



Servo Chatter

July 2022



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President's Message



Hello Tomcats,

Summer is upon us! With warm temperatures, late sunsets, SCCMAS members are enjoying the use of the field 7 days a week. The buzz has returned! The weekend use is back to normal again, pop-up shades, a variety of aircraft, and of course hangar flying. This is a time to relax and enjoy the hobby with other RC model enthusiasts.

As a reminder, during this time of the year the vegetation is dry around the area. Please do not use any open flame devices and NO smoking including smoking in your car. Smoking is prohibited in Santa Clara County Parks. With the help from volunteers, the grass has been mowed around the runway, North and South parameters. The County has completed the annual disking to the east of the runway. I suspect the goats are next in line.

During the summer months the wildlife is active in the Park, including our slithering friends, snakes. Non-venomous snakes and rattlesnakes have been spotted in the pit areas, parking lot and out at the flight stations. They like to stay in the cooler shaded areas. Check around before moving your aircraft, picking up flight boxes, and sitting at the benches. If you encounter a snake, do not disturb the snake, attempt to move or touch the snake. Instead back away and let them continue on their journey.

Another topic brought to my attention is the use of the motor startup box. The motor startup box is used just for that, starting your models. This area is not a place to store your aircraft! After you completed your flight remove all aircraft from this area and move your starting equipment behind the line against the fence. As a reminder DO NOT taxi your model in the Motor startup box. You must have physical contact with the aircraft in this area. Walk your aircraft out to the yellow bar on the taxiways. When taxiing back; shut off your engine at the yellow bar on the taxiway. Electrics, this is a good place to disconnect the battery to disarm the engine before returning the model to the pit area.

Turbine aircraft have a designated area on the south taxiway for startup and shutdown. This allows turbine pilots an easy way taxiing to and from to the runway without having to use extra fuel since turbine aircraft require use a majority of the runway.

With the success of hosting the May meeting at the field, we'll host the next meeting at the field on Sunday August 28st from 11:30am until 2:00pm. During this time, the field will be closed to all flying. Lunch will be provided for members and their guests attending the meeting. The agenda will cover updates from the officers and volunteers, new member introductions, Show-and-Tell. Not to forget, finding another home for the prestigious 'Dumb Thumb' award (currently a conversation piece on Mike Leggett's mantel).

We are always looking for additional 'Servo Chatter' content. If you have photos from the field, an article to share, new product experience, project or building tip, send them to Liam at servochatter@sccmas.org. In closing, I would like to thank the membership for your support.

Enjoy your time flying and 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. As I write this column, it is hard to believe that it has been over one year since the grand opening of our new vehicle access road. Time really does fly when you're having fun!

Most recently, our new access road gave us the opportunity to have our first club meeting at the field in several years. We had a great turnout, a very informative meeting, a delicious Barbeque lunch, and all the camaraderie that only the Tomcats can deliver. We even presented the prestigious "Dumb Thumb" award to one of our lucky members for the first time in nearly five years!

On April 30, for the first time in several years, we held a work party at the field. The work party was a resounding success, with many members completing several long overdue projects. Among other things, the work included the replacement of the stairs on the clubhouse deck, painting of all of our picnic benches, and the repair and replacement of several of our sunshades.

It was excellent to see so many of our members contribute to making our flying field even better than it already was. The SCCMAS is truly blessed to have some of the most committed and hard working members of any club in the area.

The contributions of our membership help to make our flying field one of the best in the nation. If you were unable to make our last work party, please try to make the next one, and be sure to reach out to our club leaders if you would like to contribute in any other way.



I would also like to remind our members that if you have anything you would like to share in our newsletter, please send it to me at the email address below. We are always on the lookout for stories, articles, building tips, photos, etc. that we can include in Servo Chatter.

I hope all of you will enjoy this issue, which includes key information from SCCMAS leadership and volunteers, a summary of upcoming events, and a "Know Your Fellow Tomcats" column featuring our own Lynsel Miller.

Until our next issue, I wish all of you a fantastic summer full of flying, fun, and happy landings. Please remember to bring plenty of water, sunscreen, and be sure to watch out for the rattlesnakes that we see more frequently in the summer. See you at the field!

Liam

servochatter@sccmas.org

Cover Photo: courtesy of Steve Smith. Father and son buddy box flight training with Krishnan and Prem Natarajan

Know Your Fellow Tomcats

Featured SCCMAS Member: Lynsel Miller



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

LYNSEL:

I have always been a modeler, and I started out as a youth building plastic models (planes, cars, ships, etc. in around 1955. I built a model of the USS Eagle ship when I was 8 years old, and later built a model of the USS Constitution. I was always interested in detail, building, painting, and I liked the challenge that modeling provided.

I also used to build “orange crate” airplanes when I was a kid. We would use wood material from orange crates that we were able to get at the local supermarket to fabricate model planes. I started building Guillows kits at the age of 10 (stick/tissue/dope), and attempted free flight/rubber band flight. I fell in love with Spitfires at this time, and I eventually built one that was too heavy and hard to fly (I used planking and paint instead of tissue and dope!).

As my models became more sophisticated and a bit more heavy, I realized that engines would be required to make them fly. U-Control kits were my first planes with engines (Cox .049 engines). I had a PT19, among others, and I flew the U-Control planes often with my brother. I always loved warbirds, and thought that “one day, I will build a Spitfire.”

Know Your Fellow Tomcats, con't.

I moved up to Radio Control in the early 1960's. A neighbor gave my brother and me single channel Control-Aire vacuum tube radio with one-channel (not proportional), a vacuum tube receiver, rubber band escapements, and several heavy batteries. Eventually, I saved up enough money to buy a Heathkit radio. That was my first proportional radio, and I used it to start flying my glider. I taught myself to fly RC, as there were no clubs or instructors around at the time. The result was that I crashed quite a bit, and had the opportunity to repair things quite a bit.



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

LYNSEL: 1988.

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

LYNSEL: My modeling skills contributed to my success in college while I studied industrial design. I also currently build and repair models for NASA, and have been doing so for several years. Notably, I built 33 plastic models of the Kepler Space Telescope for NASA that are displayed at various locations.

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

LYNSEL: RC Gas Powered Scale Planes/Warbirds (I started flying giant scale gasoline models in early 1990's (Yellow Spitfire).

I also love Scale Sail Planes (I was really getting into this before COVID). I did the annual Los Banos Aerotow event for 27 years, and I also did lots of slope soaring below Los Banos Creek Reservoir. I plan to get back into slope soaring and attend the Aerotow event when it makes its post-COVID comeback. ¼ scale Hurricane built, largest ever.

SC: *What other hobbies do you have?*

LYNSEL: Classic European Sports cars – I am currently working on 1966 Mini Cooper; I previously had MGs, Austins, and I enjoy watching sports car racing.

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

Know Your Fellow Tomcats, con't.

LYNSEL: John Andrews, who was the ex-president of Tomcats. I was very envious of the Zirolis warbirds John would build (Hellcats, Bearcats, Mustang, etc.). John was very successful at it. John built many planes for other SCCMAS members. I would go to John often for advice about building, choosing the components, servos, etc. There was a steep learning curve with gas engines at the time, which were relatively new compared to glow engines, and John helped me succeed. Later on, I repaid the favor and gave advice to John as I gained more experience with giant scale planes and gasoline engines.





From the Archives

By Tim Jones

Note: This was originally written and printed in May 2005

More Lessons for Veteran Beginners

I've been learning lessons, as I've written earlier, from the moment I gave serious consideration to giving this hobby a shot. So, I've been having fun with this for a couple of years now. As I'm still a beginner in many aspects of this hobby and I've got a couple of years now, I consider myself a bit of a veteran and a beginner. So, "Veteran Beginner".

The basic beginner lessons are still there. I've improved on them. I haven't dinged my finger with a prop in a long time now. But I do continue to glue my fingers to balsa wood. I continue to see that veterans enjoy and helping a beginner. But if a "Veteran" of any caliber, messes up a take off, steps on his antenna, flies off with the glow driver still hanging on his plane or snags a bowling ball in the safety net, there is no mercy in nominating him for Dumb Thumb. I've gotten several dumb thumbs already. I feel "Accepted". I consider Dumb Thumb a badge of honor. Every Dumb Thumb has a good time attached to it. I've improved my talent for applying covering. But my choices for color section have a ways to go. I continue to enjoy sharing laughs at the field. The more time I spend at the field, the more I get to laugh, often at myself. The trees at the south end are still taller and closer than they appear. The weeds are often taller than they appear. Sometimes, the runway is shorter than it appears. These are some of the lessons learned in the very beginning. They continue to be very valuable lessons.

Now for the more lessons part. I've learned that there is some truth in the saying that you can't have too many planes. Though this is a debatable statement and hard to defend, it appears to be true. Somehow, I always have some twisted justification in buying another plane. I've learned to work different angles in explaining this justification to my wife, although, it is getting tougher to do. I've learned that the dining table is not a place to store parts, assemblies or materials, or a convenient place to work on propeller balancing or fitting engine mounts. (That one was for Wendy.)

I've learned that it is not uncommon to have several spare engines, airplane ARF kits, servos and receivers, just in case the urge hits you to put something together. I've learned that if you have several of the same spare prop, they will be with you at the field in your box. But if you have only one spare for the plane you took with you on any given day to the field, it will be at home on the bench.

From the Archives, Con't.

If, while you're driving to the field, you wonder if you remembered your transmitter, you have a fifty – fifty chance that you have it with you. If, however, you think about it and are sure you remembered it, you will have to go back home to get it or enjoy the day "Hangar Flying".

I've learned that there is always a deal somewhere at the swap meet. These deals will often present the opportunity to work that talent for the twisted justification for bringing another project home. I've learned that E-bay and Tower Hobbies are not good places to browse around when you have idle time. You're much better off using that time to assemble one of the kits you already have, or repairing one of the planes you've set aside to repair another day. I've learned that if everything you have is repaired or built, your computer internet connection will be down, so you can't browse for another project. So, you have to buy something while you have the opportunity, just in case.

Overall, all of the lessons are fun. Helping a new flier at the field get signed off and watching him smile when he successfully completes his first one hundred percent solo flight is one of the most rewarding experiences in the hobby. I've found that there is no word that can truly describe the feeling of a greased tail dragger landing on the mains and flying the tail down the runway for a soft tail set down and taxiing back to complete a flight.

I'm learning more lessons. I'm getting into racing. I've got twelve points on the series so far. But, that's another list of lessons.

Stay tuned.....



Fixed Wing, Drones, and Helicopter Flight Instruction

Coordinator

Dave Neves

Congratulations New Pilots!

New member Mike Tate has completed his flight training and was soloed on 6-4-2022. Congratulations to Mike. He was soloed by Dave Neves and trained by Dave and Mike West.

We have three new members who started flight instruction, Matt Amacker, Allan S Eckmann, and Prem Natarajan. Welcome to our club!

New members who will require flight training has started to pick up. I would like to post the names and contact information of SCCMAS members who would like to become flight instructors.

Although we cannot make it out every weekend, the more instructors we have, the quicker we can solo new members. I also believe that it's good for students to benefit from different flight instruction techniques. If you are interested in becoming a flight instructor, please contact me.

For anyone who is interested in flying a model airplane, but does not have a plane yet, please contact me and I would be happy to take you up on a buddy box flight on my club trainer. Just give me a call or email at: (510) 673-4467 or rcheliguy7@gmail.com

Thanks,
Dave Neves





Fixed Wing Flight Instruction Coordinator Mike Leggett

Hey Tomcats,

I have been working with Alex every Sunday afternoon to prepare him to pass his quest of getting signed off after he crashed his model in that attempt more than a month ago. It looks like he is ready to try again next week.

I also buddy boxed with Fran Weiss, whose late husband left her with three planes in good flying condition I hope she will return for more stick time. Meanwhile I have bought the planes and will use them as trainers. (See photos at p. 19).

I am still working on the XF-11 build and in parallel with that I have developed a new approach to hybridizing gas engines and am using a Top Flight 86 inch P51 as a test bench. The DLE-20 with an XOAR 6012 turn an 18x10 prop to 7160 rpm on the ground. You can find more about the build on [RCSCALEBUILDER.COM](http://www.rcscalebuilder.com). I had it out to the field for a taxi test last week and hope to maiden it in the coming weeks. (See photos at p. 19).

http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=33673&KW=DLE&PN=0&TPN=1

Keep 'em Flying,
Mike

Field Safety

Tim J. Stahlke



Greetings Flyers-

Well as some of you may have noticed I've been MIA from our awesome field for a bit. No my Airplanes are most definitely NOT for sale. Suffice it to say, I've just been caught up in scheduling nightmares, but I've snuck back and had a flight or two and of course want to tell you about it. I was able to fly my smaller electric stuff down at our local School. I have also had quite a few flights in the neighborhood with my Blade 350QX which for this fixed wing guy is quite a thrill. Captured a lot of great footage on my GoPro while walking our Black lab Toby in the Los Gatos Foothills.

So what in the heck does this have to do with safety at our field? Well maybe not a lot, but until I came back and had a few 30 minute flights with my H9 Super Cub, I didn't realize how much I missed the built in safety features of our field, and the comradery of our friendships at the club. Flying small electrics at the school or my quad copter during the walk, I realize what a pleasure it is to have such a great Club, good friends, facility, wide open space, which is dedicated to safely flying my Giant scale gassers and electrics. When I think of all the clubs that have lost privileges, or lost their fields entirely, well it makes me take stock in our good fortune to have a healthy safe club and flying site.

Our safety program continues to work, thanks to all of you, I see evidence of this all of you having amond for safety each time I'm at the field, on the flight line hearing the good solid communication.

Continued on following page . . .

As another reminder of field safety, I would like to congratulate the latest winner of our **“Dumb Thumb” Award**, Mike Leggett!



Mike learned (the hard way) the importance of remembering to charge his flight batteries before attempting to fly. This is a nice reminder to all of our members to have a pre-flight checklist that includes making sure flight batteries are properly charged before they leave the earth.

See you at the field. Happy flying,

Tim

SCCMAS Officers and Volunteers



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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/>

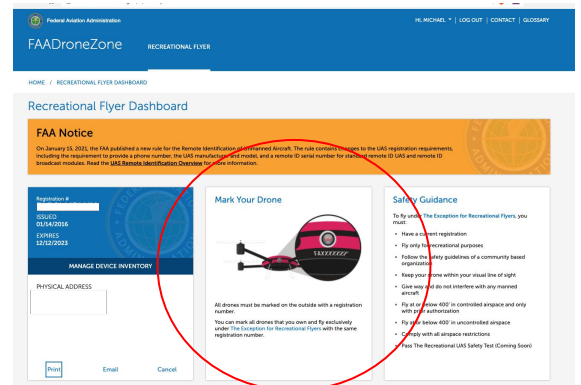
FAA Recreational Rules: https://www.faa.gov/uas/recreational_fliers/

[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 Work Party, April 30, 2022



SCCMAS Members Meeting, May 15, 2022



SCCMAS Members Meeting (con't)



Show & Tell: Michael Radu's Corsair Project



Show & Tell: Planes on Display!



One of many snake sightings at SCCMAS - exercise caution!

SCCMAS: Scenes from the Field



Mike Leggett buddy box training with his newest student, Fran Weiss.



Mike Leggett's newest engineering feat - a hybrid gas/electric power plant for his Mustang.

SCCMAS: Scenes from the Field (con't)



Just a few of the Tomcats “Hangar Flying”!



Liam's Great Planes Escapade w/ O.S. 95AX



Dave's Helicopter

In Memory of Jim Thompson



Longtime SCCMAS Member, Jim Thompson, passed away recently. Jim is pictured above in the back row on the right, with the blue cap. Lynsel Miller is seen in the foreground. Jim was a generous volunteer for SCCMAS in the past, and would frequently mow the grass. He also provided SCCMAS with a mower and worked on it regularly to keep it running. Jim constructed many airframes for several SCCMAS members over the years, including the A-26 (for Dick Gardner) and the $\frac{1}{3}$ scale Fokker D VIII pictured on this page.





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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