



March 2024 Issue

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President's Message

By Steve Smith



Hello Tomcats,

This past weekend we saw relief from the inclement wet weather with temperatures reaching the mid 70's. During the past several months of wet weather members were still out at the field to get in flights while other parts of country are experiencing below freezing temperatures. This is one of the benefits of living in the Bay Area, we can enjoy our hobby year around. As spring approaches, warmer temperatures, later sunsets, you will experience a larger number of members flying.

Reflecting back on 2023, the amount of the new people to the hobby and people returning back to the hobby is impressive. We have seen a steady stream of youth and families wanting to learn to fly R/C aircraft, with a majority being signed off for solo flight. Congratulations to all new pilots that received solo status in 2023 and 2024. I would like to acknowledge the efforts of Dave Neves, Mike Leggett, Mike West and others for training future R/C pilots.

As the use of the facility increasing this time of the year, we only have six flight stations, requiring fair use for all pilots. With the existence of electric aircraft, the setup time to flying is significantly lower, making it easier to just walk out and fly. Before any flight, there is a flight board in the motor startup area.

All pilots are required to clip their SCCMAS card to one of the six flight stations where you will be flying from. Once your card is clipped to a flight station you can take a turn flying. After completing your flight, remember to take down your SCCMAS card and place it in the tray. This indicates that a flight station is available for use. At times, this will require self-policing, as cards may be still clipped to an open flight station. Check around to make sure no-one is in the process of preparing their aircraft for flight in the motor start-up area. Let's work together to make this a smooth process for an enjoyable experience.

Enjoy your time flying and see you at the field,

Steve

Tomcats Reminder:

—All Tomcats Members must lock the main entrance gate behind them each time they enter and leave the SCCMAS Flying Field.

From the Editor's Desk

Newsletter Editor - Liam O'Connor

Greetings Tomcats -

Welcome to the March 2024 issue of Servo Chatter! I hope you all enjoyed the holiday season, and that 2024 is treating you well thus far. We have had many excellent flying days at our Field over the past few months. We also hosted another SCCMAS Club meeting in October, which was well attended. It has also been great to see so many new members joining our club, both young and old, and completing their flight training. A special thanks to all of our SCCMAS flight instructors for sharing the joy of RC flight with newcomers, which grows and strengthens our Club and the hobby in general.

We are experiencing a heavy winter storm as I write this column, which is an excellent time to build, repair, and/or maintain our aircraft. As for me, a fuel pump failure and resulting deadstick landing caused the loss of my HSD Super Viper (pictured above right) in October, after nearly 150 successful flights. I recently took advantage of my winter weather "garage time" to complete the finishing touches on my replacement for the Viper - a CARF Models Joker, which is powered by a Kingtech K-85 turbine engine (pictured below). I had a successful maiden flight in mid-February. I am also about to begin assembly of a CARF Models Rebel HOT that Santa (*i.e.*, me) brought to me around Christmas time. The Rebel will be powered by the Kingtech K-60 from the Viper. I am excited about these projects, and look forward to spending more



time at the field as springtime approaches.

I hope all of you will enjoy this issue, which includes key information from SCCMAS leadership and volunteers, a recap of our quarterly club meeting, a summary of upcoming events, plenty of photos of our recent activities at the flying field, and a construction article by SCCMAS member Andy Keates, detailing his SIG Wonder build.

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.

Until our next issue, I wish all of you a fantastic spring full of flying, fun, and happy landings.

See you at the field!

Liam

servochatter@sccmas.org



Cover Photo: courtesy of Steve Smith. Father and son duo, Aarin Vyas and Adhish Vyas, celebrate certification of completion of their solo test flights.

SCCMAS Officers and Volunteers



President
Steve Smith
steve@sccmas.org



Secretary
Mike Leggett
secretary@sccmas.org



Treasurer
Jim Patrick
treasurer@sccmas.org



Board Member at Large
Michael Luvara
mike@sccmas.org



Board Member at Large
Tim Jones
renewals@sccmas.org



Fixed Wing, Drones and Helicopter Flight Instruction Coordinator
Dave Neves
rcheliguy7@gmail.com



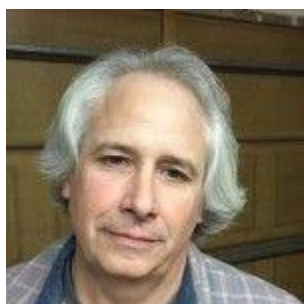
Newsletter Editor
Liam O'Connor
servochatter@sccmas.org



Field Safety Chairman
Tim Stahlke
Timothy.stahlke@gmail.com



Field Maintenance
Jon Mattson
fieldmaintenance@sccmas.org



Contest Coordinator
Eric Sander
contests@sccmas.org



Webmaster
Chris Luvara
webmaster@sccmas.org



Flight Instructor
Mike West
iflyi16@comcast.net



Flight Instructor
Karl Allmendinger
karl.allmend@sbcglobal.net



Flight Instructor
Dean Sala
deansala@suntactics.com



Fixed Wing, Drones, and Helicopter Flight Instruction Coordinator

Dave Neves

Congratulations New Pilots!

Congratulations to Aarin Vyas and Adhish Vyas (cover photo) on completing their flight training and soloing on November 5, 2023. Aarin and Adhish were trained by, and soloed by, Dave Neves.

Congratulations to Magesh Kumar (below) who was instructed by Mike West and soloed by Dave Neves on 1-28-2024.



Congratulations to Aiden Liang (below) on completing his flight training and soloing on 12-3-2023. Aiden was trained by, and soloed by, Dave Neves.



Congratulations to Amogh Vasudevan (below) on completing his flight training and soloing on 12-2-2023. Amogh was trained by, and soloed by, Dave Neves.



New Pilots, Con't.

Congratulations to Thao Nguyen (below) on completing his flight training and soloing on 12-10-2023. Thao was trained by, and soloed by, Dave Neves.



Congratulations to Lucas Hornak (below) on completing his flight training and soloing on 12-10-2023. Lucas was trained by, and soloed by, Dave Neves.



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 (pictured below left). Just give me a call or email at: (510) 673-4467 or rcheliguy7@gmail.com

We now have a number of additional instructors who are available to help with flight instruction. If you are a new member who needs help, please check with them for their availability. You can find their names and contact information on our website in the training section.

Thanks,
Dave Neves





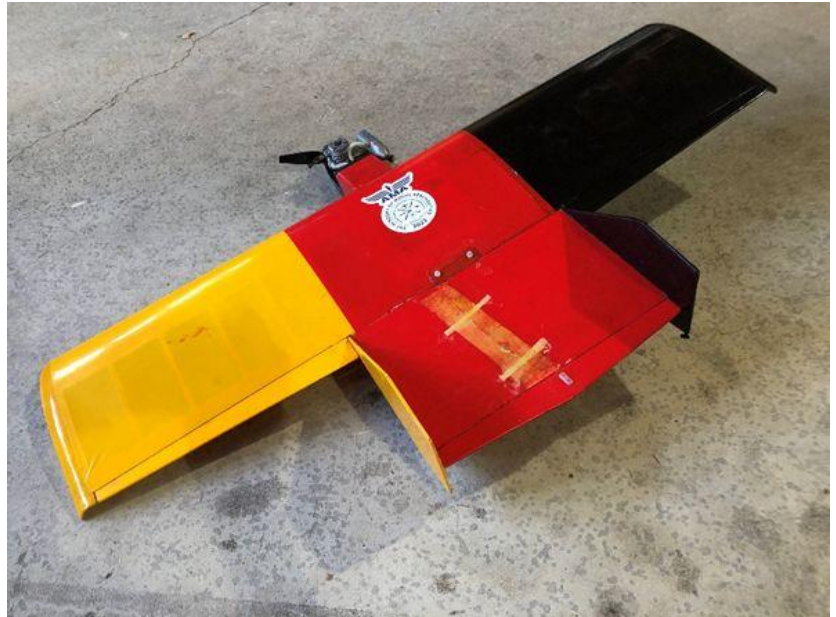
Construction Article

By SCCMAS Member, Andy Keates

SIG Wonder

The SIG Wonder is fun to fly. That's the bottom line here. Hand-launched, it's fast and nimble. No rudder. Easy to transport, no assembly required at the field and frugal on glo fuel. It's pretty sturdy too! All in all, it's a fun fallback to more serious aircraft. Not for beginners to fly!

The first one I built crashed in 2004 when the wing separated from the fuselage in flight. Here's the second one. I used to live in Germany, so the German flag was a good color combination not only to look cool, but to figure out which way up it was in the sky. This one has been serving me since then. But ... the covering is peeling, it's been broken and repaired several



times, oil has gotten into the balsa, so replacement covering won't stick, and when I tried peeling off the red film it left a gooey red mess on the balsa that I couldn't completely remove. So, it's time to rebuild her. She's a flying wreck! I'm now building my third one. A prior Christmas present from my daughter that finally arrived last June!

(Con't on following page)

SIG Wonder, Con't.

The current state of mark III is pictured below. It's getting close to completion and incorporates everything I learned from the previous one. The fins have fiberglass matting reinforcing the join to the stab and I've added fillets to strengthen it where mark II had



Mark II is currently going to serve as landing practice. You have to land this dead-stick every time and the grass around our runway isn't exactly soft and flat. There's also a rough hard furrow in the dirt about 15ft back from the runway acting as a fire break. That leaves a hard grassy (?) 15-foot wide strip on which to land next to the runway. No rudder, remember! The rough furrow beyond it is waiting to make mincemeat of a poorly placed landing. My plan is to reliably land mark II almost stalled to minimize wear/damage, then mark III will take over! Wish me soft landings! It's easy to launch and a blast to fly ... just gotta get it down safely!

Did You Know?

–The speed limit on the SCCMAS Vehicle Access Road is 15 MPH.





Tomcats Windmill Repair

By SCCMAS Member, Lynsel Miller

I found Tomkitty (SCCMAS windmill) broken in the transmitter impound in mid-November. He must have blown off the weather pole. As shown in the photos below, the propeller was broken. As the second picture shows, I made a new propeller, and later added some black and white paint to finish the repair. I also drilled the mounting rod for a cotter pin instead of relying on the set screw that apparently loosened, allowing Tomkitty to fall. Tim Jones also helped me with the repair and re-installation of Tomkitty on our weather pole.

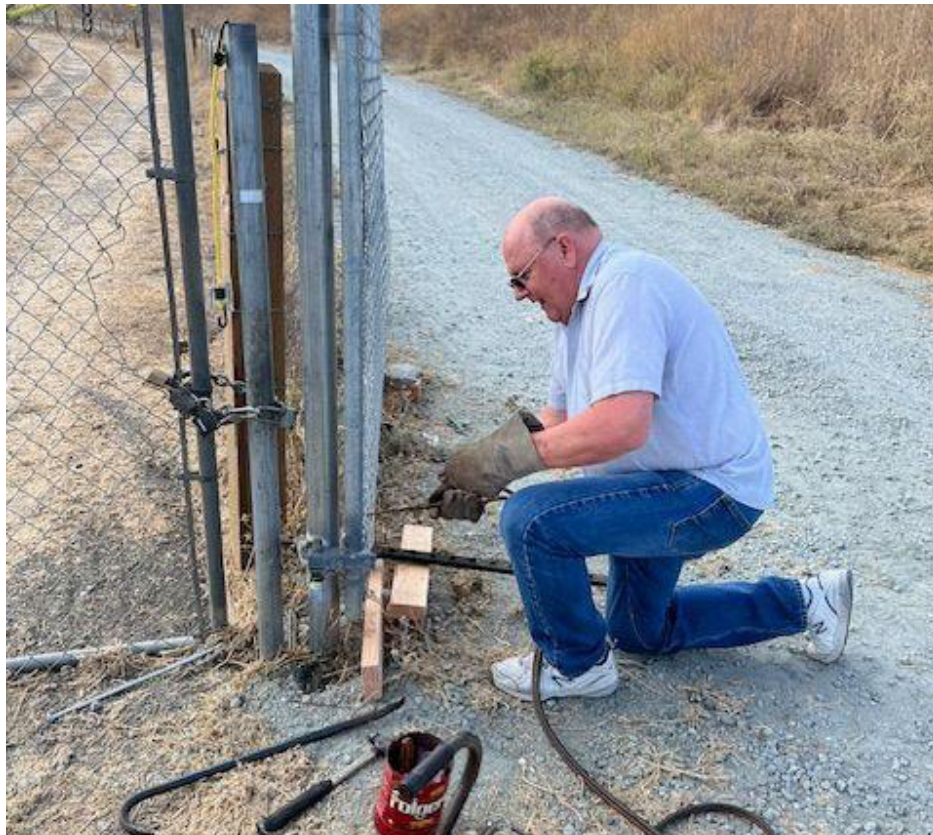




Tomcats Gate Repair

By SCCMAS Member, Tim Jones

In early September, the SCCMAS gate hinges broke, which impaired access to our field. As shown in the photo below, Tim Jones quickly came to the rescue with his welder, making the repairs necessary to restore access. Passionate members who care about our club, like Tim Jones, are what keeps SCCMAS operating as one of the best flying fields in the Nation.



SAVE THE DATE!

**SCCMAS 2024 Warbird Fly-In June
8, 2024**

More Info to Follow

AMA/FAA News

The following is an excerpt from the FAA's Website:

FAA Extends Remote ID Enforcement Date Six Months

Wednesday, September 13, 2023

Drone pilots who are unable to comply with the broadcast requirement of the [Remote ID Rule](#) will [now have until March 16, 2024](#), to equip their aircraft. After that date, operators could face fines and suspension or revocation of pilot certificates.

In making this decision, the FAA recognizes the unanticipated issues that some operators are experiencing finding some remote identification broadcast modules.

Drone pilots can meet this deadline by purchasing a standard Remote ID equipped drone from a manufacturer or purchasing a Remote ID broadcast module which can be affixed to existing drones that do not have Remote ID equipment.

Remote ID acts like a digital license plate and will help the FAA, law enforcement, and other federal agencies find the control station when a drone appears to be flying in an unsafe manner or where it is not allowed to fly.

Learn more at:

<https://www.faa.gov/newsroom/faq-extends-remote-id-enforcement-date-six-months>

AMA/FAA News (Con't)

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>

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)

SCCMAS Members Meeting October 1, 2023



SCCMAS: Members Meeting (con't)



SCCMAS: Members Meeting (con't)



SCCMAS: Scenes from the Field



SCCMAS: Scenes from the Field (con't)



Above: Sia with his CARF Models Rebel MAX



SCCMAS: Scenes from the Field (con't)



SCCMAS: Scenes from the Field (con't)



Above: Alex Saroyan, preparing his Baja Hobbies Mini Shark for its maiden flight. The model is powered by a Kingtech K-85 Turbine Engine.

Right: Alex, with the Mini Shark after a successful maiden flight.



Above: Liam's CARF Models Joker and Great Planes Escapade

SCCMAS: Scenes from the Field (con't)



SCCMAS: Scenes from the Field (con't)



Above: Liam after the successful maiden flight of his CARF Models Joker



SCCMAS: Scenes from the Field (con't)



Above: Photo by Oscar Rico

SCCMAS: Scenes from the Field (con't)



Oscar Rico
Photography

Above: Photo by Oscar Rico

SCCMAS: Scenes from the Field (con't)



Above and Below: Photos by Oscar Rico



B1 Lancer



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.



SCCMAS
163475 W La Chiquita Ave
Los Gatos, CA 95032

