

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

May 2001 - Issue # 86

Editor: Chris Luvara

<http://www.sccmas.org>



NEXT MEETING: Thursday, May 24th @ 7:30pm.

Location: Hayes Elementary School, located off of Poston Dr in San Jose. See page 3 for a meeting map.

Future dates: TBA

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: Babe "007" Caltabiano takes his T-34 aloft for another heat race at the Lodi Races. Babe finished 3rd in the Gold Race. (Photo by Michael Luvara)

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From the Editor

by Chris Luvara



Wow, I guess you just don't realize how fast time flies until you have to get another issue of the newsletter out! So many things going on at the field and with the hot weather coming up we should have some great weather to go flying in.

Sorry once again about the lack of pictures and interesting stuff in this issue, it's getting harder and harder to dig up some new stuff for you guys to read. I know in the annual surveys that some people recommended that we have some how to articles, member projects or even midweek flying reports. I am all up for it, but I need someone to get me an article. Pictures too, everyone loves to look at pictures, and these days I'm rarely at the field to take pictures so I really don't have a lot anymore. I have to give a big thanks to Jim Caparelli for sharing his wonderful picture taking talents for the newsletter.

This will be the first month that all the people that selected to receive the newsletter by email will get it only by email. By doing this we save money in the cost of producing and mailing the newsletter, and in the long run it will save us quite a bit of money. The only time that people who have selected to receive the newsletter by email will get it through the postal service is when there is something important that we feel they should receive a hard copy of.

In this issue you will also find the frequency usage graph from all the 2001 member questionnaires. - Chris

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.

Remember, if you've got any submissions, send them to:
Submissions due by July 5th for the July issue.



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

Email at: servo chatter@sccm as.org
Call voice at: (408) 246-9583

Flyin Fast..The VP's News

by Michael Luvara



I hope the spring flying season is going well for everyone. We're close to summer and rolling along on with another great year.

I have gotten some feedback to me regarding club cards and a few (less than 5 reported) not receiving theirs. I get all cards out within a week of receiving the renewal forms from the club treasurer and it sometimes takes a week for each of us to process them. To date, there are 330 members renewed and this is approximately 50 shy of last year's total. By year's end, we should hit close to 400. I'm just about done getting the database settled and renewals/memberships have tapered down to very few, so I will now focus on getting name badges created for all of those soloed who do not have one. If you have soloed, and do not have a member name badge, please contact me. There will be one large order being placed in the next week and I thank you for your patience on these issues.

Our last meeting brought up some training issues, all of which were important. In Jim Patrick's column this month, he has some info on training. We are moving towards a process where anyone wishing to sign off pilots will have to read and understand certain guidelines expected by the SCCMAS. Some issues came up which prevented us from printing the new official program in this issue (See page 9 for some info). But for now (like always), we would like to see that every pilot which is "soloed" has a sign off form or the bottom of a membership application signed with a signature of an SCCMAS member stating that they witnessed their solo flight on file with us. Board members have access to the newer "sign off" forms as do individuals such as Reggie DelAquila, Dick Gardner, and Jack Sunzeri.

Starting immediately, all guests wishing to fly at the field will be required to sign a guest pilot policy form and waiver. This form requires both the signature of the guest and the sponsoring SCCMAS member and is mailed to myself for our records. Copies of this form are in the radio impound and

(Continued on page 3)

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.

Brian's Barometer

by Brian Nelson

Well the environmental bug has struck again. Last month we were ready to do our runway extension, approvals from the engineers and Parks department when the Fish and Game Department has announced that the "Man Made" ponds are now a part of the migratory bird's travel route and fall under their jurisdiction as the Coyote Creek does. This latest development in the saga of government was a bit too much for me this time and I had to abruptly leave the meeting after discussions were becoming futile. The Parks plans to move the bike path, widen the road area and fill in some of the remaining ponds for safety reasons were halted as well for the same reason. The reason our runway extension was halted is that they want an environmental study done (\$) on how the airplane traffic is and could affect the bird's migratory habits. This potential time bomb could affect us two ways. They could determine that we currently are disrupting the birds. Or the possibility would exist that the runway and flight operations have no affect on them. There is a risk that we are not sure is worth the roll of the dice. Maybe we should have mentioned they like our runway they land on it during flight operations! They don't seem bothered at all. Never the less the current fence line at the pond area is supposed to be moved back to accommodate the reclamation project to create a safer area around the ponds. I apologize for this development but quite honestly I don't know how to fight this bureaucracy with risking the whole operation and spending considerable amounts of money.

The next item we need to touch on concerns Park rules, agreements and SCCMAS rules. As you well know no alcoholic beverage may be consumed on Park property - this extends to us and is a part of the lease agreement. Though you may not agree with it, it is really just a matter of opinion. If we need alcohol then we would have to find another place to fly. With that being said let me define what that means. **No alcohol consumption**, means in car, in motor-homes, on field, during contests, means in shack, means anytime on the property in any amount. There are no exceptions for certain people, new members, good fliers, bad fliers, officers, long time members or disabled folks, NONE. So please make every effort to understand our framework agreement means we will live up to the guidelines that have been set. We appreciate your help in understanding and following this and other guidelines.

In conclusion we are in direct discussion with Fish and Game to see if can mitigate the runway situation. We will go forward with the road repair to resolve that issue.

Sincerely, Brian Nelson

(VP news, continued from page 2)

must be used. A copy is also provided in this newsletter for your reference.

Our events are going really well this year. Kevin has a great lineup going and there is a lot to go. I personally have to thank Jim Bradley for running the flea market on April 28th. Great job Jim. Bahman Dara has graciously volunteered to run our second flea market event in August. Airshow 2001 is coming soon and we still need volunteers in many areas. Snack shack, weird aircraft, static displays, etc. Contact myself or Kevin Norred if you can help. Also, someone to pick up and drop off the PA system at the field for the airshow is needed.

At the flea market, I noticed Bob Pairmain cutting the hedges surrounding the snack shack. Thanks Bob! And to the weekday guys for mowing the lawn, keeping the field clean, etc. (I know I'll miss names if I try and list them, but you guys know who you are) Your help is truly appreciated. On a maintenance note, the club still has a position open for field maintenance and those interested should contact a board member.

On a sad note, we recently learned that club member Guy Cochrane passed away. Guy was a good friend and a very kind gentleman who was always seen at the field with his Cocker Spaniel. He will be missed. Our condolences go out to the family and friends.

Our editor Chris Luvara has ventured into the world of advertising and computer imaging. In the June issue of Model Aviation, take a look on page 75. Chris created a full page ad for the USRA (Unlimited Scale Racing Association) which appears in the June issue. Quite an accomplishment for a 19 year old! - Until next month, Michael

**MODEL
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Mail your ads to:

SERVO CHATTER

**1365 Buchanan Dr
Santa Clara, Ca 95051**

Voice (408)246-9583

Email: servochatter@sccmas.org

"Classified Ads for our Members"

Excell Pro with Don Chapman 60, Ready to fly
All the upgrades, pull-pull, Jr1000 gyro, custom anodizing on the side frames, custom canopy, anodized washers, custom machined tail boom support ends and head button, High torque Futaba 9304 Servo. Futaba PCM Receiver available (not included) \$1800.00
Hughes 500 Fuse and everything to finish it. \$300.00
Contact **Rod @ 408-873-9402**

Tower Hobbies Trainer 40 ARF (90% built), OS 40 Engine, props included, ran 2 hours or less, Airtronic's 6 channel (4 Servo) FM Radio, Many EXTRA's: Never Used... 12 volt electric starter, 12 volt battery, manual fuel pump, prop balancer, etc If interested please call **Dan @ 925-447-1160**

Thunder tiger trainer w/ Irvine 40 ABC motor - \$150. New, never built. **Paul Anderson (408) 225-3486**

From the Secretary's

Building Board

March meeting notes:

- 58 members present
- New solos reported:
None
- New members present:
Charlie (visitor)
Bill Pryor
David Roberts
Rick Maltone.

by Rich Luvara



Show and Tell.....

John Gaines – K&B 100 powered Midwest Corsair covered in red and yellow Monokote, and built for the warbird races. Weighs 6 3/4 pounds and swings an 11x11 prop.

Walt Colby – Brought a white and blue nose-gear modified Scout, that is powered by an OS 26FS. Walt also did a little demonstration on aerial pictures he takes with his digital camera.

Carl Reisinger – Saw the article on rockets in the last issue and decided to bring his high powered, 25lb rocket. It has the power to get to 10K feet from a one-shot motor that is 26 in long and costs \$400.00 per shot. Can be used to drop other items such as those mentioned in last month's article.

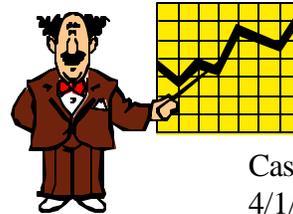
Fuel Pump & Jug - Walt Colby
Ni cad Charger - Walt Colby
Fuel Pump - Bob Ortman
Stand - John Ribble
Power Panel - Lynne Payne
Ultracote - David Roberts
Unltacote - Carl Reisinger
Untracote - Don Pedrazzi

A kit this month was donated by Earl Levine, and lots of the items were donated by Reggie Dell Aquila.

This month, we have to thank *Sheldon's Hobbies & Pic Glues*. 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
4/1/01-5/10/01

Dumb Thumb

Winner: John Gaines



Raffle

Radio- Lauren Gessell - Don't forget the doughnuts!
Kit - Walt Colby
Engine - Bob House
Engine- Bill Pryor
Engine - Dennis Anderson
Ni Starter - Frank Sanders
Airbrush - Barry Mangan
Screwdrivers - John Gaines
Pic glue - Bob Ortman
Stand - Babe Caltabiano
Kit - Loren Gessell
Fuel - Jard Gorgen
Stand - Tyler Flores
Fuel - Bob Ortman
Ultracote - Babe Caltabiano
Untracote - Jim Sweeney
Fuel Pump - Dave Wilbur

Contest Corner

by Kevin Norred



Welcome to another issue of Contest Corner. The events this year have been reasonable due to the weather that has covered the events this year. In March, we had the Fun Fly followed by the T-34 Races and a flea Market. The weather was wet, windy and miserable at 2 of the 3 events, but we managed to have 3 very successful events.

Coming up in the next two months, we have several events happening at the SCCMAS field and at many of the other local clubs. To start off, May 19-20 is the return of the Jet Rally at the "Tomcats". It has been several years since the last Fan Fly and now we have the addition of the Turbine aircraft. What a sight this will be not only to see one turbine but multiple at one time even in the air flying. June will host the one day event on the 16th for Giant Scale aircraft. Come out and see those big Giant Scale aircraft and Warbirds.

As for around the area for May and June, there are events for everyone. We have T-34 Races in Lodi & Madera, Scale Master Qualifies in Woodland-Davis, SCAT and IMAC in Chino, Livermore & Las Vegas, Pattern in Las Vegas, Fresno & Sacramento, and Helicopters and Jets everywhere. May 26-27 will be the big West Coast Giant Scale IMAA show at Castle AirForce Base in Merced Conty. Last year there was over 400 aircraft. If you need more information, check out the website or call the club line for information.

In the last issue of Servo Chatter I mentioned the fact that I am moving on and resigning from the const position at the end of the year. The club is looking for a new Contest Director to over see the events for the years to come and also to assist in promoting the events. All the hard work has been done in the past from directors Rick Maida and Gordon Mcconnell. Since the inception of the club, the three of us have made the SCCMAS the best site suitable for any type of Radio Control Aircraft event. We are proud to have that reputation. The position is very easy. It takes a little time and dedication as to informing others what is going on. So if you are interested in the opportunity to be part of the SCCMAS, please talk to Mike Luvara or Brian Nelson. Thanks and keep flying.

-Kevin

Race News

by Kevin Norred

It is Great to be back again writing another article of "Race News". How is everyone doing? Hopefully you and everyone else are getting excited about the year that is full of intense, fast and crazy racing. A lot of hard work and dedication from everyone puts together great shows and races and that's what is to be expected throughout the year. I may be the heart of the Triangle Series but it takes everyone to get the blood pumping and make things happen. We have great helpers, sponsors and also the best team of people that help run each and every event.

It is mid May and we have had three great races already pass up before our eyes. April 7, was the first of the T-34 Triangle Series. The weather was questionable up until about mid morning on Saturday if the race was even going to take place. I sat at the field from 6:30am till the first person arrived wondering what I was going to tell everyone. People from all over the state of California traveled to challenge each other for bragging rights and also the great prizes that were offered by our great supporting sponsors. At about 10am, we decided to give it a shot and try to beat the rain. Unfortunately, the coldness and wind picked up. I was hoping that we would have a least a couple of helpers but like always, we were supported in numbers.

We finished the day about 6pm reaching three rounds, a couple of fly-off and all the trophy races. We had a seven aircraft heat for the Silver /Bronze fly-off which was great except for the three of us who had to make sure that the placing's where correct. The best race of the day was the Silver Expert. For 8 laps, we had five aircraft within inches and even a little wing slapping throughout the whole race. People where cheering and the intensity was awesome. All in all, the first race of the year was great. We did lose I believe 14 aircraft to minor alterations and to 3 midair's. Very exciting.

The next Race to follow was in Lodi on the 21st of April. Several of us went to Lodi to test the speeds of our Warbirds. We had close to 35 total entries and it was a great day to race. The new Mustang class that is a take-off of the T-34's was unbelievable and exactly what the class was intended for. The racing was just as close as the T-34's and yet, they were P-51's. Unfortunately, John Gaines lost an aircraft among several others in all the classes. John and I had a blast trying to beat each other. I finished the line first both times but had a cut in one race so we evened the day with one win each. The airplanes are just so close that you have to fly a clean course and watch out for others. Super Stock & Stock .46 Warbird were also offered and the competition in both classes was great. Aircraft were fast and was the beginning for what everyone is to have for the following races. There are a lot of new warbirds being built due to the fact that some of the aircraft there where fast. No particular people had the "faster" aircraft. It was just a great

Safety/Training

by Jim Patrick

day for racing.

The last race to be held was May 5th. The second race of the T-34 series in Lodi was once again another success. We had again 45 entries with very intense and close racing. We had a few newcomers in each of the two classes that did very well. The pilots, crews and spectators were always at their feet waiting for who would finish the race and walks away with another win. Losses were minimal. We had one of our own members try landing on a Semi-truck trailer. Maybe that could be a new event, Carrier landings on a truck trailer. Sorry Dan!!!! Myself, I managed to go to another race and not crash. I guess I have to fly at least once to attempt to crash. I figure it is safer if I just watch.

Now at Lodi, we did pull engines and aircraft to check legality of each aircraft. Random picks were made in each of the trophy races and the tech inspection paid off. My intention of this class is to keep all the aircraft equal in performance as far as aircraft and engines. John Gaines and Cecil Reynolds have offered their help in doing technical inspection of motors in which we did find one engine that won the Silver class in Expert illegal. After finding the engine, he admitted to what it was but the fact is he was disqualified from the races and forfeited his winnings. Guys, the simple fact is, don't cheat. You will be caught and it does not pay to get caught.

Next in the game plan for the year is the T-34 races in Madera on June 23rd. The classes are filling really fast and the fun and excitement is increasing with each and every race. After Madera, we will follow up in August in Lodi and head into October for the Championships. We are going to have a exciting event. The next two Warbird races of the year will be July 7th in Lodi and August 18th in Morgan Hill. The SCCMAS will host the only Unlimited race of the year where the speeds will be high and the pilots going crazy. This will be the ultimate race to see who has the best of equipment and LUCK!!!

Coming up in September in Dos Palos "EAGLE FIELD" will be the only California Giant Scale Race. There are several classes. You will see speeds in excess of 250mph and the best equipment that money can buy for these outstanding aircraft. The introduction of a new class, the 6.0 Warbird will debut this year at Eagle Field. This class is intended for all those old Madera Racers, the new racers and also those who want to race Giant Scale Warbirds for a lower level of money. The rules are similar to the current USRA rules, the aircraft are open to many of the Warbirds that flew in WWII including Focke Wolfes and ME-109's. The best thing is, you can only run a 100cc maximum motor on gas. Well until next time, keep them low and fast.....



The operations at the field should be of concern to all members. Our goal is to provide a safe flying environment for our members and spectators. This is how we keep our field, keep as in "not losing". As you know, the area near the runway, including the flight line, is not the

safest place at the field. You may bring a spotter with you to the flight line, our club encourages this. But keep extra people behind the flight line, preferably in the pit area. Spectating should be done from the areas well away from the runway. Children are not safe out at the flight line. They tend to wander around even with adults at their side. Please be aware of the people around the field during all of your activities. Don't be afraid to ask a person to move to a safer location on the field.

Spring is here with its good flying weather. This is bringing out many flyers, including a lot of new members and untrained pilots. Those of us who teach our new student pilots are getting overloaded. We need help. To do justice to the students, we can't spread our resources too thin.

If you are a competent pilot in this club, we could use your help. Don't feel intimidated, the club has printed guidelines that make teaching easier than you might think. These printed guidelines help both the student and instructor cover all aspects of training at SCCMAS, and both will have their own copies for reference during instruction.

Each new student also receives a SCCMAS Flight Training manual. This Beginner Packet summarizes all the equipment the student needs and what flight training will be given.

If you can help, call me at 408.356.0817 You may email me from the administration page at sccmas.org

We have an engine break-in area at the North end of our parking lot. You will find a heavy table there where you may bolt or clamp down your engine stand. The legs of the table are a good place to tie up your plane while running the engine. That table is not going anywhere.

This warm weather is also bringing out the rattlesnakes. Be careful where you walk. I have seen a number of them lately. They tend to "hang out" around the edges of the grass or weeds. Please don't hurt them, they help us with the gopher problems.

HELP!

Pat Luvara is still in need of help for running the Snack Shack for this years events. She also will need a ton of help for this years AIRSHOW. The Shack is a main source of income for the club and provides us all with a place to eat. If you would like to volunteer your time, please call Pat Luvara @ (408)246-3857

SCCMAS Guest Policy Form

- AMA and Santa Clara County Park rules apply.
- Alcohol and/or controlled substances are not allowed at the field.
- The club and instructors are not responsible for damage to or loss of model aircraft or equipment during training or flying.
- Mid air collisions are considered no fault accidents.
- When you arrive at the field or finish a flight, put your transmitter (turned off) into the impound area.
- Do not turn your transmitter on anywhere at the field unless you have the frequency pin.
- Put your club ID (or current AMA card for guests) in your frequency slot. If there are other cards in the slot, place yours in the rear. The pilot who is in the front position flies first and then places their card in the rear when done for that flight.
- Have your Name, Phone #, Address and AMA number posted inside your aircraft. Also place your name and phone number on your transmitter in case it is ever left at the field.
- Accompanied guests with AMA coverage may fly one day before SCCMAS membership is required.
- When fueling, catch overflow with bottle or container.
- No engine starting before 8:30 a.m. or after dusk.
- Do not break in your engine in the startup area.
- Do not start engines in the pit area.
- Restrain your aircraft while the engine is running.
- When running up your engine, direct the prop blast away from other aircraft or equipment.
- You may taxi your aircraft only on the runway or taxiways.
- If you run up near the flight line, do so clear of other people.
- Do not walk directly in front of other pilots when walking to a flight station.
- When on the runway or flying near the runway, use loud verbal commands to call out your intentions (let other pilots know you will be using the area on or above the runway).
- No flying in the Red Zones
- When flying in traffic, get someone to act as your spotter.
- In traffic, fly with the pattern (upwind passes near the runway, downwind passes further out).
- Low passes over the runway must be called out and made from the runway centerline out.
- Do not leave your aircraft in the startup area. Return your equipment to the pit area.

Guest info

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

AMA #: _____

_____ (signature of guest pilot)

_____ (signature of SCCMAS guest sponsor)

_____ date

SCCMAS member – Please mail this form to the address listed on the back side.

Below are some sample pages from our new training manual which is soon to be printed. These are guidelines which we would like students to be taught by as a general practice. It ensures that there is coherence in what new pilots are being taught.

Flying Lessons

Level #1 Field Procedures

Review of club rules regarding field use and club etiquette. Instructor and club disclaimer for responsibility of lost equipment due to accident or midair collision.

Level #2 Radio and Aircraft Familiarization

Pre-flight (the model looking for deficiencies that could cause an accident or safety hazard. Techniques on starting and adjusting engine. Radio range check. Student fuels airplane.

Level #3 Flight Familiarization

The flight instructor will test fly the aircraft to verify its air worthiness and handling qualities. Hook up buddy box, check control directions/throws and demonstrate response of flight controls during flight (a little air time and fun, so relax and enjoy the excitement). Demonstrate techniques of taxiing.

Level #4 Flight Maneuvers

Taxiing
Level flight in pattern
Left and right turns

Level #5 Accuracy Maneuvers

Left and right turns at constant altitude. Throttle control in flight. Left and right climbing turns. Left and right descending turns.

Level #6 Orientation Maneuvers

Figure eights around the field. Left and right approaches over the runway. Go-arounds

Level #7 Take Off

Student will taxi aircraft onto runway and take off into a gentle climbing turn to enter flight pattern.

Level #8 Recovery From Unusual Attitudes

Slow Flight
Stalls
Loops
Rolls

Level #9 Approaches To Landing

Left and right approaches. High at first with go-arounds, gradually lowering altitude and maintaining airspeed control with ultimately smooth landings on the centerline.

Level #10 Emergency Procedures

Cross winds
Dead stick landings
Downwind landings

Level #11 Solo Flight

The student will conduct the flight starting from getting your transmitter with frequency pin, starting the engine, taxiing, take off, left and right approaches, and landing in the upwind direction all without the aid of a buddy box (no mishaps). Solo flight must be administered by a club certified check pilot.

A lot of speculation has been had in recent months regarding “check pilots” at the SCCMAS. We are in no way trying to prevent anyone from soloing students. We would like as many people as possible to be able to do this. It’s just that the club needs to ensure that pilots are taught certain things and let loose from the buddy box when appropriate. Many students went without proper information and were signed off prematurely. A lot of this isn’t lack of flying skills, but moreover the general field procedures and policies. The new procedure will let anyone who is a soloed pilot become a “check pilot”, provided that they read and understand the things the SCCMAS asks for a pilot to get their wings. Relate this to the DMV - Those who give you your license need some guidelines to go by. That’s all we are attempting to do. More info will come in the next newsletter. Any questions, feel free to ask Jim Patrick.

Sponsored by the Santa Clara County Model Aircraft Skypark S.C.C.M.A.S "TOMCATS"

Radio Controlled

AIRSHOW 2001

Morgan Hill, CA

July 14th and 15th

Schedule of Events

- 9:00** - Pre-Airshow activities
- 10:00** - Opening Ceremonies
- 10:05** - **Gliders** and **Slope Soaring** demonstrated by the South Bay Soaring Society. Features will include Aero Towing for that extra touch of realism.
- 10:30** - **Electric Flight** - See some very fast and quiet electric powered aircraft.
- 10:55** - **Control Line Aerobatics** - See some of the best in precision aerobatics and combat!
- 11:20** - **Giant Scale** - See 1/5 scale and larger aircraft including many types of warbirds such as P-51's Spitfires, Hellcats, Corsairs, Bombers, and many others expertly flown through the air.
- 11:45** - **IFO** - Not UFO, IFO - Check out the stealthy **Indoor Flying Object**.
- 12:00** - **Lunch Break** - Check out the airplanes and talk to the pilots up close on open static display. You can even try your hand at flying an R/C airplane with an instructor and trainer plane (**FREE**).
- 1:00** - **Snoopy vs the Red Baron** - Snoopy's flying doghouse goes head to head with the Red Baron!
- 1:15** - **Helicopter Flying** - See scale and aerobatic helicopters put through their paces doing things that seemingly defy the laws of gravity!
- 1:45** - **High Tech Jets** - Witness 200+ mph action as ducted fan and turbine powered jets strut their stuff.
- 2:15** - **Fly Fast and Turn Left** - Experience racing action as many high speed racing designs buzz through the sky at speeds in excess of 190mph!
- 2:40** - **Aerobatics** - Watch the Bay Area's top aerobatic pilots crisply put their aerobatic machines through the IMAC, Pattern, and out of this world Freestyle sequences.
- 3:15** - **Airshow Conclusion**

Directions to skypark on reverse

For more information:

www.sccmas.org
(408) 292-1212

Food and Refreshments

will be available at our full
service snack shack



Free Admission!

Schedule and times shown are a guideline only and are subject to change without notice, including the addition of fill-in acts.

GIANT SCALE FLY-IN

SCCMAS SKYPARK SATURDAY, JUNE 16th
Morgan Hill, CA



- IMAA/AMA RULES APPLY - MONOPLANE 80", BIPLANE 60", Jets 140" (length+wingspan). NOT IMAA sanctioned, AMA required.
- Pilots Meeting: 9:00 A.M
- PAVED RUNWAY 60' X 520' with grass overruns
- R.V CAMPING available (please call ahead)
- Full service SNACK SHACK, on-site telephone, water, electricity
- Landing fee \$10.00

Contact

Daytime

CD: Lynsel Miller

(408) 275-6403

www.sccmas.org

Upcoming NCRCS Events

May	18-19-20	Camp Far West Float Fly @ Camp Far West, CA.
	18-19-20	Jet Fly-In @ SCCMAS, Morgan Hill, CA.
	19-20	Pattern @ North Las Vegas, NV.
	19	IMAC Basic/Sportsman (100 dB Max) @ EBRC, Livermore, CA.
	25-26-27-28	IMAA West Coast Festival @ Castle Airport, Atwater, CA.
	26-27	Pattern @ Fresno, CA.
June	2	“Kids on a Roll” Fun-Fly @ Sacramento Red Barons, Sacramento, CA.
	2-3	SWRA Warbird Races @ Sacramento Area Modelers, Sacramento, CA.
	2-3	Dan Sullivan All Scale Contest @ Ukiah, CA.
	2-3	IMAC @ Albuquerque, NM.
	8-9-10	8 th Annual NorCal Float-Fly @ Red Bluff, CA.
	8-9-10	Reno Rotary Rendezvous R/C Helicopter Fun-Fly @ Reno R/C, NV.
	9-10	SCAT @ Las Vegas, NV.
	16	Pattern @ Mather Aerospace Modelers, Sacramento, CA.
	16	Giant Scale Fly-In @ SCCMAS, Morgan Hill, CA.
	16	1/2A Racing @ Bayside R/C, Fremont, CA.
	23	T-34 Triangle Series – Race 3 @ MARCS, Madera, CA.
	23-24	“South Bay Qualifier” @ SACRATS, Newark, CA.
	30-1	IMAC (100 dB Max) @ EBRC, Livermore, CA.
	July	7
7-8		Cross Country Great Race @ Sacramento Red Barons. CA.
7-8		11 th Annual Giant Scale Fly-In @ Fresno, CA.
13-14-15-16		IMAC Nationals @ Muncie, IN.
14-15		Annual Invitational Air Show @ SCCMAS, Morgan Hill, CA.
15		Fun-Fly and BBQ @ Sacramento Area Modelers, CA.
16-17-18-19		Pattern Nationals @ Muncie, IN.
21-22		SCAT @ Hollister, CA.
28-29		Pattern @ Gardnerville, NV.
28-29		WW II Wings of Victory @ Woodland-Davis, CA.
28-29	Scale Warbird Races @ Sacramento Area Modelers, Sacramento, CA.	

Want to receive “*Servo Chatter*” in your email box instead of by mail? It’s faster to receive and in color! If you would like to convert to receiving just the electronic copy only, please mail [servochatter@sccmas.org](mailto:servo chatter@sccmas.org) and state that you would like the email version of the newsletter only.

R/C Flea Market

Presented by the Santa Clara County

Model Aircraft Skypark

Sunday, August 5th

Come join us for a Flea Market at the SCCMAS field. Sales will start at 8:00 am and run until it's all gone (around 1pm). SCCMAS field will remain open for flying during the event and radios being sold must either have their module or battery removed. Our snack shack will be open serving food and refreshments. No pre-registration necessary. Our table space is limited, and is on a first-come, first-served basis, so be prepared to bring your own table. Buyers or sellers are welcome to fly as guests when the event is over, so make a day out of it! Proof of AMA required.

Space rental \$10.00

For more info, contact Bahman Dara at (408) 621-8408

Email: Bahman@mac.com

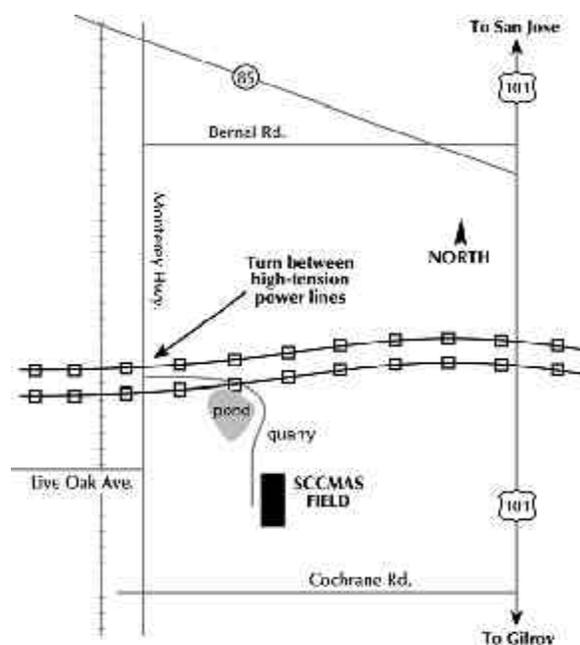
SCCMAS website: <http://www.sccmas.org>

From Hwy 101 heading North:

Exit on Cochrane Road heading west. Proceed to Monterey Hwy (approx 0.6 of a mile). Turn right on Monterey Hwy and head north for approximately 2.6 miles. Just after you pass Live Oak, you'll see some high tension power lines and an 8 x 10 sign for the SCCMAS. Turn right at the power lines and proceed straight down the paved, private road to enter the SCCMAS. Speed limit is 15 mph.

From Hwy 101 or 85 heading South:

Exit on Bernal Avenue heading west. Proceed to Monterey Hwy (approx 0.5 of a mile). Turn left on Monterey Hwy heading south. Proceed south for approx 6 miles until you reach Live Oak Avenue. You must make a turnaround on Live Oak Ave. U-turns are not permitted at this intersection on Monterey Hwy. You should be heading North on Monterey Hwy now. Turn right at the high tension power lines where you see an 8 x 10 sign for the SCCMAS. Proceed straight down the paved, private road to enter the SCCMAS. Speed limit is 15 mph.



Please note- While on the private entrance road, use caution and obey the 15 mph speed limit. Stop at all stop signs and yield the right of way when a bicyclist is present! Thanks, the SCCMAS.

6.0 cu. in. Giant Scale WARBIRD RACE

\$100 Entry Fee



5 Heats plus
Trophy race

SATURDAY NIGHT
BAR B-Q

Overnight camping
No hookups

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rules apply Call for rules package
Race supplied gasoline only

GOLDEN STATE UNLIMITED

*Giant Scale Race and Big Bird Fly-in
Trade fair and swap meet*

Sept. 27 - Sept. 30, 2001

Eagle Field California - Merced County

For information and schedule of events see our website at

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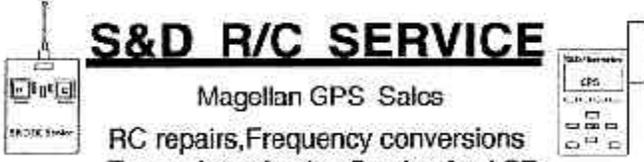


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The... uh....Spruce goose? does a low pass over the SCCMAS field.
(Photo and touch up by Jim Caparelli)

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.



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Santa Clara, CA 95051-3950



*Next meeting: **Thursday, May 24th @ 7:30pm**
Location: **Hayes Elementary School, San Jose.**
(See page 3 for a location map)*