

# Servo Chatter

**July 2005 - Issue # 111**

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

Editor: Chris Luvara

<http://www.sccmas.org>



**Next Meeting:** Saturday, August 13th, 2005 @ 5:30pm

**Location:** SCCMAS Field.

**Meeting Program:** BBQ at the club field. Bring your spouses/family. Food is provided by the SCCMAS, but feel free to bring your favorite dish or dessert to share.

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. Dinner served at 5:30.

**Cover Photo:** Hal Davidson's Balsa USA Cub. (Photo by Jim Patrick)

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## From the Editor

by Chris Luvara



Wow, Summer is almost gone! It's hard to believe we're over halfway done with 2005.

Airshow 2005 was a huge success for us, despite some windy conditions, we had record attendance levels. Thank you to everyone that helped. To remind everyone once again, the airshow is for the public, allows us to share our hobby, helps them understand all the neat things we do and also allows us to help justify our usage of probably one of the greatest R/C facilities in the US. Hopefully it will inspire some visitors to join us, and keep the hobby growing. I've heard comments that it is a waste of time, and closes the field for two days during prime flying weather. To put it short and sweet, It's not a waste, if we didn't do events like this - there is a high likelihood we wouldn't be able keep our field. That would really cut down your flying days. Once again, thank you to everyone that helped at the Airshow and all of the events so far throughout the year. I appreciate it, and I know others do as well.

Some of you might have been wondering why I haven't been out to the field a lot this year? I got my private pilot's license and have been doing a bunch of full-scale flying. I'm really glad I was in R/C for all those years, as I think it helped me a bunch during my flight training. So you might see me at the field, it just might be at 1500 feet and in a Citabria.

Fly safe!

Chris

## Training Vouchers

Contact  
Mike French  
for more  
information



### Send submissions to:

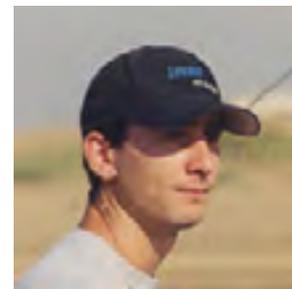
#### Servo Chatter

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Santa Clara, CA 95051-3950  
408-246-3857  
servochatter@sccmas.org



## Flyin Fast - VP News

by Michael Luvara



Airshow 2005 was an astounding success! Our show posted very impressive results, including a higher attendance rate on Sunday, which was a surprise. Our attendance totals were 890 on Saturday and 1050 on Sunday. Not to shabby for an r/c event. The snack shack even ran out of food on Sunday! Thanks to all those that were involved with this event.

Our next club meeting will be held at the SCCMAS field. Please come and join us for a wonderful evening. This is our annual BBQ meeting where the food is on the SCCMAS. Feel free to bring your favorite dish or dessert to share.

Coming in October, the SCCMAS will again be part of the Santa Clara Boy Scouts "Cycling Classic" Last year, we worked with the local scouts council to allow them to start and finish their annual bicycle ride at the SCCMAS facility. Public involvement in events like this are of great benefit to the SCCMAS. The day's events will have minimal impact to the SCCMAS's operations and we are looking for members to fly continuously throughout the event so that the visitors will have a chance to see R/C models in action.

Recently, I have received inquiries from numerous members regarding rocket powered gliders at the SCCMAS. Yes, these are allowed at the SCCMAS. Because they are controlled, operators can fly r/c rocket gliders at the SCCMAS. We CANNOT fly rockets which are uncontrolled (e.g, estes that are shot off and are directed by winds aloft). Contact me if you have further questions.

The SCCMAS was again invited back to the Reid Hillview Airport day on Saturday, September 24th. We have been asked to put on r/c flight demos as was done last year. This event is the same day as our fun fly, but we should be able to represent the SCCMAS at Reid Hillview. Contact myself or Richard Groen if interested.

The SCCMAS website is going through yet another transition and changes at this time. Please bear with us as this should be the final stretch of solving the reliability problems.

For the past year, I've been fortunate enough to work on a project with Stanford University building a pterosaur (aka flying dinosaur) for a National Geographic documentary. This project brought together a very talented international team that was tasked with building a unique model that would explore the unknown flight characteristics of a mysterious creature. A featured documentary will air on the National Geographic channel in early 2006. The majority of the flight testing was performed at the SCCMAS with myself, club members Lynsel Miller and Bob Parks being involved. We can't spill too much until the documentary airs, but I'll be sure to post the time and date of when it will air. For now, what is public is available at: <http://pterosaur.stanford.edu>.

Michael

# From the Secretary's Building Board



by Rich Luvara

Club Meeting Notes- December 3rd, 2004

Members Present: 45

**New Members:**

None

**New Solos :**

None

## Show and Tell

**Don Loughridge** - Fokker DR-1 12 1/2 lbs, House of Balsa Kit, painted coverite. Powered by a G-23, Dubro old-fashioned wheels. Rick Maida to do all the test flights.

**Babe Caltabiano** - Top Flight gold-edition FW-190-d9. Weighs - "A ton." Worked on over 1 1/2 years, powered by a Supertigre 90, pounted on its side. Slimline pitts muffler modified by Tim Jones. Spring Air retracts. Took 2 pounds of lead in the nose to balance it. Babe also showed his fiberglass cowl he molded for his Top Flight P-40.

**Chris Luvara** - Scratch Built 42% Formula 1 racer - "Sundowner" Seen at previous meetings, but finally finished and test flown. 28 lbs, powered by a Zenoah GT-80. Full telemetry system and JR radio. Painted with Sikkens and PPG automotive paint.

**Martin Newell** - Guest Speaker, showed off his Micro air-planes. Uses pager motors for power with a gear box that turns at 6000 RPM. 80 mAh battery. Each component is about 2.5 grams, 10 grams total. CG is critical to 1/16th of an inch. Takes about 20-30 hours to assemble them.



Winner:  
Doug Ryder

Jacob Raquet - CA'ed his throttle cable stuck during a race  
\*Doug Ryder - new airplane, reversed elevator  
Chris Luvara - filled gas tank with smoke fuel



# Raffle

Kevin Walsh	Motor
Chris Luvara	Kit
Ron Bodwell	Servo Tester
Bervin Britt	Radio
Dick Gardner	Fuel pump
Chris Tryhorn	Power panel   Fuel
John Zaucher	

This month, we have to thank RC World of Planes 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.

### Guidelines for a good spotter

by Jim Malek

Don Zepp, editor from the Ocala Flying Model Club, Ocala FL

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility. Good spotters:

1. Begin their duties as they approach the pilot's aircraft. They observe the fueling ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern.
2. Spotters should get a good grasp on the aircraft, even if there is a mechanical restraint. Proper hearing protection may be required. They clear downwind of the propeller prop wash, and warn any people standing in the propeller arc to stand back. They observe the position of the throttle stick on the transmitter—always keep their eyes on the pilots left thumb, and watch for a fast full throttle.
3. After the aircraft is started, they observe the functional check on the control surfaces for proper deflections. Is the antenna extended, etc.?
4. They check the runway, departure end, crosswind, downwind, and base legs for traffic prior to calling taxing out and takeoff.
5. After take off the pilot will feed them information on their intentions, i.e., do a loop, roll, stall turn etc. The spotters will stay ahead of the aircraft, feeding the pilot traffic information.
6. Before landing, they call out "landing," and make sure the runway is clear. After landing the spotters' job is not done. They check the final leg as the pilot taxis off or is on the field recovering his/her airplane, alerting other pilots of landing aircraft or aircraft taxiing out.
7. From the time the spotters are on the flightline until the engine is shut down and the aircraft is removed from the flight line, the spotters must have situational awareness to their surroundings.

## Treasurer's Report



by Jim Patrick



### SCCMAS Profit & Loss 5/8/05-7/25/05

#### Income

Apparel Sales	145.00
Contest Entries	1,240.00
Donations	463.15
Food Sales	4,072.00
Membership Dues	1,385.00
Raffle	1,604.00
Student Vouchers	150.00
Vending Machine	647.00

**Total Income** **\$9,706.15**

#### Expenses

AMA	40.00
Bane Service Charge	4.00
Bay Alarm	135.00
Equipment Rental	100.42
Food	2,243.95
Garbage Service	333.70
Postage and Delivery	484.56
Printing and Reproduction	268.46
Raffle Supplies	904.15
Equipment Repairs	676.09
Field Repairs	1,675.42
Janitorial Expenses	50.00
Sanitation Service	1,112.12
Supplies	477.22
Taxes	10.00
Telephone	392.46
Trophies	255.19
Gas and Electric	462.50
Water	482.00

**Total Expenses** **\$9,546.26**

**Net Ordinary Income** **\$159.89**

**Net Income** **\$159.89**

## Contest Corner

by Rich Groen



Well, half the year has gone by and 2006 is quickly approaching. Hopefully you still have some airplanes left, because we still have some events coming. Just in case, the next event all you will need is parts from an airplane because it is the Junk Yard Wars. Get your teams together; this event is open to any and all clubs. Teams can be anyone... AMA not required except for the test pilot. Check out the flyer in this issue.

Also we have another Fun Fly coming in September. This event is an open individual competition. Trophies will be awarded to the first three finishers. All AMA Pilots are welcome, set you calendar for September 24th for some fun flying.

Thanks are in order for many members who made our air show a great success. Some of those included are... Reg DelAquila, Tim Jones, Steve Smith, Mathew Smith, Lynsel Miller, Jack Sunzeri, Matt Campi, Brian Patterson. I can't leave out Pat Luvara, thanks to her and the shack group we sold every bit of food available in 2 days. WOW !!! I know there were many more, all your help was key to this years success. See a complete list of helpers on page 11.

As I think about next years events I am asking for your opinions on future events. Many events this year have had a low turnout, including the warbird race, electric fly-in, and Giant Scale. Do we still need to have these events? Are you the members really interested in them? Should we have fewer events and make some 2 day events like Giant Scale ??? Is the trend changing from events to... I just want to fly? Many of you have many more years experience in RC than I do. If there is event you are interested in, please voice your opinion on what would make that event worth closing the field to all the members for a day. E-mail is best... richdutch@sbcglobal.net or call me at home... 408-281-7288. Thanks for your thoughts; I hope to hear from many of you.



Rich Spicer's big, beautiful Su-29. Photo by Jim Patrick



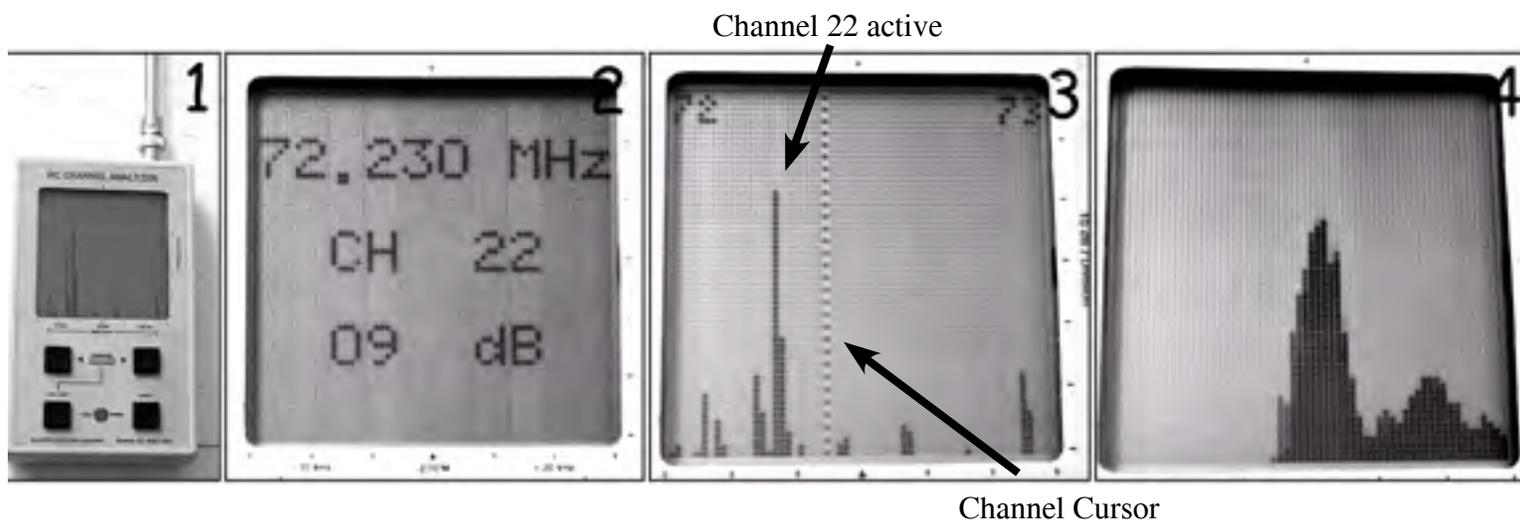
## Channel Conflict



There are few words in our hobby that evoke within me a dread similar to being personally diagnosed with Ebola Zaire. The words "Channel Conflict" evoke that apprehension. When two transmitters at the same location of equal strength on the same channel are on at the same time, every hope of rational aircraft control on that channel is lost. I have seen many expensive radio control aircraft destroyed with great hazard of personal injury, which was attributable to channel conflict. This problem is the responsibility of every pilot who possesses a transmitter at the field to insure he has the correct channel pin attached to his transmitter BEFORE turning it on. When I teach new students, I will often use the term "Rules From The R/C Gods". One of those rules of the Gods is to NEVER EVER turn your transmitter on without having the correct channel permit card attached.

Unfortunately, even with the channel permit in your possession, you are not completely assured that your receiver's signals will not be corrupted. There have been many recent crashes, which the only rational explanation for the unfortunate event was the possibility of radio frequency interference or a conflict from outside sources. It then pays for all of us to take some precautionary measures before flying. First, turn your receiver on for a while before turning your transmitter on. Use the receiver in your plane to search your channel for any interference. Do your control surfaces jitter or make seemingly intelligent moves? If the answer is yes, then you need to pursue other avenues of investigation before you risk your plane and the health of others.

The club does possess an Aero Spectra R/C Channel Spectrum Analyzer that will allow a member to investigate the radio environment that he is about to use. It will show the operator whether there are any interfering signals being transmitted on your channel. Picture #1 shows the spectrum analyzer that resides in the clubhouse. It is relatively easy to use. The lower left hand button is the On/Off Switch. Press it once and you will see the display shown in Picture #3 which is a view of all the signals within the 72/73 MHz R/C frequency band of interest. Press the MODE switch on the lower right hand corner and you will see Screen #2 showing you the exact channel location of the cursor, which is the vertical dashed line in Screen #3. Screen #2 also displays the signal strength of the signal on that channel in decibels. While in Screen #3, you can move the cursor left and right by pressing the top left and top right buttons. You can also set the exact location of the cursor by accessing Screen #2 by the same method. If you hit the Mode switch again you will display Screen #4 which is the spectrum around the cursor to finer



resolution. You can determine if any transmitting source is spilling radio frequency energy illegally onto your channel potentially causing you problems.

Gentlemen, I have seen too many disastrous crashes in the past few months to not believe that we are not being subjected to contentious radio interference at our flying peril. Some of it comes from transmitters improperly being turned on at the field. Other interference I feel is coming from elsewhere nearby in our environment. Use the spectrum analyzer wisely in the clubhouse to get a handle on what is attacking our flying safety. If you can confirm channel interference, write me an email about the time and nature of the incident. This is a problem that will require all of our collective and constant diligence. We have the tools to help ourselves. Let's use them to keep ourselves flying with wisdom and safety.

# Safety

by Tim Jones



Summer Greetings!

As I write this, the temperature outside is on its way down from a high of 103 on the front porch. This means it was probably 105 or more at the field. Thankfully the heat spell held out until after the air show. We had a bit of wind, but it wasn't much of a problem. If you didn't get to help out at the air show this year, I would like to extend a personal invitation to all to make a note to sign up to help out next year. I've found that most everyone I've met in this hobby enjoys sharing the activity with others. The air show is probably the one greatest format for all in the club to share in the camaraderie of a club, and enjoy the fun of sharing our hobby.

The air show went very well. From a safety stand point, we did have one small incident. This incident involved a glider that experienced a wing failure during launch. The pilot did a great job of getting it down as fast as possible with the control he had, driving it into the grass in the red safety zone between the runway and the spectator area. This further demonstrates what a great job the founding members have done in the design and layout of our field. It also demonstrates that ours is a hobby with inherent dangers. These dangers necessitate the need for us to keep our eyes and ears open, even if we are not actively piloting an aircraft. Watch out for yourselves and others.

The latest AMA safety code and guidelines are posted on the board at the field. This is also in all issues of the AMA monthly publication, Model Aviation. In the July, '05 issue, it is on page 156. Take a moment to look it over and check for any rules or regulations that you may not be aware of or may have forgotten. If there is anything that you might be curious about for more clarification, let me know. I'll be glad to research it out for you and share the findings with others in future publications of Servo Chatter or on the club website. Remember, the question you ask is most likely a question that many others may have.

Also, in the Model Aviation issue, among the many articles and columns, is a monthly column on safety. I find that it is written very well and I highly recommend that all take a few minutes to read it. I've found that every topic discussed is relevant in some way to the happenings at our field, as I'm sure it is at fields all over the world. Well, with the possible exception of the handling of Boron.

From a safety stand point, activities at the field have gone well. Some how, over the past couple of months, I've found it necessary to remind a few of the need to hold and control your model at all times while in the start up area. This includes electrics. To put it bluntly "NO TAXIING OUT OF, OR INTO THE START UP AREA!"

The fun continues.....Tim



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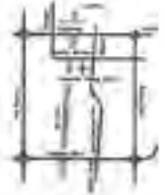


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**A safety message from Jack Sunzeri. While it's cute and all to play with the squirrels, please be careful. These animals do carry diseases!**

# AIRSHOW 2005

Photos by Jim Patrick, unless noted



**Top:** Dave Presta flying Tam Nguyen's Super Hornet. (photo by Chris Luvara)

**Top Left:** South Bay Soaring Society during their glider demo

**Top Right:** Matthew Smith working in the Delta Dart booth.

**Above Left:** Snoopy's flying doghouse

**Above Right:** Daryl Rolla taxis out his Yellow Spitfire.



**Left:** Reggie brings his Sig Rascal in after a flight

**Bottom Left:** Erik Spizter during the flying lawn mower routine, flown by Mike Luvara

**Lower Right:** A BIG THANK YOU TO OUR SPONSORS - SHELDONS, AEROMICRO, R/C WORLD OF PLANES, PIC, D&J and the SANTA CLARA COUNTY PARKS.

**Bottom Right:** Paul Hasselbach works the Delta Dart booth.





**Top:** Bahman Dara keeps the Electric group running smoothly during their demo.

**Top Right:** Howard Sosbee helping out in the info/raffle booth

**Left:** Steve Smith and Tim Jones during the Control Line demo

**Below:** Bob Parks getting ready to launch the rocket glider



**Top:** Lynsel Miller and Bob Pairman get Lynsel's glider ready for the Aero-tow demo.



**Left:** Dave Presta and Tam Nguyen's get the Super Hornet ready for another sortie.  
**Below Right:** Dave Neves of Bayside graciously brought his helicopters for the noontime training and a great helo demonstration.



# THANK YOU!!!!!!!

**South Bay Soaring Society, Dave Candee, Tim Candee,, Bahman Dara, Rick Clayton, Walter Colby, Boy Scout Troop # 271, Lynsel Miller, Daryl Rolla, Lynn Hersh, Frank Banks, Steve Smith, Matthew Smith, Bill Roth, Bob Parks, Bervin Britt, Tim Jomes, Chris Luvara, Mike Luvara, Rich Luvara, Pat Luvara, Rick Maida, Jim Thompson, George Black, Bob Rich, Jill Carr, Barbara Dionne, Kathy Walsh, Dan Walsh, Regg Dell Aquila, Dave Neves, Jim Mongiello, Dave Presta, Tam Nguyen, Jacob Raquet, Kevin Norred, Robert Holik, Mike Conrardy, Jack Sunzeri, Brian Patterson, Howard Sosbee, Paul Hasselbach, Bob Zuk, Jordan Zuk, Erik Spitzer, Richard Groen, Wayne Wilson, Chris Tryhorn, John Ribble, Juanita Ribble, Richard Zorker, Pat Rose, George Azevedo, Greg Szoke, EAA Chapter 62, Jim Patrick, Mike Volckaert, Kyle Mashima... and thank you. We are truly sorry if we missed you. But thank you again for making Airshow 2005 the biggest ever. Your hard work and dedication is VERY MUCH APPRECIATED.**

# R/C Flea Market

## 15th Annual Bayside R/C Club Flea Market



17 September 2005  
8:00 AM to 2:00 PM

- Seller's space - \$15
- Parking fee -\$1
- R/V Overnight - OK
- Raffle
- Food
- Map on reverse side
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## ***Aviation Expo***

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**SATURDAY, SEPTEMBER 10, 2005**

Pre-airshow activities start at 9:00am.

Show concludes at 3:30pm.

**Bring the entire family!**

- ✦ **Celebrate Aviation!** – Come see both model and full-size aircraft flight demonstrations and static displays.
- ✦ **Helicopter Flying** – Watch as aerobatic model helicopters loop, roll and fly upside down! See things you didn't know a helicopter could do!
- ✦ **High Performance Jets** – Witness real turbine-powered model jets slicing through the sky at over 200 MPH!
- ✦ **Electric Powered Flight** – Possibly the fastest growing aspect of the hobby, these small and light weight models exhibit incredible performance using the latest battery and electric motor technology.
- ✦ **Young Eagles Flights** – If you are between the ages of 8 and 17, take a flight in a private airplane with a qualified EAA pilot—**FREE!**
- ✦ **Food and Refreshments** – BBQ and soft drinks by the Paso Robles Morning Kiwanis Club.
- ✦ **Aerobatics** – Watch some of the top aerobatic pilots fly 40% scale aerobatic models through amazing, choreographed aerobatic and freestyle maneuvers.
- ✦ **Full-Size Flight Demos** – See skydivers, full-size aerobatic flying, and military fighter demos (*as available*).
- ✦ **Full-Scale Static Displays** – Many full-size aircraft will be on display: emergency services aircraft, military warbirds, home-built experimental aircraft, ultralights, corporate jets and more.



Thank you to our Gold Sponsors!

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

<b>General Manager</b>	Brian Nelson	408-463-0604	<i>nelson711@aol.com</i>
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<b>Webmaster</b>	Steve Snell	831-438-7624	<i>webmaster@sccmas.org</i>
<b>Field Weather &amp; Information (AUTOMATED)</b>		408-776-0101	
<b>On site Field Telephone</b>		408-776-6844	
<b>SCCMAS Business Office</b>		408-292-1212	
<b>SCCMAS WWW address:</b>		<i>http://www.sccmas.org</i>	

### AMA Intro Pilots (These pilots can fly-non AMA members, certain restrictions apply.)

Reggie Dell Aquila      Mike French      Jack Sunzeri

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NOTE: D&J and Hobby World both give 10% discounts if club members show their club card.



*Bud Kanemoto's OV-10 (Photo by Jim Patrick)*

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](mailto: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

*SCCMAS Flea Market, this Saturday August 6th!!*



*Next meeting: Saturday, August 13th @ 5:30pm  
Location: BBQ @ SCCMAS Field*