around, we’d added a third person, Steve Smith, to our group. So, the three of us will ride together, pit for and call for one another. So, what are we learning? One of the surprising things we learned on the first day is that at 5:30 in the morning we can put four T-34 planes, three starter boxes, three tool boxes, three hard hats, three transmitters, three lunch boxes, three folding chairs, assorted jackets, two coffee cups and three grown men into one Ford Explorer with the windows rolled up! Hey, I was surprised.

The first race was held at Fresno. We hit the road early in the morning. Packing up and hitting the road that early in the morning reminded me of going fishing or bird hunting. Neither of which I had done for a long time. The drive was a good time to chat and joke a bit, stopping for breakfast in Los Banos. In that trip we learned of a place not to stop for breakfast again. Driving into the field site I realized that I had never flown at any field other than our own SCCMAS field. I had flown a couple of times at a couple of air shows as an ambassador for the club with no problem, but never at another model flying site. The day went well. Babe called for me and I'd survived every race. I had to race in a fly off for the silver race. I won that, so I was in my first trophy race on my first day of racing. Aaagghh, the pressure. Imagine my surprise to get, in my first day of racing, a second place trophy plaque to hang on the wall over my bench.

The second race was at Madera. All went well, with a third place silver trophy. This is getting easy. The third race at Morgan Hill went fairly well. I made it into the silver trophy race again. I felt I was doing well. I was getting brave. Brave enough to fly a lower line, tighter and close to the ground. So close to the ground in fact that my plane failed to come out of the second turn on the fourth lap. So close.....

The fourth race was at Fresno again. What a great day! I was on! Even with a bad start in the second heat, Babe called me through the turns and I was flying my best lines ever. Three first place finishes and a second place finish put me in the gold trophy race. All was going great. I had a perfect start. I was continuing to fly my best line ever. I was following Babe's cadence. My turns were tight. My roll outs were clean. I felt great. I was leading the gold trophy race. But wait! My plane doesn't turn any more. I was just halfway through the second turn on the fourth lap, when suddenly, NO TAIL! I was one of the victims of a mid-air. I watched my gold race leading racer continue in a tangent off from the second turn continuing over the heads of the pylon judges and smashing violently into the ground. My gold race lead quickly became a fifth place, and an opportunity to build another plane.

The fifth race was again at Madera. What a great day. My swap meet replacement plane was flying great. I was again doing well. The heat race finishes put me once again, into the gold trophy race. This one went much better. I won the gold race and an additional point in the championship series. After the fifth event of the six event series of my first endeavor into model plane racing, I was in the race for points in the championship. I was holding third. I had a chance at the championship.

The sixth and final event of the series. What a beautiful day. Perfect weather, my home field and a proven plane. The first heat, a first and five points. The second heat, another first and another needed five points toward the championship. I was on again. My lines again were right. My timing to Babe's cadence was clean. Two more heats like this and I was going to be in the gold race again. The third heat, I lost my timing. The first couple of laps I was all over

the place. The first turn into the fourth lap I came out of my turn just a bit too close to oncoming traffic. So close that the plane passing by me took sixty percent of my left wing off. Once again, I found my plane completely uncontrollable. Steve worked to cheer me up and said I wasn't out yet, and he loaned me his plane for the next heat. A different plane and transmitter for me. A different set up. My start was way too early. An obvious start cut. But Babe stuck with me and got me through the fourth heat with a third place finish. Enough points for the day to put me into the silver race again. I felt good. Babe's cadence sounded right again. I had a good line going again. By the fourth lap we were leading the race. Enough so, that we decided to relax a bit and just fly safe. No cuts. We made a mistake. The second place plane snapped around the last turn and beat us over the finish line by a cowl. With a clean race, I took second in the final silver trophy race of the series. I'd also maintained a respectable third in the points for the series to win a T-34 kit. What a great finish to a first season of racing.

Babe, Steve and I learned so much for next year. We learned where to never stop again for breakfast or dinner in Los Banos. We learned that we can always fit one more of something into the car. We learned that we don't necessarily need a spare plane for each of us, but one to share as a backup is a good idea. I learned that no matter how far back you might be in a race, keep racing. Someone ahead of you might not be. I learned that no matter what your lead in a race, keep racing. Someone behind you will still be racing.

During this adventure I had four very early mornings and six full long days. I destroyed two perfectly good T-34 planes, five glow plugs and three props. I drank coffee and ate doughnuts with many new friends. I raced and held my own in calm warm air and cold windy air. I shared a friendly rivalry and enjoyed cheering for my fellow racers and teammates. I mounted six different trophies on the cabinet doors in my garage and, I started building a new T-34.

What a rush!!!

Treasurer's Report

Jim Patrick



ONLY Tomcat members, with their current Club card in their possession, have permission to drive the road into the field. Only current club members can fly. Guest Flyers are not allowed. As a current Club member, you may bring in your car a non flying guest or spotter. They have to come in the club members car. These rules are due to our limited use of the entrance road.

If you want to join the Tomcats, you may download a membership application on sccmas.org. Please fill out both pages of the application. Include a copy of your AMA for the entire year. The club does not support Park Flyer or temporary AMA. Include a check for the listed amount. Mail these items to the Los Gatos address on the form. It will take about 7 days to receive your Club card. You may not fly until you receive your card.

The entrance gate at Coyote Creek Golf Drive is to be locked at all times. Do not let Spectators or non-members past the gate. After you enter, lock the gate behind you. After you leave, lock the gate behind you.

Membership

Tim Jones



To make your time at the field more enjoyable, add these items to your checklist.

- Drinking water
- Hearing protection
- Sun protection
- Food
- Folding chair
- Charged batteries

Have fun at the field

Jim Patrick

Field Safety

Tim Stahlke



Fixed Wing Training Coordinator

Peter Vogel



Lesson Learned (Appreciation of our field)

Well greetings fellow fliers. I'm sure like me you are all enjoying the drive-in access to our field every day and the re-establishment of our RC community of friends that helps to create. It's been great to see our field (looking beautiful right?) being heavily used with continued awareness and following of safe practices throughout flight OPS.

During our field outage when I wasn't up for the bike ride in with airplane in tow, I would fly a couple of "smaller" park flyers- my electric ducted fan U2, my Phase-3 F-16, and my Fox Glider (Thx BD) at the local high school. I had kept a best possible margin of safety, flying early when the field was mostly empty, keeping a flight profile over the grass areas (not housing/neighborhoods). Still had some marginal flights and close calls with a jogger, dog owner, and even a golfer. Needless to say, for any of you who used non-AMA sanctioned locations for flying your smaller planes during our outage, I'm sure you became aware and realized those flights were more "seat of the pants" when it comes to operating your RC aircraft safely.

Congratulations New Pilots!

—Krishnan Natarajan and Wagar Khan have successfully soloed

(Lesson Learned, Con't.)

Lesson Learned- Somewhat successfully flying at a multi-use location sure gave me an appreciation for the built-in safety aspects of our field! I'll never again take for granted our field- the clear delineation of the pit area, run-up areas, taxiways, runway, shared pattern, flight stations with Accredited members announcing their flight profile intentions. So to all you member friends/pilots, thank you it's truly a pleasure to be out flying and safely enjoying our hobby with you.

Thanks for kindly helping each other out and for keeping an eye out for safe operations at SCCMAS. See you all out at our fantastic field.

Happy landings- Tim

Uh oh- "DeadStick...LANDING!"



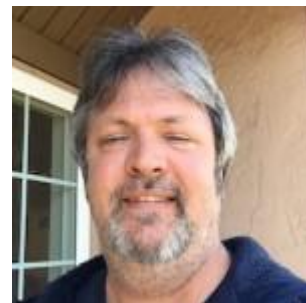
Contest Coordinator

Eric Sander



Field Maintenance

Jon Mattson



Hello again, since we are still restricted to road access for club members only the spring swap will be sometime in may at Wings Of History. I'm still working out the exact date with them. Still looking for and talking to people about having some sort of event that all of our members can participate in. But in the meantime if you're looking for a new project, something unusual or that rare ARF/Kit, here's a list of upcoming swap meets and events:

April 23, 2022 - Woodland Davis Aeromodelers

Swapmeet

April 24, 2022 - Wine Country Flyers

Swapmeet

May 13, 2022 - Madera RC Society, Tranquility CA

"Warfest" warbrid event

June 11-12, 2022 - Woodland Davis Aeromodelers

WWI Dawn Patrol

See you at the field,
Eric

AMA/FAA News

Please note that some of this may be new to you...

In addition to your SCCMAS Membership, you need:

- A current AMA membership
- An FAA Small UAS Certificate of Registration
- Place FAA registration number on your aircraft
- Complete the AMA TRUST test

The Recreational UAS safety Test (TRUST)

<https://trust.modelaircraft.org/>

FAA Drone Zone Website for Small UAS registration

<https://faadronezone.faa.gov/#/>

<https://amablog.modelaircraft.org/amagov/2021/05/11/update-to-faa-drone-zone-registration-and-renewal-process/>

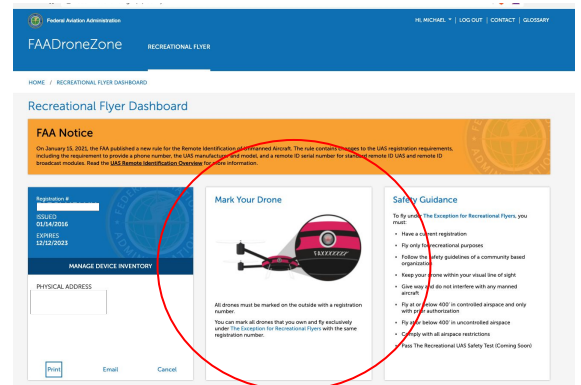
FAA Recreational Rules: https://www.faa.gov/uas/recreational_fliers/

[Advisory Circular AC 91-57B](#)

[AMA Safety Code](#)

AMA Know Before You Fly <https://www.modelaircraft.org/know-you-fly>

FAA Drone Zone Website



Mark Your Drone



All drones must be marked on the outside with a registration number.

You can mark all drones that you own and fly exclusively under [The Exception for Recreational Flyers](#) with the same registration number.

Example FAA Small UAS Certificate of Registration



Federal Aviation
Administration

Small UAS Certificate of Registration

REGISTERED OWNER: YOUR NAME HERE

REGISTRATION NUMBER: XXXXXXXX

ISSUED: 01/14/2016

EXPIRES: 12/12/2023

This Small UAS Certificate of Registration **is not an authorization to conduct flight operations** with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.

To fly under the exception for recreational flyers you must:

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test (Coming Soon)

This Small UAS Certificate of Registration **is not an authorization to conduct flight operations** with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.

For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

To fly under the exception for recreational flyers you must:

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test (Coming Soon)

What are the Rules for Recreational Flyers?

The Exception for Limited Operation of Unmanned Aircraft ([USC 44809](#)) is the law that describes how, when, and where you can fly drones for recreational purposes. Following these rules will keep people, your drone and our airspace safe:

1. Fly only for recreational purposes (enjoyment).
2. Follow the safety guidelines of an FAA-recognized Community Based Organization (CBO).
Note: We have not yet begun officially recognizing CBOs. Recreational flyers are directed to follow the safety guidelines of existing aeromodeling organizations or use the FAA provided safety guidelines per [Advisory Circular 91-57B](#).
3. Keep your drone within the visual line of sight or use a visual observer who is co-located (physically next to) and in direct communication with you.
4. Give way to and do not interfere with manned aircraft.
5. Fly at or below 400' in controlled airspace ([Class B, C, D, and E](#)) only with prior authorization by using [LAANC](#) or [DroneZone](#).
6. Fly at or below 400 feet in Class G (uncontrolled) airspace.
Note: Flying drones in certain airspace is not allowed. Classes of airspace and flying restrictions can be found on our [B4UFLY](#) app or the [UAS Facility Maps](#) webpage.
7. Take The Recreational UAS Safety Test (TRUST) and carry proof of test passage (coming soon).
8. Have a current [registration](#), [mark](#) (PDF) your drones on the outside with the registration number, and carry proof of registration with you.
9. Do not operate your drone in a dangerous manner. For example:
 1. Do not interfere with emergency response or law enforcement activities.
 2. Do not fly under the influence of drugs or alcohol.

Individuals violating any of these rules, and/or operating in a dangerous manner, may be subject to FAA enforcement action.

For more information, read [Advisory Circular 91-57B](#).

Not sure what type of a drone user you are? [We can help you!](#)

Check our [website](#) for the latest updates or follow us on [social media](#) for the latest news.

SCCMAS Scenes - MAJOR FIELD UPGRADES!!



SCCMAS Scenes at the Field (con't.)



SCCMAS Scenes at the Field (con't)





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.



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