

# Servo Chatter

October 2005 - Issue # 112

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

Editor: Chris Luvara

<http://www.sccmas.org>



**Next Meeting:** Friday, October 21st, 2005 @ 7:00pm

**Location:** Hayes Elementary School, Poston Drive in San Jose. See page 3 for map.

**Future Meeting dates:** Wed, Nov 30th; Thurs, Jan 26th 2006; Thurs, March 23rd 2006;  
Thurs, May 25th 2006

**Meeting 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 during the break. Guest Speaker: Joe Pruzzo, a member of Castle Air Force Base museum board of directors, will be onsite to tell us more about the museum and its recent acquisitions.

**Cover Photo:** Dave Wilbur's G-45 powered Yellow Aircraft Zero. (Photo by Jim Patrick)

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## From the Editor

by Chris Luvara



Every other month I sit down to do this newsletter. I have done so for the past 10 years. I can't recall the exact issue when my brother and I both took on the job as the editors, but it was somewhere in the 50th issue range. We're now at 112. Do the math and that's over 70 issues I've taken part in. I think it's time for me to give it up.

When I took this on 10 years ago, I never thought I would have done it this long. Looking back, I am proud to say that I think we have one of the best newsletters in the country – and the club as a whole isn't too shabby either!

This club has given me so much over the past 18 years, experience, fun, and some great friendships. In recent years, I've become more and more busy outside of the club, mostly with full-scale airplanes and I don't feel I can give the adequate amount of time to continue to produce the newsletter. In fact, I hardly make it out to the field anymore. I will help in transition of a new editor, whoever it may be, and will stick with it until we find one. But in 2006, I'd like to step down from my position.

If you'd like to volunteer, please contact myself or one of the board members. I use Adobe Indesign CS to produce the newsletter, and would be happy to turn over my templates if you'd be willing to use the same design. If not, that's great to, I look forward to seeing someone else put forth some effort into keeping the club as great as it already is.

Regards,

Chris Luvara



One of the first issues of Servo Chatter I produced in 1996.

## Flyin Fast - VP News

by Michael Luvara



As we enter fall and begin to close on our event season, I'd like to thank those that have supported all of the events at the SCCMAS this year. First and foremost, without all the volunteers helping out at events and in general around the field, the SCCMAS would not be what it is today. This includes those that on constant occasion, pick up trash, make sure the cans are emptied into the dumpster, mow the lawns, de-weed, and keep the SCCMAS a clean atmosphere. Thanks again for all of your help and support.

The next meeting will feature guest speaker Joe Pruzzo, a member of Castle Air Force Base museum board of directors, will be onsite to tell us more about the museum and its recent acquisitions. A small video will also be displayed. Be sure to not miss this meeting

This year has shown another successive decline in event participation for the SCCMAS. With the exception of the T-34 races, Airshow and a select few other events, the participant numbers were disappointing. Richard Groen and the governing board are looking hard at why we are achieving such low numbers at a lot of our events. Is there not enough advertising? Is it just a cycle of slow times? Are people just too busy? Lots of questions and certainly lots of answers these issues. Personally, I have not been at the field as much as usual. Throughout August and September I was traveling extensively for business, leaving little time for play and it's my opinion that people are leading very busy lives right now. Our membership numbers are running pretty typical right now, hovering around 360. On any given year, we fluctuate between 325 and 400.

It's likely that we will cut back on events for the 2006 season, keeping the popular ones as it makes no sense to close the field down to open flying. Fee free to express your thoughts and concerns about this to us.

The permanent restrooms keep coming up as questions and concerns from members. If you haven't read the previous newsletters explaining this, I'll give you an update here. The bathroom project has been tied in with a long term lease agreement that the SCCMAS was negotiating with the county. Since the county is working on a 20 year master plan, they have elected to work the lease into the master plan and better align us with the grand scheme of the park system. I have been attending the county meetings and keeping up with the reports being put out on the master plan. It appears that we are in a very good position within the coyote creek park system with very positive comments being said about the SCCMAS and its facility. At this time, I can't give any definitive dates as to when the project will materialize, however it is still in the works.

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# From the Secretary's Building Board



by Rich Luvara

Club Meeting Notes- August 13th, 2005  
Members Present: 67

**New Members:**

None

**New Solos :**

None

## Show and Tell

No Show and tell this month...



## Dumb Thumb

Winner:  
Mike Conrardy

## SCCMAS Build and Fly Results



**1st Place - "Lucky Boys"**

Ali Mutahir  
Michael Volkart  
Ken Mason

**2nd Place - "Tide Racing Team"**

Bil Roth  
Tim Jones  
Bervin Britt  
Steve Smith

**3rd Place - "Eagles"**

Konstantin Makhratchen  
Alx Ivandisov  
Sergig Kuklenko  
Valo Dvorovkniv

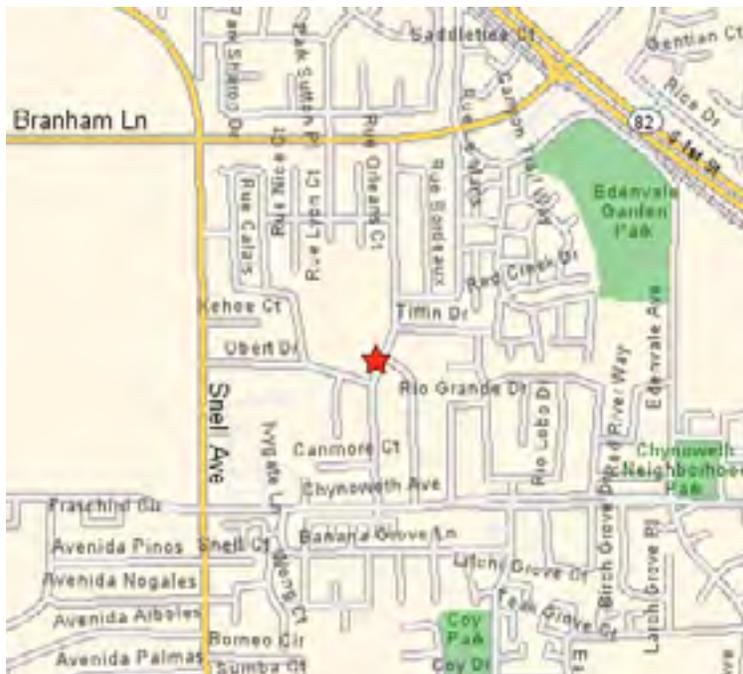


## Raffle

George Black	Kit
John Zaucher	Radio
Mike French	Motor
Bervin Britt	Fuel
Roger Caron	Flying Saucer
Tom Mercer	Iron
Kevin Walsh	Fuel
Jerry Bruce	Kit
Tom Ciccone	Fuel

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.

## Meeting Location Map



Hayes Elementary School, 5035 Poston Drive, San Jose, 95136

## Treasurer's Report



by Jim Patrick



### SCCMAS Profit & Loss 7/25/05-10/6/05

#### Income

Contest Entries	60.00
Donations	-170.00
Food Sales	208.00
Membership Dues	710.00
Student Vouchers	125.00
Swap Meets	200.00
Vending Machine	621.00
<b>Total Income</b>	<b>\$1,754.00</b>

#### Expenses

Bay Alarm	135.00
Computer Supplies	466.13
Equipment Rental	817.26
Food	537.03
Garbage Service	500.55
Licenses and Permits	25.00
Office Supplies	6.48
Postage and Delivery	230.00
Printing and Reproduction	285.78
Legal fees	420.00
Equipment Repairs	77.73
Janitorial Expenses	50.00
Sanitation Service	884.54
Supplies	1057.25
Telephone	405.14
Trophies	268.89
Gas and Electric	528.89

**Total Expenses** **\$6,695.30**

**Net Ordinary Income** **\$-4,941.40**

**Net Income** **\$-4,941.40**

## Contest Corner

by Rich Groen



As the Triangle series T-34 championships has just been completed, I have to congratulate all the people that make that event happen. Kevin Norred does an incredible job promoting the event and getting the pilots involved. In all there were 37 pilots racing. Although there was a fair share of crashes and goofs... never once did a pilot get mad at anyone else. It is truly a good bunch of people there to have a great day of competition. At the end of the event, every pilot went and cleaned or picked up some sort of equipment or trash. It is a great feeling to see after a day of standing on the line for 8 hours and the field is clean in 30 minutes. Thank again to all involved !!!

As far as the other events this year, they were not all as successful. Soon I will be scheduling the 2006 events. A few members have shown interest in resurrecting some failed 2005 events. Bahman Dara has some great ideas for an autumn electric fly. I know 2005 presented many challenges for people's schedules. Mine was not spared either; I take the blame for not getting flyers out in time for some of our members to plan accordingly. And for many of us 2005 just had too much going to prepare for, or attend various events. Based on turn-outs of 2005 events I am planning on canceling some events for 2006. Any of the events not scheduled could always be revisited in 2007 if there appears to enough interest. As your contest director I cannot validate closing the field from all members for 5-6 people to have an event. Currently I am planning on cutting the Warbird race, Junk yard Wars, and Open fun-Fly from the 2006 schedule. This is not set in stone yet, if you feel these really need to be held, please contact me and provide suggestions to get attendance for these events up. Be prepared help carry those ideas. Kevin Norred is passionate about T-34 racing, and his enthusiasm gets people to the events. In order to help some of these events we need enthusiastic participants.

A huge success this year was the Shack Managers. Everyone involved did a great job. Many found out how much work Pat Luvara and Bob Rich put in for many years. We will be offering the same program next year for 1/2 off dues for each event managed. Bob Rich, John Ribble, John McCollum, and Eric Spitzer will all receive free membership for 2006. Also Dan Walsh, Matt Campi, and Chris Tryhorn will all receive 1/2 off their dues. Thanks guys for your dedication to a successful 2005 food shack program.

To help the final events of the year, this newsletter contains flyers for last to events. If anyone would, please make 25 copies and drop off at your favorite hobby store..Thanks !



## An Anatomy of a Midair

It happens! Not often, perhaps, but two planes do attempt to occupy the same space at the same time in flight at our field. It happened to my student while flying the club's "Old Reliable" yellow trainer around the pattern. What was remarkable was that the event was so quick that we did not see what hit us. Our plane seemingly exploded before our eyes without cause. After a second of shock, we regained our composure and witnessed a quarter scale Chipmunk in its death throws about to be shattered upon impacting the ground. Our trainer's wing fluttered in a cloud of small yellow shards. The fuselage was making an arc ground-ward with the outcome assured. Although I had seen many, it was my first personal experience with a midair collision. I knew that "mid-air" are considered a no fault experience at the SCCMAS field. Even so, there were several contributing factors that heightened the likelihood of planes colliding. If anything positive is to come of this unfortunate incident, then understanding these factors and including those experiences in our flying regime should reduce further the chance of repeating this disaster.



1. Flying Against the Pattern. When you fly your plane against the prevailing pattern direction, your closing speed with other aircraft now requires your response time to be twice as fast. So avoiding other on coming aircraft becomes far more difficult. The Chipmunk was flying against the prevailing pattern direction and in the normal pattern airspace. Fly WITH the pattern, particularly in a mixed aircraft environment.

2. Sun Direction. A principle cause of disorientation is flying your plane through the sun's glare. You tend to lose your plane's perspective and a velocity. It takes perhaps a couple of seconds to regain your mental image of your planes status. Loosing it even for a second flying against traffic could spell collision. The Chipmunk was diving out from near the sun.

3. Aerobatics Airspace. There are spaces for aerobatics outside of high traffic areas. Perform your aerobatics much higher than the prevailing pattern traffic, outside the pattern area toward the freeway or low to the ground in the center of pattern area. Don't do your tail stands on the centerline of the runway while other planes want to land. Let us all keep mid-air rare and our angels alive. I welcome your comments.

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On October 1st, the Santa Clara County Boy Scouts Council held their "Coyote Classic" cycling event at the SCCMAS. The SCCMAS worked with the scouts council to allow them to start and stop the event at the SCCMAS facilities. This gave the opportunity for their participants to see model aircraft up close and personal both on the ground and in the air.

As I mentioned in the last newsletter, there will be a documentary on the National Geographic channel in January featuring several SCCMAS members and the SCCMAS field as part of the film. This documentary will be on Pterosaurs (aka flying reptiles, dinosaurs), having a title of "Sky Monsters". I'll be sure to pass on the dates and times of its airing as soon as I know it.

Lastly, some will soon start asking about renewals in the coming months. We will be sending out personalized renewal forms in late December.

Until next month,  
Michael

by Tim Jones



It's been a great summer and by all accounts at our field, a safe one. The fun fly and the junkyard wars events weren't big draws, but they were a lot of fun. Probably the biggest story of the summer was a fire at the field which changed a perfectly good Chevy Suburban into a pile of heavily scorched steel and molten aluminum. Being at the field at the time and watching the fire revealed a problem. On the upside, in our cellular world, there was no shortage of phones available to call the fire department. The problem revealed was that very few of the twenty five or thirty people at the field at the time had any idea what our field address or name is according to emergency services. So, the problem was upgraded to an "Opportunity for a solution". I contacted the ranger's office and verified how our field site and address was relayed to emergency services such as the fire department or Sheriff. The result is the signs pictured here. Pat Rose had these signs made for us and installed them. The signs are posted on the pit side of the impound box, on the end of the impound box in the start up area and on the wall nearby the first aid enclosure. The colors were chosen for easy visibility. Make note of their locations. Hopefully the information will never be needed to be relayed. But personally for me it's comforting to know that the information to relay to emergency services is clear and readily available.

Until the next newsletter, field event or club meeting,

Tim



## A New Beginners Experience, Racing a T-34 Yet another chapter in the "Lessons for Beginners" series

By Tim Jones

I continue to be amazed at what I'm still learning at my age. I've learned that I can actually control a model airplane through take off, flight and landing. I've learned a lot about adhesives, building materials, new tools, fuels, props, first aid and glow plugs. So, if I've learned all this, what else is there?

Well, one of the many new friends I've made since I started in this hobby, Babe Caltabiano, tapped me on the shoulder one day. He asked if I'd like to join up with him and sign up to race T-34's in the six race triangle series. I thought for a second. "Race" my T-34? I'm sometimes surprised I can actually "Fly" my T-34! Well, of course I said "Yep, I'm in".

I was into racing of one sort or another many times in my younger years. I raced shopping carts, skateboards, slot cars, bicycles, motorcycles, cars, frogs, whatever would move. I've always loved machines. And racing was fun. One thing I'd learned about myself some years ago is that I enjoyed racing for fun. If the racing got aggressively competitive, I was out. It just wasn't fun for me to get all hyped and worked up about a race. So, the T-34 series was for me. It was a stock class. The kit and the engine are defined in the rules. I met Al Goss, pilot and owner of the full scale T6 racer "Warlock" at a National Air Racing Group dinner a while back. He noted that he had discovered that there were widely differing understandings and examples of "Stock". But the T-34 racing rules were written with the statement that this series was developed with simple rules, to be fun for fliers of all skill levels. It seemed perfect for me. The big variable for me was skill. I had a stock T-34. I had the right engine. I figured I could work on the skill part. The fun part? No problem. I could have fun. So, let's go have fun!

By the time the first race day came around, we'd added a third person, Steve Smith, to our group. So, the three of us will ride together, pit for and call for one another. So, what are we learning? One of the surprising things we learned on the first day is that at 5:30 in the morning we can put four T-34 planes, three starter boxes, three tool boxes, three hard hats, three transmitters, three lunch boxes, three folding chairs, assorted jackets, two coffee cups and three grown men into one Ford Explorer with the windows rolled up! Hey, I was surprised.

The first race was held at Fresno. We hit the road early in the morning. Packing up and hitting the road that early in the morning reminded me of going fishing or bird hunting. Neither of which I had done for a long time. The drive was a good time to chat and joke a bit, stopping for breakfast in Los Banos. In that trip we learned of a place not to stop for breakfast again. Driving into the field site I realized that I had never flown at any field other than our own SCCMAS field. I had flown a couple of times at a couple of air shows as an ambassador for the club with no problem, but never at another model flying site. The day went well. Babe called for me and

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I'd survived every race. I had to race in a fly off for the silver race. I won that, so I was in my first trophy race on my first day of racing. Aaagghh, the pressure. Imagine my surprise to get, in my first day of racing, a second place trophy plaque to hang on the wall over my bench.

The second race was at Madera. All went well, with a third place silver trophy. This is getting easy. The third race at Morgan Hill went fairly well. I made it into the silver trophy race again. I felt I was doing well. I was getting brave. Brave enough to fly a lower line, tighter and close to the ground. So close to the ground in fact that my plane failed to come out of the second turn on the fourth lap. So close.....

The fourth race was at Fresno again. What a great day! I was on! Even with a bad start in the second heat, Babe called me through the turns and I was flying my best lines ever. Three first place finishes and a second place finish put me in the gold trophy race. All was going great. I had a perfect start. I was continuing to fly my best line ever. I was following Babe's cadence. My turns were tight. My roll outs were clean. I felt great. I was leading the gold trophy race. But wait! My plane doesn't turn any more. I was just halfway through the second turn on the fourth lap, when suddenly, NO TAIL! I was one of the victims of a mid-air. I watched my gold race leading racer continue in a tangent off from the second turn continuing over the heads of the pylon judges and smashing violently into the ground. My gold race lead quickly became a fifth place, and an opportunity to build another plane.



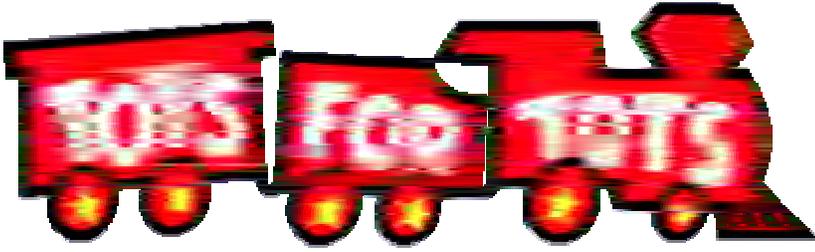
The fifth race was again at Madera. What a great day. My swap meet replacement plane was flying great. I was again doing well. The heat race finishes put me once again, into the gold trophy race. This one went much better. I won the gold race and an additional point in the championship series. After the fifth event of the six event series of my first endeavor into model plane racing, I was in the race for points in the championship. I was holding third. I had a chance at the championship.

The sixth and final event of the series. What a beautiful day. Perfect weather, my home field and a proven plane. The first heat, a first and five points. The second heat, another first and another needed five points toward the championship. I was on again. My lines again were right. My timing to Babe's cadence was clean. Two more heats like this and I was going to be in the gold race again. The third heat, I lost my timing. The first couple of laps I was all over the place. The first turn into the fourth lap I came out of my turn just a bit too close to oncoming traffic. So close that the plane passing by me took sixty percent of my left wing off. Once again, I found my plane completely uncontrollable. Steve worked to cheer me up and said I wasn't out yet, and he loaned me his plane for the next heat. A different plane and transmitter for me. A different set up. My start was way too early. An obvious start cut. But Babe stuck with me and got me through the fourth heat with a third place finish. Enough points for the day to put me into the silver race again. I felt good. Babe's cadence sounded right again. I had a good line going again. By the fourth lap we were leading the race. Enough so, that we decided to relax a bit and just fly safe. No cuts. We made a mistake. The second place plane snapped around the last turn and beat us over the finish line by a cowl. With a clean race, I took second in the final silver trophy race of the series. I'd also maintained a respectable third in the points for the series to win a T-34 kit. What a great finish to a first season of racing.

Babe, Steve and I learned so much for next year. We learned where to never stop again for breakfast or dinner in Los Banos. We learned that we can always fit one more of something into the car. We learned that we don't necessarily need a spare plane for each of us, but one to share as a backup is a good idea. I learned that no matter how far back you might be in a race, keep racing. Someone ahead of you might not be. I learned that no matter what your lead in a race, keep racing. Someone behind you will still be racing.

During this adventure I had four very early mornings and six full long days. I destroyed two perfectly good T-34 planes, five glow plugs and three props. I drank coffee and ate doughnuts with many new friends. I raced and held my own in calm warm air and cold windy air. I shared a friendly rivalry and enjoyed cheering for my fellow racers and teammates. I mounted six different trophies on the cabinet doors in my garage and, I started building a new T-34.

What a rush!!!



**SCCMAS Proudly Presents...**

**3rd Annual...**

**Whitacre-Toys for Tots Memorial**

**Sunday December 11th**

**9am - 1pm**

**This has been a great finale for the year.**

**Please come help us honor**

**Bob Whitacre's wonderful life, and help  
the children in our community.**

**Entry Fee is any new unwrapped Toy.**

Event open to all guests and members. Bring a toy and enjoy a winter day with some friends. Any AMA pilot is welcome to fly that brings a donation.

**SCCMAS - Morgan Hill, Ca.**

For more info visit [www.sccmas.org](http://www.sccmas.org) or call Richard Groen @ (408) 832-7432

# R/C Flea Market

**Presented by the Santa Clara County Model Aircraft Skypark  
Morgan Hill, Ca.**

**A Facility of the Santa Clara County Parks & Recreation Dept.**

## Saturday - December 3rd

**8:00am - 1:00pm**

Come join us at the SCCMAS field. Buy or sell your R/C related items.

**No Pre-registration needed.** Table space is limited, and available on a first come, first serve basis, bring your own table to be safe.

**SCCMAS field is open for flying**, all transmitters must be impounded or battery/module removed to prevent accidents.

**Last chance for 2005 to get winter building deals.**

**Space Rental \$10.00**

For more info, contact Richard Groen at (408) 832-7432

Maps and additional club info available at our website  
<http://www.sccmas.org>

# Bayside RC Club Auction

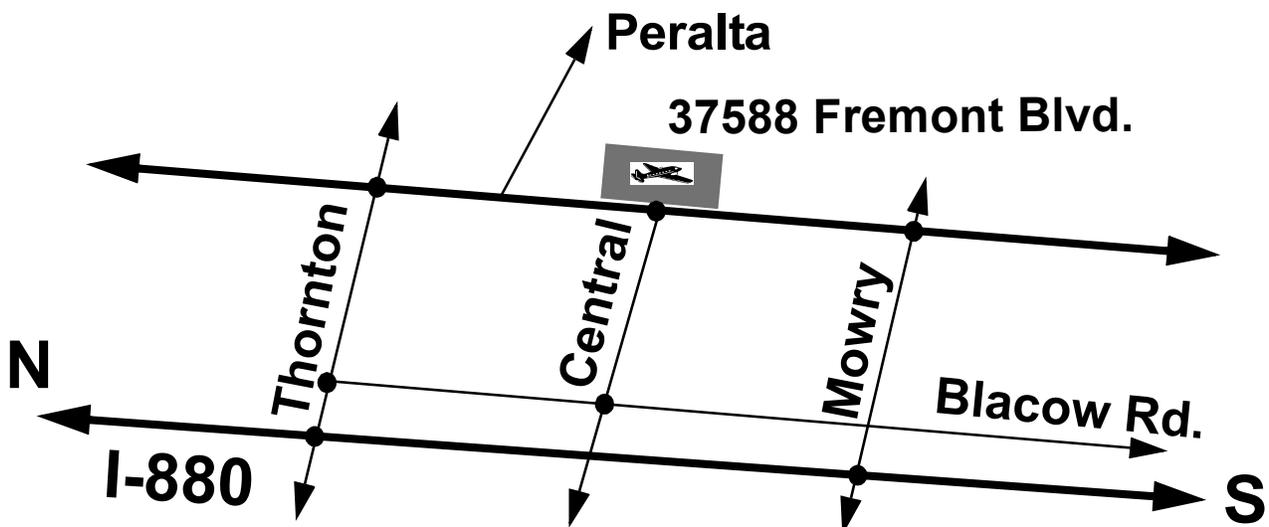
**Saturday, November 5th 2005**  
**Holy Spirit Church**  
**37588 Fremont Blvd., Fremont**

- Check in starts at 6.30 AM
- Selling starts at 10.00 AM
- R/V parking on site - no hookups
- Food & Beverages available
- Very large, all-indoor site
- Manager: Mike West

\*iflyi16@comcast.net

\* (408)732-4279

\*www.baysidercclub.com



## 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>
<b>Vice President</b>	Michael Luvara	408-292-1212	<i>mike@sccmas.org</i>
<b>Newsletter Editor</b>	Chris Luvara	408-246-3857	<i>servochatter@sccmas.org</i>
<b>Treasurer</b>	Jim Patrick	408-356-0817	<i>jpqt7@gte.net</i>
<b>Contest Coordinator</b>	Richard Groen	408-832-7432	<i>richdutch@sbcglobal.net</i>
<b>Secretary</b>	Richard Luvara	408-246-3857	<i>rluvara@hotmail.com</i>
<b>Food Service Manager</b>			
<b>Safety</b>	Tim Jones	408-281-2915	TJKof57@aol.com
<b>Flight instruction</b>	Mike French	408-373-5301	<i>french913@aol.com</i>
<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

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

TOYS • PARTS • ACCESSORIES • SPECIALTY ITEMS  
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### RC World of Planes

**Kris Gholamipour**  
 4900 Patrick Henry Drive  
 Santa Clara, CA 95054  
 408 980-9029 Phone  
 408 980-9041 Fax  
 kris\_gh@yahoo.com



On line ordering  
[www.rcworldofplanes.net](http://www.rcworldofplanes.net)

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



*Wheelin & Deelin at the SCCMAS Swap Meet (Photo by Joanne Levy)*

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.



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



*Next meeting: Friday, October 21st @ 7:00pm  
Location: Hayes Elementary  
(see page 3 for a map)*