

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

March 2002 - Issue # 91

Editor: Chris Luvara

<http://www.sccmas.org>



Work Party
Saturday, March 16th

NEXT MEETING: Friday, March 29th @ 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: Bahman Dara's Decathlon. (Photo by Mike Luvara)

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From the Editor

by Chris Luvara



It looks like the weather is getting better and we are going to be flying more and more. Most of you won't believe it, but I am actually working on an airplane again. I'll be out flying soon!

This month Gordon McConnell has written an excellent article on turbine awareness. Turbines have become a more than common sight at the field, and this article is more than welcome. Thanks Gordon! So once again I'll remind everyone else, if you have an article, please send it in. I'm off to work on my airplane, so lets go flying!

-Chris

IMPORTANT!



Please do not throw away any fuel containers in the SCCMAS garbage cans. Please take them home and dispose of according to your local regulations.

Remember, if you've got any submissions, send them to:



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

Email at: servochatter@sccmas.org

Call voice at: (408) 246-9583

Flyin Fast..The VP's News

by Michael Luvara



It's sure nice to be able to look out the window on the weekends now and see something unusual – the sun! The “weekend” rains have appeared to subside and the enjoyable flying weather begins. Now that the rains have calmed down, it is time for a work party.

On Saturday, March 16th the SCCMAS field will be closed to flying from 8am till around 2pm as we are going to perform a large and much needed work party at the field. The SCCMAS needs the membership's help in performing the many tasks as we will accomplish many major things on this day. They include:

Of special note is individuals who have experience in concrete finishing. We're installing some jet blast pads for the turbines and a heli landing pad, of which we will need help with the finishing work on.

- Paint Snack Shack inside and out
- Rework runway overruns
- Smooth out infield grass
- De-weed field and immediate areas
- Fix snack shack deck & repaint
- Clean up and paint impound
- Re-construct benches by entry fence
- Organize storage bin and back room
- De-weed runway
- Patch slurry seal where needed
- Clean runway and taxiways
- Fix counter inside snack shack
- Re-finish sun shades and install mesh shades
- Trim bushes/weeds near bike trail and at field
- And lots more!

We will be needing members to bring along hand tools, brooms, shovels, rakes, tools to cut bushes, etc. Whatever you feel is needed for the above items, go ahead and bring it. We have arranged for a tractor to come in and re-grade the ends of the runway, ending a problem with the runoff areas. After this is smooth, we will once again re-plant grass and do our best to maintain it as the pigs will probably not be back for at least 6 months.

Please note that we have some new rules regarding aircraft which members like to hover with. Safety is always #1 at the SCCMAS and these rules stem from this principle. The rules are as follows:

- NO hovering over the runway while other members are present.
- Hovering is permitted if you are by yourself, no

(continued on page 7)

From the Secretary's Building Board

March meeting notes:

- 65 members present
- New solos reported:
Phil Morovich
- New members present:
Ted Peirson
Ken Levy
Kurtis Dorsey
Phil Morovich

by Rich Luvara



Show and Tell.....

Ken McBride - Showed prototype parts from full size P-51's that his company is building from scratch in Romania.

Paul Hasselbach - Balsa gliders which he has created to sell that will be packaged by Agnews patients.

Dumb Thumb

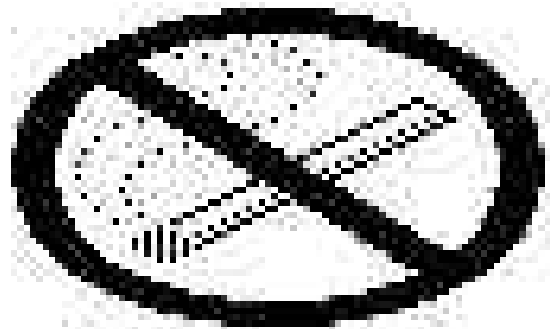
Winner: Walt Colby



- Epoxy/glass - John Gaines
- Accelerator/Cups - Jack Patterson
- Accelerator - Jack Ledain
- Glass - Jacob Raquet
- Accelerator - Dennis Pedrazzo
- Epoxy - Steve Snell
- Fuel - Bervin Brett

This month, we have to thank *Castle Hobbies* 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.**

NOTICE!!!



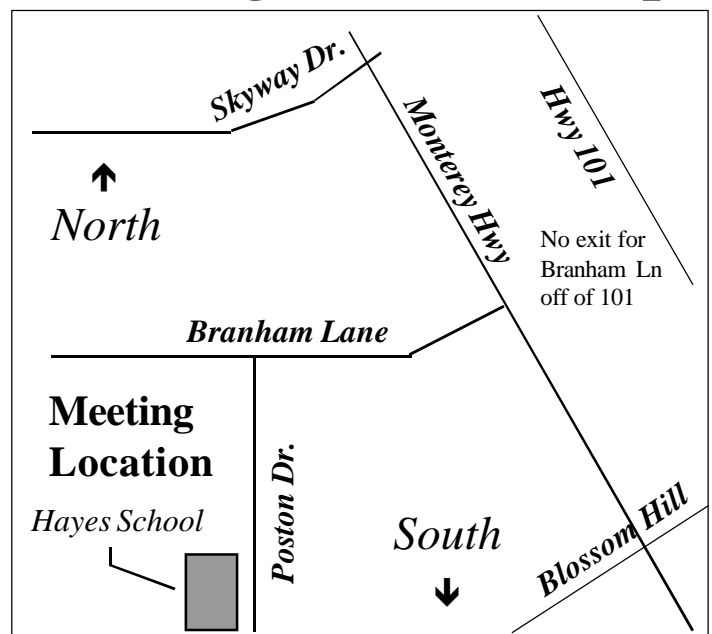
No Smoking on anywhere on the Hayes school grounds, inside or out.

Raffle



- Radio- Kevin Murphy - Don't forget the Donuts!
- Engine - Phil Morovich
- Kit & video - Dennis Anderson
- Fuel - Alex Francesini
- Fuel & CA - Ken Levy
- Epoxy - Dick Gardner
- Video - James Uhlendorf
- Accu-throw- Bob Ortman
- CA - James Thompson
- CA - Phil Morovich
- Epoxy - Rick Maida
- Epoxy/glass - John Gaines
- Accelerator/Cups - Jack Patterson
- Accelerator - Jack Ledain
- Glass - Frank Sanders

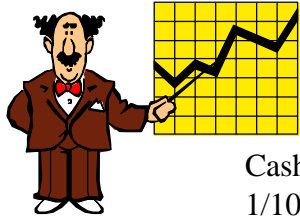
Meeting Location Map



Drawing not to scale

Trea\$urer's Report

by Babe Caltabiano



Cash Flow Report
1/10/01-2/28/01

INFLOWS

Dues \$8,535.00

TOTAL INFLOWS \$8,535.00

OUTFLOWS

Acme Sanitation \$309.79

AMA \$40.00

Bay Alarm \$135.00

Garbage \$239.87

Insurance \$666.25

Office \$758.65

Pest \$50.00

Printing \$86.67

Rental Vending \$75.00

Soda Purchase \$534.00

Stamps \$106.12

Utilites, Phone \$376.99

Water 570.70

TOTAL OUTFLOWS \$3,113.25

OVERALL TOTAL \$6,230.75

Safety/Training

by Jim Patrick



No article this month from Jim, he'll be back next month.

SCCMAS 2002 Events (Finalized Schedule)

Saturday, March 23rd - Inter-Club Fun Fly

Friday, March 29th - Club Meeting - 7:30pm @ Hayes Elementary School

Saturday, April 13th - Flea Market

Sat & Sun May 18th & 19th - Jet Fly-In

Friday, May 31st - Club Meeting - 7:30pm @ Hayes Elementary School

Saturday, June 1st - Electric Fly-In

Sat & Sun June 15th & 16th - Giant Scale Fly-In

Sat & Sun, July 13th & 14th - Annual Airshow (Invitational)

Saturday, July 20th - Annual Club BBQ/ Meeting - 5:30pm @ SCCMAS field

Saturday, July 27th - Flea Market

Saturday, August 10th - Warbird Race

Sat & Sun August 31st - Sep 1st - IMAC/ SCAT Aerobatics

Sat & Sun October 5th & 6th - World Models T-34 races

Sat & Sun November 9th & 10th - District 7 Pattern Championships

Mail or fax 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"

No ads recieved this month.

Turbine Awareness

By Gordon McConnell



Well, I've been meaning to write this for months., but I always got sidetracked into the garage where my toys were

calling for me to work on them. What I hope to accomplish with this article, is to explain enough about turbine powered aircraft to make it safer, easier and more pleasurable for us all to play in the same sandbox without annoying each other. I will also touch on some turbine aspects (including safety) that some of you may be wondering about.

Let's all play together...

In the SCCMAS, we have members flying almost every type of model imaginable. Each and every different type of aircraft, or even different style of flying, introduces both its own needs and its own risks of member to member conflict. Put a T-34, a high-wing trainer, a helicopter, an IMAC-style plane and a 1/4 scale warbird in the air at the same time, and it's almost guaranteed that at least one of the pilots is going to be annoyed at one or more of the others. Now add a turbine into the mix, and the odds go up again.

From several years of watching the above kind of situation, it's my opinion that in most cases the problem has one of just two origins – (1) people being so wrapped up in their own little world that they forget about the needs of others; (2) people simply not knowing what kind of needs the other aircraft types have. I can't really do anything about (1), but I'm going to try to address (2) as far as turbines are concerned. I encourage pilots of other types to likewise take the time to educate us about the needs of other aircraft types.

So, here are some important aspects of using turbines, that you may not be aware of:

- **Startup.** The AMA currently requires that all personnel not involved in

starting the aircraft must stay an appropriate distance away. To accommodate this, turbine pilots will quite often take their aircraft some distance down one of the taxiways and start there. To the sides and rear of the engine,

spectators must be at least 25 ft away, but there are some areas forward of the engine where it is actually safer to stand than to the sides or rear, so if you would like to watch the startup procedure, speak to the pilot beforehand and ask him to show you the safe zones.

If someone who is starting a turbine waves wildly at you to move out of the way when you walk into the start zone, he is not being unfriendly – he's just looking out for your safety and trying to ensure that the club does not fall foul of AMA regulations. He'll almost certainly be perfectly happy to show you his toys and answer your questions... as long as he can do that when the engine is not starting or running.

By the way, if you decide to start your aircraft right next to someone who's already starting a turbine, you are actually forcing them to either move or break the rules. You may have noticed that there is usually a lot of support equipment to haul around for these models – that means it's not that easy to move all that stuff, so some leeway is really appreciated.

- **Flight duration.** These engines sure know how to drink fuel. The little RAM 500 burns up to 8 oz of fuel per minute, and my AMT 280 burns up to 14 oz per minute. Because fuel is so heavy, you can't carry all that much of it, which in turn means that flights are generally short.

With most aircraft types, doing a few go-arounds while waiting to land is not that much of a big deal, because you generally have a fairly decent fuel reserve. Because of the high fuel consumption, that luxury does not exist with the turbines. So, if you are landing / have landed just ahead of a turbine that's waiting to land, then anything you can do to clear the runway as soon as possible would be *very* much appreciated. (e.g. maybe you can leave tasks such as switching your RX off, collapsing your TX antenna, looking for the parts that fell off during your arrival (!) etc. until *after* you have carried, taxied, or pushed your aircraft off the runway – that way the runway is blocked for a much shorter time, and everyone is happy).

- **Spool-up time.** Just like their full-size counterparts, these miniature engines take time to spool up





and down. If you're going from an idle of say 45,000 RPM to full throttle at say 150,000 RPM, then that takes time to happen. The time taken varies from one engine type to another, but my RAM 500 for example takes about 6 seconds to spool

up. In most cases this should not be much of an issue, as the pilot should learn to think ahead by the appropriate amount.

Why does this matter? Well, consider what happens when a turbine powered aircraft is in the last seconds of its landing approach, and someone else yells "Deadstick!". With a regular aircraft that has instantaneous throttle response the aircraft that is landing under power should simply power up and go around in order to give the deadstick pilot sole use of the runway. With the time required to spool up the turbine though, a go-around may or may not be an option. If that situation arises and the turbine pilot feels that he can not do a go-around, he's (hopefully!) not just being selfish – he's working within the limits that are available. Please work with each other to resolve this, by calling out to each other "landing long", "landing short", "landing on the right", etc. so that you can both land with the minimum risk of running into each other.

Other miscellaneous musings:

Start pads

Last year the turbines created some yellow stripes on the grass during the start-up process. A number of people suggested that the aircraft be turned so that



the exhaust points directly down the taxiway rather than over the grass. Unfortunately, during the start process it is necessary for the aircraft to be pointed into wind in order to achieve ignition correctly and safely, so that solution would not work. This year the club will be addressing this concern by installing a few "jet start pads" along one of the taxiways, so that the aircraft may be started on the taxiway with the hot exhaust hitting the concrete pads instead of the grass.

Turbine Waiver

The AMA has drawn up a very substantial list of regulations to govern the use of turbines in model aircraft. For instance, only certain engine types may be used, and each such type has to pass a rigorous series of safety tests including over-speed containment. Similarly, the pilots themselves must also go through an increasing number of training and test sessions before being allowed to operate a turbine powered aircraft under the AMA rules. Once the pilot successfully completes these tests, he is awarded a "Turbine Waiver", and is given a small wallet-sized certificate as proof. Current waiver holders in our club include: Reggie, Ehab, Tam, Chris Huhn, Jimmy Mongiello, Bob Parks and myself (Gordon). Apologies if I left anyone out.

In the same way that it is important for us to know that all pilots flying at SCCMAS have AMA insurance, it is important to know that all turbine pilots hold a waiver. If you see someone bringing a turbine aircraft out, and you are not sure whether he has a waiver or not – feel free to ask to see his waiver certificate. Perhaps in future we can have "turbine waiver" (or similar) marked onto our club cards so that you can more easily tell whether club members hold a waiver.



Fire Extinguisher(s)

No turbine may be started or flown without at least one fire extinguisher being present. If you see someone operating a turbine without a fire extinguisher present, please do not hesitate to tell him to shut down until he corrects this oversight.

I hope that, by saying that each and every club member is welcome to enforce requirements for the waiver and fire extinguisher, it does not sound like I'm getting "rulebook-happy". One of the really great things about our club is that it is not rule-crazy like some other clubs are - the few rules we do have are primarily just for safety. The same applies here, and the intent is simply to ensure that if e.g. a few of you are flying on a Wednesday morning and someone turns up at the field with a turbine - then you know what to look for to ensure the safety of the club and its members.

Well, that's all for now, because I've already taken up way too much space. If there's anything I haven't addressed that you would like to know, feel free to corner me or one of the other turbine guys at the field, or email me at gmcconnellsprint0@earthlink.net. Similarly, if you think there's anything that the turbine guys are doing that could be done better in order to minimize any inconvenience that we are inadvertently causing – please speak up so that we can do our best to resolve any such issues.

Thanks for listening,

Gordon

further in than the runway centerline.

- Hovering is permitted with one other pilot on the flightline if you have their consent. When a third pilot comes up to fly, halt any close-in hovering maneuvers. All hovering is to be commenced from the far edge of the runway and out.
- Hovering is permitted with up to three pilots performing similar hovering maneuvers at the same time. Hovering is to be commenced from the runway centerline out and maximum separation between the planes must be maintained.

The above rules have been created for every member's safety. Please abide by them.

Please remember that helicopters are to hover only in the designated area off of the left taxiway. All forward flight is to be done from one of the six flight stations as would any aircraft.

I was not sure if I mentioned the exact number that our Flea Market in last November raised for the September 11th fund. In November, the SCCMAS sent a check for \$700.00 to New York from money raised on the day of the Flea Market. I want to thank everyone who contributed by supporting the event and for giving to help those affected by last year's tragedy.

In January, the SCCMAS unveiled its new website. A big thanks goes to our webmaster Steve Snell. We're finally entering the current era of technology on our website and there's some really neat features coming!

Airshow 2002 is right around the corner (seems like it anyways) and I will be needing serious help with this event as always, however, I would like to hand off more responsibility to others this year to lighten the load. Please contact me if you are interested in helping out at this major event.

At the time this article is being written, I just received a phone call from a member whom was driving down 101 on a Saturday and saw a large aerobatic aircraft very close to the freeway. Those of you whom fly the larger aircraft need to realize how these aircraft are actually farther out than we think. Please keep them in close!

At the next club meeting on March 29th, we will present the results of our 2002 membership survey. At the time of this writing, the survey return is lower than last year's. Please send in your survey if you get the chance.

Well, that's enough for this month.... Go enjoy some flying at the field!

Michael

Please note - gate combination was changed on March 3rd. Please check your club card for the new number.



R/C Flea Market

Presented by the Santa Clara County

Model Aircraft Skypark

Saturday, April 13th

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 Michael Luvara at (408) 292-1212

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

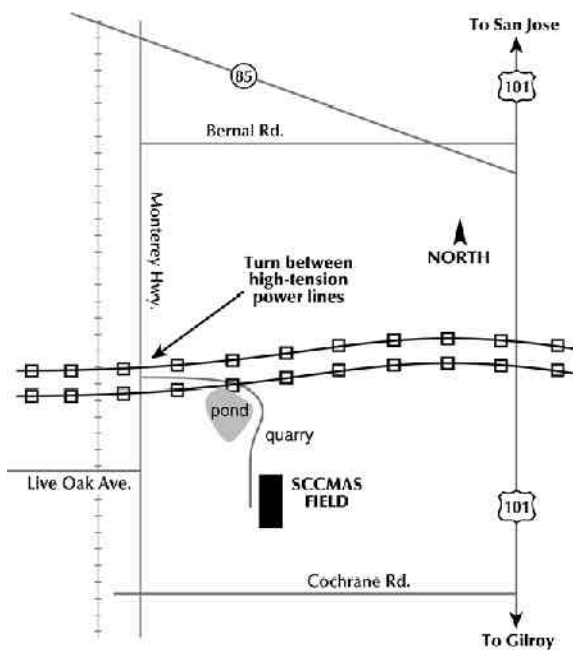
servochatter@sccmas.org

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.

Inter-Club Fun-Fly Challenge

Can your club be No. 1?

It's your club against other local clubs in a Fun Fly challenge. The rules are simple. Bring at least 5 members to represent your club, have fun competing in the crazy and wacky events we pose to pilots, and when the battle is over, the club with the highest average score wins! Any soloed pilot of any skill level can compete with just about any type of airplane. From trainers to Cap 21's, we've seen them all with an equal chance of winning! Trophies will be awarded to the top 5 individual finishers and the club with top honors will take home their own trophy for bragging rights.

When: Saturday, March 23rd

Where: Tomcats field (see map below)

Time: Check-in 8:00 am -Flying starts at 9:00.

Entry fee: \$5.00 (per person)

For more info, contact:

Contest Director: Michael Luvara

Phone: (408) 292-1212

Email: Servochatter@sccmas.org

www.sccmas.org

Past Winners

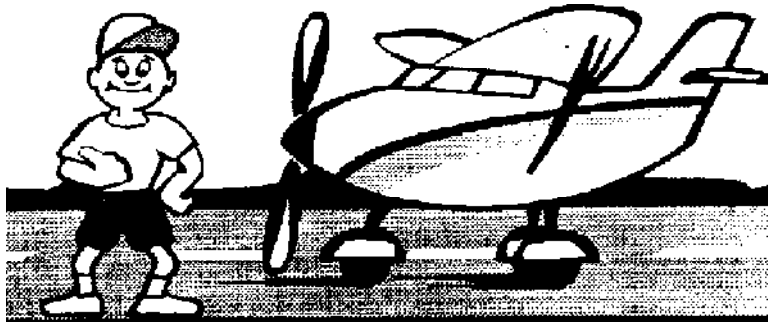
- 1999 - SCCMAS
- 2000 - Fresno R/C
- 2001 - SCCMAS
- 2002 - ????????

Open to any club.
Just bring 5 or
more pilots to
qualify for the
"Bragging Rights"

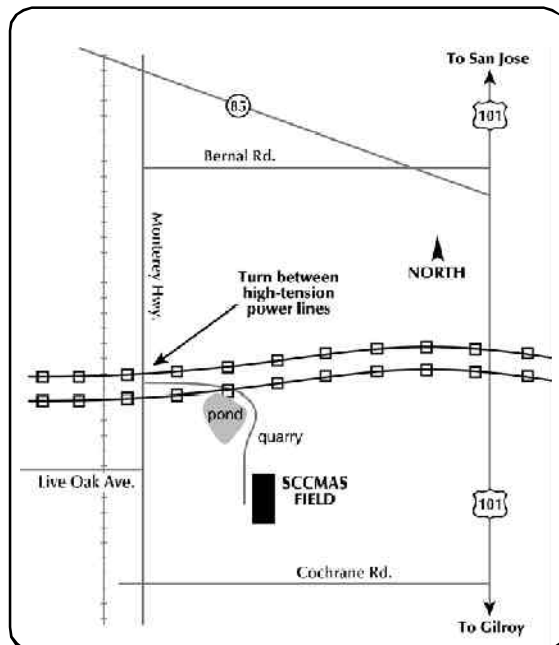
AMA required

Some typical events that you might see on March 23rd....

Spot landing, Limbo, Timed events, Cracker whistle, Glow plug in a spoon, God is my co-pilot, mirror-taxi, and many other neat surprises! You might be asking "What are all of these events?" -Come and find out!



SCCMAS field map



2002 Contest and Fly-In Schedule

NCRCS - Northern California R/C Society

March	9-10	SCAT @ Riverside, CA.
	23	Interclub Fun-Fly @ SCCMAS, Morgan Hill, CA.
	23-24	IMAC @ Las Vegas, NV.
April	6-7	Pattern @ Whittier Narrows, CA.
	7	IMAC Basic/Sportsman/Intermediate @ Coachella, CA.
	13	Flea Market @ SCCMAS, Morgan Hill, CA.
	13-14	SCAT @ Las Vegas, NV.
	20-21	Open House @ Woodland-Davis, CA.
	20-21	IMAC @ Tucson, AZ.
	20-21	IMAC @ St. George, UT.
	21	Pattern @ BARCS, Richmond, CA.
	26-27-28	Spring Giant Scale Fly-In @ Salinas Area Modelers, Salinas, CA.
	27	Irv Rodemsky Stud Fun Fly @ DVRC, Pittsburg, CA.
	27	World Models T-34 Races @ Tokay R/C, Lodi, CA.
27-28	Pattern @ Riverside, CA.	
May	3-4-5	Scale Helicopter Contest @ Bayside R/C, Fremont, CA.
	4-5	49'er Scale Masters Qualifier @ Woodland-Davis, CA.
	11	Lady Hawks Fly-In @ DVRC, Pittsburg, CA.
	11-12	Vertical Challenge Helicopter Fly-In @ FRM, Fresno, CA.
	18	Flea Market/Swap Meet @ FRM, Fresno, CA.
	18	Warbird Races @ Madera R/C, Madera, CA.
	19	IMAC Basic/Sportsman/Intermediate (100 dB Max) @ EBRC, Livermore, CA.
	18-19	Jet Fly-In @ SCCMAS, Morgan Hill, CA.
	18-19	SCAT @ Prado Dam, CA.
	18-19	Pattern @ Las Vegas, NV.
	24-25-26-27	IMAA West Coast Festival @ Castle Airport, Atwater, CA.
25-26	Pattern @ FRM, Fresno, CA.	
June	1	Electric Fly-In @ SCCMAS, Morgan Hill, CA.
	1-2	Dan Sullivan All Scale Contest @ Ukiah, CA.
	1-2	IMAC @ Albuquerque, NM.
	1-2	SCAT @ Buttonwillow, CA.
	8-9	IMAC @ NBRC, Skaggs Island, CA.
	8-9	Pattern @ El Toro, CA.
	15	7/11 Fun Fly @ DVRC, Pittsburg, CA.
	15	IMAC Basic/Sportsman @ LFE, Livermore, CA.
	15	World Models T-34 Races @ Madera R/C, Madera, CA.
	15-16	Giant Scale Fly-In @ SCCMAS, Morgan Hill, CA.
	22	Warbird Races @ Tokay R/C, Lodi, CA.
22-23	South Bay Scale Masters Qualifier @ EBRC, Livermore, CA.	
July	6-7	IMAC - includes Mini-mac (100 dB Max) @ EBRC, Livermore, CA.
	13	Open Combat @ EBRC, Livermore, CA.
	13-14	12 th Annual Giant Scale Fly-In @ FRM, Fresno, CA.
	13-14	Annual Invitational Air Show @ SCCMAS, Morgan Hill, CA.
	15-20	IMAC Nationals @ Muncie, IN.
	20-21	SCAT @ Salinas Area Modelers, Salinas, CA.
	22-26	Pattern Nationals @ Muncie, IN.
	27	Flea Market @ SCCMAS, Morgan Hill, CA.
27-28	WW II Wings of Victory @ Woodland-Davis, CA.	
August	10	Sport Warbird Races @ SCCMAS, Morgan Hill, CA.

2002 Contest and Fly-In Schedule

NCRCS - Northern California R/C Society

	10	Coffee and Donuts Fun Fly @ DVRC, Pittsburg, CA.
	16-18	6 th Annual Bayside/Century Heli Jamboree @ Bayside R/C, Fremont, CA.
	17	Giant Scale Fly-In @ EBRC, Livermore, CA.
	17-18	Pattern @ SAM, Sacramento, CA.
	24	Warbird Fun Fly @ FRM, Fresno, CA.
	24	World Models T-34 Races @ Tokay R/C, Lodi, CA.
	30-1	IMAA Mini Festival @ Salinas Area Modelers, Salinas, CA.
	31-1	SCAT @ SCCMAS, Morgan Hill, CA.
	21-1	Pattern @ Cresswell, OR.
September	14	Flea Market @ Bayside R/C, Fremont, CA.
	14-15	IMAC @ NBRC, Skaggs Island, CA.
	14-15	SCAT @ Las Vegas, NV.
	21	Warbird Races @ Tokay R/C, Lodi, CA.
	21-22	Jet Fly-In @ FRM, Fresno, CA.
	21-22	Pattern @ WaveMasters, Hollister, CA.
	28	Electric Fun-Fly @ Half Moon Bay, CA.
	29	Devil Mountain Electric Fun-Fly @ DVRC, Pittsburg, CA.
	29	EBRC Airshow @ EBRC, Livermore, CA.
	28-29	IMAC @ Tucson, AZ.
	28-29	SCAT @ Prado Dam, CA.
October	5	Swap Meet @ DVRC, Pittsburg, CA.
	5	Open Combat @ EBRC, Livermore, CA.
	5-6	T-34 Triangle Series Championships @ SCCMAS, Morgan Hill, CA.
	9-13	TOC @ Las Vegas, NV.
	9-14	US Scale Masters @ Mesa, AZ.
	12	Annual Auction @ Bayside, Fremont, CA.
	12-13	Jet Fly-In @ Woodland-Davis, CA.
	19-20	Fall-for-All Make-a-wish Foundation Airshow @ FRM, Fresno, CA.
	26-27	IMAC @ Phoenix, AZ.
	26-27	Pattern @ Prado Dam, CA.
November	9-10	Pattern – District Championships @ SCCMAS, Morgan Hill, CA.
	9-10	IMAC – includes Mini-mac @ Coachella, CA.
December	7	Toys-for-Tots @ BARCS, Richmond, CA.
	7	Toys-for-Tots @ Salinas Area Modelers, Salinas, CA.
	21	Toys-for-Tots @ EBRC, Livermore, CA.

WEST COAST JET FLY-IN

May 18th & 19th, 2002

Presented by
The Santa Clara County Model Aircraft Skypark - Morgan Hill, CA

Pilots Landing fee - \$25.00 (lunch included)

Free Admission for spectators

All radio controlled jets welcomed

AMA Required

Turbine Waiver Required (if applicable)

Pilots Raffle

Awards

Contact:

Organizer:

Tam Nguyen

(408)227-1676

tamjets@yahoo.com

CD:

Mike Luvara

(408)292-1212

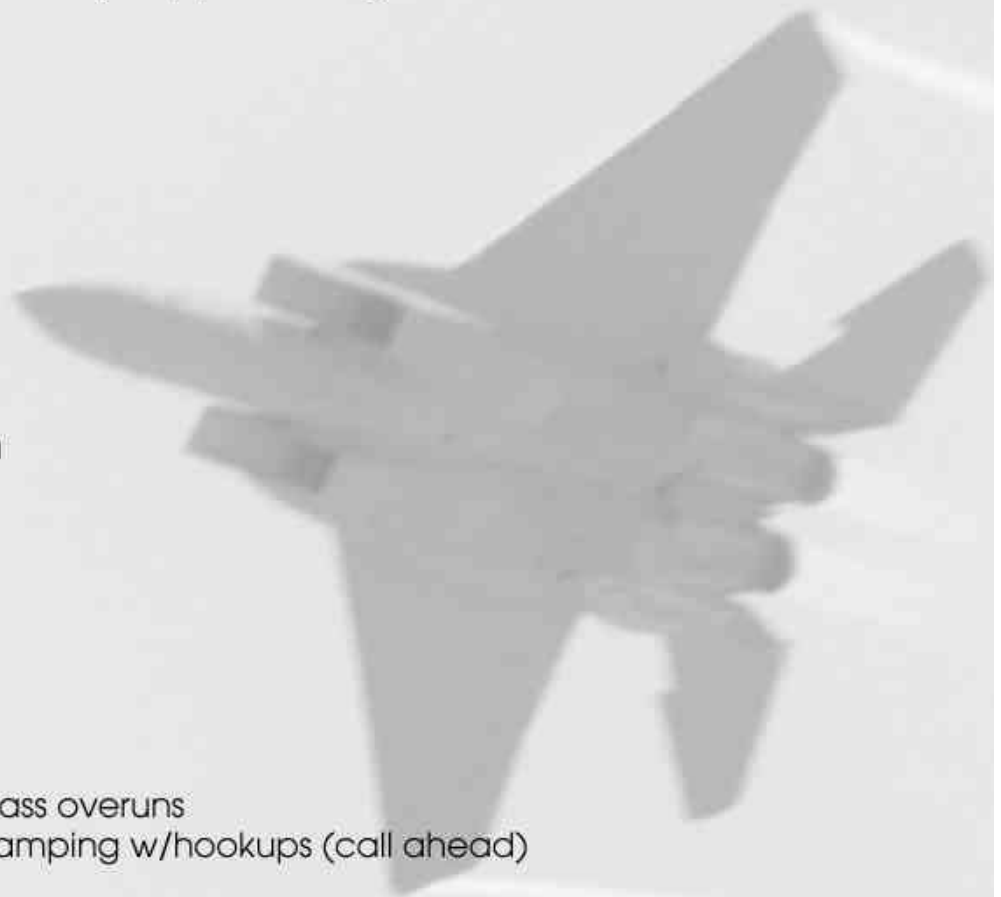
mike@sccmas.org

Field: 520'x60' runway w/grass overruns

on-site snack shack, R/V camping w/hookups (call ahead)

see reverse side for hotels/directions to the skypark

<http://www.sccmas.org>



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

General Manager	Brian Nelson	408-463-0604 (Email: nelson711@aol.com)
Vice President:	Mike Luvara	408-292-1212 (Email: mike@sccmas.org)
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AMA Intro Pilots (These pilots can fly-non AMA members)
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Reggie Del Aquila
 Jim Patrick
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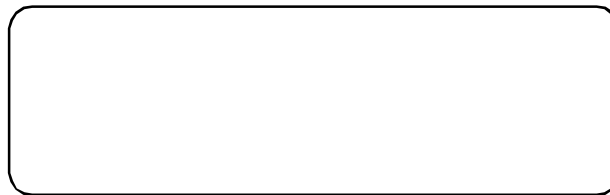
*A neat perspective of the field on a busy and sunny Sunday afternoon.
(Photo by Mike Luvara)*

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**FIELD WORK
PARTY:
SATURDAY,
MARCH 16th**



*Next meeting: **Friday, March 29th @ 7:30pm**
Location: Hayes School, Poston Drive
(see page 3 for a map)*

***Notice: NO SMOKING on Hayes school premises!
This will be your last issue of Servo Chatter
if you have not yet renewed!***