

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

January 2001 - Issue # 84

Editors: Chris and Mike Luvara

<http://www.sccmas.org>



NEXT MEETING: Wednesday, January 24th @ 7:30pm.

Location: Hayes Elementary School, located off of Poston Dr in San Jose. See page 2 for a meeting map.

Future dates: March 22nd, May 24th

Program: Raffle prizes will include the usual - a radio, an engine, a kit, glues, and lots of other neat stuff! Bring your latest creation for show and tell and receive a free raffle ticket. Coffee and Donuts as usual.

Cover Photo: Rick Schrameck's model of a Reno Racer (Miss Ashley II) steaks by on the straightaway in September at the WCAR finals. (Photo by Chris Luvara) **Note: We are always looking for cover photos. If you have any, please send them in. We will sure use them! Otherwise, we use what we find here in our collection. Remember, this is your newsletter. You're contributions of photos, articles, etc are welcome and encouraged.**

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From the Editor



by Mike Luvara

Mike -
servochatter@sccmas.org

Since the last issue in November we have had a few changes in the SCCMAS that you should take note of. As of Dec 28th, the club has a new business phone line. It is (408) 292-1212. Because Kevin and I are going to share the same residence, this gives us an opportunity to share the load

of duties in taking on this responsibility and some others. As many of you heard at the last meeting, in the past newsletter, or by word of mouth - our Vice President Chris Fouquet has resigned his position due to the fact that he and his wife have moved to Templeton, CA in the valley. Chris is going to remain a member and actively fly at the field from time to time, but the 2 hour drive doesn't make it a viable trip every weekend. With this, I have taken account for the club database and club cards in which Chris has handled for the past few years. Kevin and I will spread the workload on these duties too as it provides somewhat of an "SCCMAS Central" opportunity for us to pool resources and time.

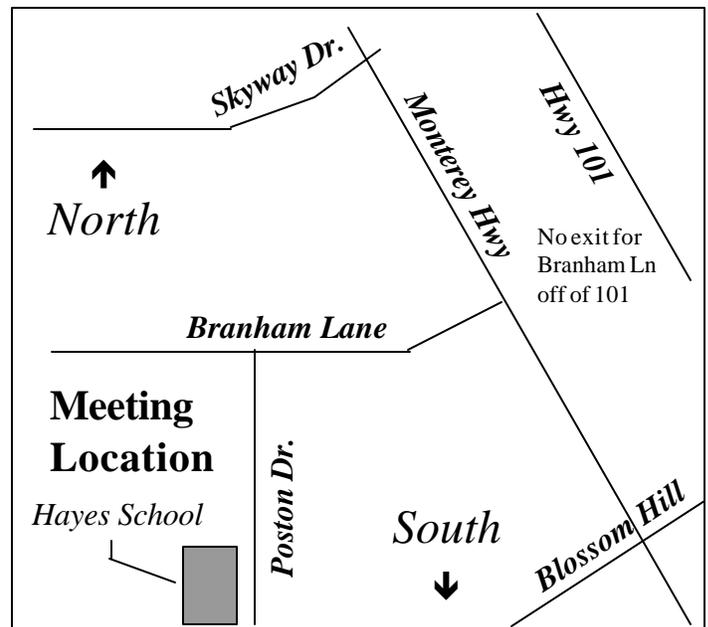
At the last meeting, I mentioned about a new event that I wanted to try in lieu of the yearly fun fly this year. Some members inclined that they would try the event, but the response was small. I still would like to try the event out though. The normal "Interclub" fun fly (which we hold in the spring) will still be held contrary to what I said at the November meeting. However, I may still hold an informal "build and fly" contest during the year where the event does not close the field to open flying. For those of you who are wondering what a build and fly is - it's simply what the words state. You show up with a team of

about 6 individuals with an engine and radio gear in hand, plus a few other tools, glue, etc, and I provide you with a bag/box of unknowns. You are allowed to use whatever materials are provided to you and no more. In the least amount of time, your team has to build a flyable model that will circle the field once. It's quite an interesting event and challenges the creativity of everyone. More info will be provided in a future newsletter. For now, fine-tune those fun fly skills. Fresno Radio Control Modelers took the trophy for highest average points last year and the SCCMAS should want to win this year!

Also, included in this newsletter is the 2001 SCCMAS renewal form. Please fill it out and return it to the address on the form with your check and a copy of your AMA. You will receive a club card within 2-3 weeks of receipt of your renewal.

That's it for me this month. Fly safe.
Michael

Meeting Location Map



Drawing not to scale

Remember, if you've got any submissions, send them to:
Submissions due by January 10th for the January issue.



Servo Chatter
1365 Buchanan Drive
Santa Clara, CA 95051-3950

Email at: servochatter@sccmas.org
Call voice or fax at: (408) 246-9583
(Please call the above number voice before faxing.)

Did you know that the AMA requires your name, address, AMA#, and phone number in your aircraft? If you don't have it in your aircraft already, it would be a very wise idea to put it inside your aircraft in the event that your airplane is ever lost or stolen.

Contest Corner

by Kevin Norred



Welcome to another edition of Contest Corner. January 27 is the contest schedule meeting for all of Northern California. I will keep everyone up to date on the contest schedule for 2001. All the events for California will be set in "gold" by the end of January. Due to the fact that we are one of the largest clubs in California, some of the outside clubs schedule their events around us. We host 12 events a year and in order to accommodate everybody, we set our events in "gold" before going to the scheduling meeting.

The events for the 2001 season are going to be the best that the SCCMAS has ever had. We are trying to take each and every event to another level. My emphasis is on participation and spectators. With the combination of the two, this makes or breaks an event. I hate to say it but I like to brag to everyone that each and every event that is hosted by our club is the best.

I have been working with some of the Northern and Central California clubs and it has taken some long distance phone calls and headaches to come up with the perfect schedule. Here is how things will go for the 2001 season.

March 3, 2001 **Inter Club Fun Fly Challenge**
C.D. Mike Luvara

April 7, 2001 **Triangle Series 2001 T-34 Mentor Races** C.D. Kevin Norred

April 28, 2001 **Swap Meet/Flea Market**

May 19-20, 2001 **West Coast Jet Fly-in**
C.D. Tam Nyugen

June 16, 2001 **Giant Scale Fun Fly**
C.D. Lynsel Miller

July 14-15, 2001 **Airshow 2001**
C.D. Kevin Norred

August 5, 2001 **Swap Meet/Flea Market**

August 18, 2001 **Warbird Races**
C.D. John Gaines/Kevin Norred

September 1-2, 2001 **SCAT/IMAC AEROBATICS**
C.D. Chris Fouquet

October 6-7, 2001 **Triangle Series 2001 T-34 Championships**
C.D. Kevin Norred

November 3, 2001 **Swap Meet/Flea Market**

November 10, 2001 **Pattern Contest**
C.D. Bob Whitacre

Until next time, take it easy.

**Model
Market**

Mail or fax your ads to:
SERVO CHATTER
1365 Buchanan Dr
Santa Clara, Ca 95051
Voice/Fax (408)246-9583
(Call voice before faxing)
Email: servochatter@sccmas.org

"Classified Ads for our Members"

- Pre-assembled T-34 Mentors. Perfect for the T-34 Mentor Racing class. \$175.00
- Pre-assembled Frontier 40 Trainers \$ 175.00

**Aircraft are ready for radio and engine. Can also be assembled to further stages. Call for pricing.

- SuperTiger .61 ABC. Does not like to be mounted inverted w/ out pump). Engine has 30 min of run time. \$ 100.00

- David Lane AT-6 Fuselage w/ NA-50 Turtle deck (not installed). Plans, Glass Fuse & cowl, Stab and Rudder only. Templates for wing available. \$200.00

- Aerotech Sea Fury (NIB) \$75.00
- Aerotech Harvard/AT-6 (NIB) \$75.00
- Composite Hollow-Core Q-500 wing. \$50.00 (Paid \$200)

Call Kevin Norred (408) 281-8521 pager (408) 973-3338

From the Secretary's Building Board

October meeting notes:

by Rich Luvara

- 67 members present
- New members present:
Robert Forbes
Stephen Shaefer



Show and Tell.....

John Ribble – Brought a Blue Max II fun fly plane. It is powered by a pumped OS 61 motor with a pipe. Weight is 7lbs.

Oops – Whoever brought the other airplane to the meeting, we apologize. Our notes were missing your name and info on the plane.

Dumb Thumb

Winner(s): Jack Sunzeri and Art Robinson



Raffle



Radio,kit, fuel (got lucky this month?) - Bob House - *Don't forget the donuts for the next meeting Bob!*

- Kit - Dick Gardner
- Engine - Dave Barmore
- Engine - Jim Shadwick
- Power Panel - Babe Caltabiano
- Fuel - Howard Sosbee
- Mixing cups - Brian Nelson
- Trickle Charger - Jim Thompson
- Pic Epoxy - Robert Forbes
- Pic Epoxy - Dave Wilbur
- Field Kit - John Gaines
- Fuel - Len Norred
- Fiberglass - Barry Mangan
- Epoxy brushes - Frank Narvaez
- Epoxy brushes - Len Fortunali



This month, we have to thank *Sheldon's Hobbies and Penn International Checmicals* for their help with our raffle. Without contributions from sources like this, our raffle would in no way be possible. Please support all of our local hobby shops that are listed on the back cover of the newsletter. **Remember, the local shops are the ones that donate to our club. The mailorder ones do not.**

Treasurer's Report

By Babe Caltabiano



Cash Flow Report
11/13/00-1/6/01

INFLOWS

Contest Entries	\$435.00
Dues	\$270.00
Flea Market	\$200.00
Food, Inc	\$390.00
Raffle, Inc	\$520.00

TOTAL INFLOWS

\$1815.00

OUTFLOWS

Acme Sanitation	\$204.79
Ads	\$40.00
Garbage	\$318.52
Office	\$174.24
Pest	\$50.00
Printing	\$354.12
Vending rental	\$75.00
Stamps	\$145.40
Trophies	\$136.28
Utilities, PG&E	\$89.40
Utilities, Phone	\$262.50

TOTAL OUTFLOWS

\$1850.19

OVERALL TOTAL

-\$35.19

Race News

by Kevin Norred

Happy New Year! I hope everyone had a great time during the holidays. Hopefully your significant other understood what race plane you wanted for the holidays and got it for you. If not, look for another significant other. hehehehe

The race season this year is going to be long and fun. There are five different classes to choose from in the races to be held. They will be at the TRCM (Lodi), SCCMAS (Morgan Hill) and MARCS (Madera) clubs, respectively

The first racing class I would like to go over and explain to you what to expect is the World Models T-34 Mentor Class. Most of you already have seen or heard about the races but for the newcomers in the club, this is an entry level racing class that is separated into Novice and Expert classes. There are rules and guidelines that must be followed but the basics of the class are one aircraft, the T-34 Mentor made by The World Models Mfg. that is a great sport aircraft, one engine; the O.S. 46 FX and one type and percentage of fuel. The aircraft are so evenly matched it comes down to whom has the best of luck, doesn't mid-air or crash and who crosses the line first with the least amount of cuts. We have in the past year obtained our goal of 65 pilots per race and everyone walks away with a smile. I am currently trying to obtain sponsors for all five races this year to help aid in prizes and also cut down cost. Currently we have Penn International Chemicals, Sheldon's Hobbies, Airborne Models Co., and Power Master Fuels. I have many more hopefully that will be joining are list of awesome sponsors. The points challenge this year will be held again and all races will count towards the total points. Placing for the Championship points series will be 1st through 3rd in Novice and Expert. We are going to hold Gold and Silver Trophy races in Novice and Gold, Silver and Bronze Trophy Races in Expert. There is going to be a few changes in the event coordination but everything else remains. The pre registration this year will be \$20 per race and the additional increases of \$5 helps pay for prizes and trophies to be supplied. The Championship race will be \$30 for two days of exciting racing. There will be a one-time fee of \$10 to register a race number and frequency. Race numbers will not be duplicated through both classes but frequencies will be. The \$10 fee will help cover the little expenses and also help buy prizes for the championship races. Entries will be accepted after February 1, 2001. Each race will allow only 65 pilots maximum.

If you have any questions or interest about the class, please give me a call or visit our website, t34racing.com. Chris Luvara is doing all the work on the website and has graciously donated his time in keeping everyone up to date, Thanks Chris.

Since October I have been telling everyone don't build any Warbird Racers until I get the classes fixed. I have to be the first to admit that the Warbird rules were literally destroyed and never fixed. After having the T-34 classes completed and

sorted out, next was to help the Warbird Racers. Over the past couple of months I looked at the old rules and laughed at all the loopholes. How could someone race a stock entry-level class with one airplane and also win the Open class with the same plane? That was the first sign of a problem. The next problem was how to boost interest in Warbird Racing. One solution came to mind. Throw the rules away and start over. The guys from Lodi let me take over the challenge of making new classes in order to unite the clubs together to allow a individual to go to more than one race a year and fly the same aircraft. After three months of headaches, phone calls and getting screamed at because the rules didn't suit an individual (DAD) a group of individuals and I came up with four classes. Not all the classes will be ran at all the events due to safety factors. TRCM (LODI) has concluded that they are going to run three Warbird classes which include Stock Warbird .46, Super Stock and World Models Mustangs. The SCCMAS (Morgan Hill) is going to host Stock Warbird .46, Unlimited Warbird and World Models Mustangs. Here is a brief description of all the classes.

◆ STOCK WARBIRD .46

This class will have a list of kits and engines that can be selected in any combination and built per the specifications and guidelines of the class. Aircraft may have fixed or retractable gear, but gear must remain down during the race. This class will be for all skill levels of pilots. Novice pilots may fly against more advanced pilots in the class. If the number of entries is abundant, there will be a gold and silver race for the top qualifiers. This class is an all-stock class. This class will be held at the TRCM and SCCMAS Warbird races.

◆ SUPERSTOCK WARBIRD

This class will have a list of kits and engine manufacturer's that can be selected in any combination and built per the specifications and guidelines of the class. The maximum motor displacement is 1.20. There are restrictions on motors but this will allow aircraft to fly in the 120-140MPH range. This is an all-stock class. This class will be held at the TRCM Warbird Races only. Any pilot racing this class may not race any Novice classes in Warbird and/ or T-34 Mentor.

◆ WORLD MODELS P-51 MUSTANGS

This class will be the Stock class similar to that of the World Models T-34 races. You may choose any of the 57" World Models Mustangs (Red, Blue, Yellow, Silver, Miss America, or the Dago Red or ARC) the aircraft must be built to guidelines and specifications and try to maintain that all aircraft be equal in performance. Aircraft can be recov

ered to resemble any color scheme. Airframes must remain stock. The only engine that may be used is the O.S. 61FX. No other engine or after market mufflers will be allowed. There will be a Novice and Expert class and the format will be run exactly like that of the T-34 racing. The aircraft are flying in the 100 –120MPH ranges. This class will be held at both the TRCM and SCCMAS Warbird Races.

◆ **UNLIMITED WARBIRD**

This class is for the “BIG BOYS”. Aircraft must display 520sq.in for single engine aircraft and 730 for twin engine aircraft with a minimum of 11% wing root cord & tip cord thickness. There are weight restrictions for both types of aircraft. Maximum engine displacement for the class is 1.80. There are guidelines and specifications that must be followed or aircraft will not be allowed to fly. Aircraft will range from 140-185MPH. This class will be held at the SCCMAS Warbird Races only. Any pilot racing this class may not race any Novice classes in Warbird and/or T-34 Mentors.

My goal for the Warbird classes is to achieve a 65 aircraft maximum field. This will limit a couple classes as far as aircraft entries per class go but the first 65 aircraft entered are how the matrixes go. All Warbird races at the TRCM and SCCMAS races this year will be \$10 per aircraft and will have certificates in frames handed out as prizes for the selected finish positions in each class. All races will be pre-registered races only. This will help allow aircraft to be matrixed easier. If you tend to run more than one aircraft, it is best to make sure that your aircraft are all on the same frequency to help ease the headaches in frequency passing from pilot to pilot. Also with the high number of pilots and aircraft, make sure you can handle racing more than one class. There will not be anytime to hold up races.

Well until April, lets start building, practicing and preparing for a great season ahead in this new year. I would like to thank all those who made 2000 successful, that includes helpers, pilots, sponsors and spectators.

GO FAST AND TURN LEFT!!!!!!

2001 WORLD MODELS T-34 TRIANGLE SERIES RACING SCHEDULE:

April 7 @SCCMAS, Morgan Hill
C.D. Kevin Norred

May 5 @TRCM, Lodi C.D. Jim Womack

June 23 @MARCS, Madera C.D. Walt Mckee

August 25 @ TRCM, Lodi C.D. Jim Womack

October 6-7 @SCCMAS, Morgan Hill
C.D. Kevin Norred
**Championships (Limit to 80 pilots)

(For those interested, the Reno area clubs in Nevada are holding a series of T-34 races this year also. I hope to have a schedule for their races soon. I will post them at the field, on the website and in future newsletters. If you are interested drop me an email so I know whom to keep personally updated.)

2001 SPORT WARBIRD RACE SCHEDULE

April 21 @TRCM, Lodi C.D. Jim Womack

July 7 @TRCM, Lodi C.D. Jim Womack

August 18 @SCCMAS, Morgan Hill
C.D. John Gaines/Kevin Norred

Club hats!

Club hats are available. Royal blue with our club logo embroidered on them, they are only \$13.50. They can be purchased at the field whenever the snack shack is open. If the shack isn't open, you can also see a club officer to set up details on how to purchase a hat.



Safety/Training

by Jim Patrick

I have one word to say - **PREFLIGHT**. I believe this to be the most overlooked procedure at the field. This leads to unsafe conditions, known as crashes. I have been catching members ready to fly planes with broken or loose parts. It is a REALLY GOOD idea to preflight your plane before EACH flight. This way you will catch loose wings, engine mounts, servos, linkages and hinges. Just because the engine was tight the first flight doesn't mean it will stay tight all day. I recently stopped a pilot, ready to taxi out to fly, because I saw a screw drop from the engine area. The engine was coming loose and might have separated from the plane during the flight.

- **Before a flight, grab the prop to check if the engine is secure.**
- **Check the wing bolts. They may not stay tight for every flight.**
- **Check the stab on those T-34's and other planes with bolted on stabs.**
- **Move every control surface to check hinges, servos and linkages.**

Some hinges tend to stay tight for a long time, but some will come loose quite easily. I have noticed that Robart hinges are easily loosened. With vibration, the wood around the hinge will compress and leave the hinge loose, ready to pull out. Checking hinges on big planes should be a routine procedure. I have seen many planes crash due to the lack of checking these easily checked items.

When you have run up your engine at the end of the taxiway, you may not have heard someone yell out "Landing". Before taxiing onto the runway for your takeoff, look to see if a plane is on final approach or in the pattern. There is no reason to taxi out until it is clear to do so. Then when you are ready to walk to the flight station, please walk **BEHIND** the other pilots flying. I don't know how many times I have been touching down when someone has walked in front of me. I know this has happened to many of you.

I know that many pilots have learned to fly from a spot right next to the runway. PLEASE, learn to fly from a flight station. However, you may step forward from a flight station to takeoff or land. It is UNSAFE to fly from the edge of the runway. Besides being in the way of other pilots at their flight stations, your chances of getting hit by a plane are much greater when you stand next to the runway. We have had a number of very near misses at the edge of the runway. Having someone get hurt can sure take the fun out of a day of flying.

Fly safe.....Jim Patrick

Why you're not allowed to play in the cockpit!!

FLIGHT DATA RECORDER (FDR) TRANSCRIPTS:

Mechanic #1: "Hey Bob I really don't think were supposed to be up here."

Mechanic #2: "Tony, your such a worry wart. Anyhow, we're suppose to be up here remember, were cleaning this bird."

Mechanic #1: "Are your sure? I thought they told us to stay out of the cockpit"

Mechanic #2: ""Hey look at me I'm a pilot!!!...(Deep Voice) Ladies and Gentlemen this is your captain speaking were at an altitude of 30,000 feet and Oh my God watch out for that mountain.....Ahhhhhhhh (laughter).

Mechanic #1: Hey man cut it out....Hey don't touch that it says "engine start" on it...

Mechanic #2: Don't worry....they always turn these things off while their at the gate.

(Engine sounds in background....mechanics unaware)

Mechanic #2: Ready for takeoff.....VRRRRRROOOOM VRRRRRROOOOM (Throttles rapidly moved from idle to full and back to idle and full again) WEEEEEEEE!

Mechanic #1: OH no were moving!!!

Mechanic #2: WERE GOING TO HIT THE WALL RUN (Cockpit door opens and slams shut. Occupants heard running to back of the airplane screaming and yelling)

30 seconds later..... Throttles pulled back to idle.

(I Don't think those gentlemen have a job there anymore!!!)





SCCMAS Membership Renewal

Please fill out this form completely so that we can update our database and roster. Thanks!

Personal Information: (Please print clearly - as you wish your name to appear on your club card)

Name: _____

Address: _____

City, State, Zip: _____

Home phone: _____ Work phone: _____

Email Address: _____ Birth Date: _____

2001 AMA membership required. Please provide photocopy of card. AMA#: _____

Family Membership - second member: (must reside at same address as member above)

Name: _____

AMA#: _____ Birth Date: _____

The SCCMAS relies upon its membership to help maintain and improve the facility. Please list any areas of expertise where you may be able to volunteer your services to the club: (publishing, electrical, heavy equipment operator, landscaping, etc...)

Occupation/Areas of expertise: _____

Membership Roster: Please indicate if you DO NOT wish your address, phone numbers or email to appear on a membership roster. Membership rosters are available later in the season to SCCMAS members.

Please withhold my address and phone number

Club Newsletter: Our bi-monthly club newsletter is available by paper or electronic means. Please select your preferred method of receipt.

Email

Paper copy via US Postal Service

Both paper and email versions

Membership Dues: (Check one) After April 1, add \$10 late fee. Call for special rates for full-time military personnel

Open Member.....\$100.00

Junior Member [15-19 years of age].....\$50.00

Seniors (over 60).....\$90.00

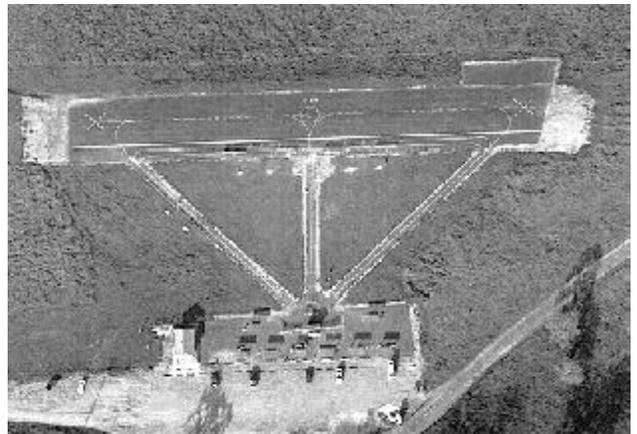
Under 15 years with parent.....\$25.00

Family Membership (two members).. \$125.00

Newsletter only [insurance not required].....\$15.00

Please mail this application, copy of your AMA card and check or money order to:

SCCMAS
158 Terabla Court
San Jose, CA 95139



2001 S.C.C.M.A.S. Member questionnaire

Name: _____

Telephone Number: _____

AMA Number: _____

How many years in R/C? _____

What days of the week do you normally fly? (*circle all that apply*)

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

What frequencies do you currently use? _____

What do you expect from the SCCMAS? _____



On a scale of 1 to 10 (10 being high), please rate the following questions.

Does the SCCMAS meet your expectations?

1 2 3 4 5 6 7 8 9 10

Improvements/suggestions: _____

Does the SCCMAS field meet your expectations?

1 2 3 4 5 6 7 8 9 10

Improvements/suggestions: _____

Do the club meetings meet your expectations?

1 2 3 4 5 6 7 8 9 10

Improvements/suggestions: _____

Do you normally read the Newsletter? YES / NO

Does the newsletter meet your expectations?

1 2 3 4 5 6 7 8 9 10

Improvements/suggestions: _____

What field improvements do you wish to see in the future?

Short term: _____

Long term: _____

(Feel free to use additional pieces of paper if needed)

Thank you for your time and input, SCCMAS Governing Board

812 Asbury St
San Jose, CA 95126-1803

Place
stamp
here

2001 SCCMAS SURVEY
812 Asbury St
San Jose, CA 95126-1803

Current Governing Board Members of the S.C.C.M.A.S. "Tomcats"

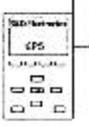
General Manager	Brian Nelson	408-463-1322 (Email: nelson711@aol.com)
Contest Coordinator:	Kevin Norred	408-281-8521 (Email: knorred@trimtech.com)
Newsletter Editors:	Chris & Mike Luvara	408-246-3857 (Email: servochatter@sccmas.org)
Treasurer:	Babe Caltabiano	408-578-9014 (Email: babe007cw@aol.com)
Safety/Training	Jim Patrick	408-356-0817 (Email: jpq7@gte.net)
Secretary:	Richard Luvara	408-246-3857
Construction Mgr:	Don Coulter	408-972-0825
Food Service Mgr:	Pat Luvara	408-246-3857

Field Weather & Information (AUTOMATED)	408-776-0101
On site Field Pay Telephone	408-778-9786
SCCMAS Business Office	408-292-1212

SCCMAS WWW address: <http://www.sccmas.org>



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

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(Photo and illustration by Jim Caparelli)

The Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. For info E-mail: servochatter@sccmas.org. Views expressed in the Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. The SCCMAS is a non profit organization. The Servo Chatter welcomes all letters and comments. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



Servo Chatter c/o SCCMAS
1365 Buchanan Dr
Santa Clara, CA 95051-3950



*Next meeting: **Wednesday, January 24th** @ 7:30pm
Location: Hayes Elementary School, San Jose. See page 2 for map*

**Please note that the SCCMAS has a new office phone #
(408) 292-1212
2001 Renewal form enclosed**