

Servo Chatter

Official newsletter of the SCCMAS "Tomcats"

AMA club charter #110

November 2003 - Issue # 101

Editor: Chris Luvara

<http://www.sccmas.org>



NEXT MEETING: Thursday, December 4th @7:30pm

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

(Future meeting dates: January 28, March 26th, May 20th)

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: Tam Nguyen's F-15 lifts off. (Photo by Chris Luvara)

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From the Editor

by Chris Luvara



Wow, it's practically the end of November already? Either way, it's time to look back at what a great year we had at the SCCMAS. Some good contests, a great Airshow, and a COLD Flea Market this past weekend. It amazes me just how many times we can recycle all of our hobby stuff through different owners, and it always keeps coming back! If you've never been to a Flea Market, you're definitely missing out.

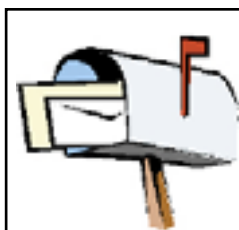
If you were at the last meeting and missed my Reno Air Race slide show, don't worry I'll be *attempting* to do another one this month. Although it won't be Reno, it will be something closer to home - all the photos I have taken at the field this over the course of the year. As always, time is short, but I hope to have it completed it time.

On a sad note, as is mentioned elsewhere, the SCCMAS lost a dear friend in Bob Whitacre. Although most of us knew Bob as a pattern flyer, Bob also was there to try his hand at anything, even T-34 races! He will surely be missed. Please come out and support our toy for tots fly in we are having in honor of Bob. (see the flyer in this issue)

I hope everyone has had a great year, and I hope everyone continues to during the holiday season.

All the best, and fly safe!

Chris



Mail Submissions to:

Servo Chatter

1365 Buchanan Dr.
Santa Clara, Ca 95051-3950
408-247-8579

Flyin Fast

The VP's News

by Michael Luvara



It's unfortunate that I must start off this month's column on a sad note.

The SCCMAS lost a longtime member in November of a heart attack - Bob Whitacre. Bob was a member of the SCCMAS since 1991, having learned how to fly at the club and eventually entering into the advanced pattern maneuvers soon thereafter. I can remember when he performed turn around pattern with an ugly stick! His sharp wit and pointy comments kept many in line at the club, both in the air and on the ground. He will be missed at the SCCMAS. The club has decided to put on a Toys For Tots event on Sunday December 14th in memory of Bob. Entry fee is an unwrapped toy and the SCCMAS will be hosting a BBQ for the participants. See Rich Groen's column and the flyer elsewhere in this issue for details.

The SCCMAS governing board will be going through some restructuring at the end of 2003 and will have available several positions. Babe Caltabiano, who has been the club treasurer virtually since the SCCMAS was founded, will be handing over the reigns of our finances to current board member Jim Patrick. Jim has a background with finances from personal businesses and he offered to take on this difficult task. Babe's service to the SCCMAS has been an extraordinary one and we cannot thank him enough. Next time you see Babe, be sure to thank him for his service. 20 years with an organization is a great service. Babe will continue on as a board member at large. With Jim relinquishing the safety/training position, this leaves an opening - actually two. We are splitting up the responsibilities of Jim's position into two (1. Safety, 2. Training) and are looking for enthusiastic individuals who are willing to volunteer their time to the SCCMAS on a long term basis (several years) and have a focus on serving the needs of the SCCMAS and its membership. Pat Luvara is giving up the food service position and it is imperative that we find a solution for replacing this position. It is a huge fundraiser for the club. If you are interested or have ideas on the positions, please contact me or another board member so that we can discuss the possibilities with you.

There has been some concern as to the new path formed along the ponds at the north end of the field. This path is not to be used by pedestrian traffic and access will soon be closed off. If you see a group of individuals on the path, you may kindly ask them to leave the path as this area is under our leased/permitted land. Again, I must post another reminder - the pond area is still a red zone. There is to be no overflight of the area.

On November 18th, the SCCMAS again hosted students from Union Middle School in Los Gatos. The students had a great time trying their hand at R/C with the help of members, including Dick Gardner, John Ribble, George Zbrudzewski, and Ray Fraser. Thanks guys!

At the January SCCMAS meeting, we will be holding our annual worker's raffle for those that have volunteered their time at events and work parties at the SCCMAS. Last year, we gave away more

(continued on page 6)

From the Secretary's Building Board

by Rich Luvara

Members Present: 51

New Members: Scott

Mike West	Dominik Kacprzak
Doug Field	Alaim Laederach

New Solo: none

Show and Tell

Mike Frech - Showed off a trainer built from parts given to him from old airplanes. The motor was won at a club meeting. Mike is using the airplane to instruct on the usage of digital radios, and would like to build more to have the club put on "loan" to students or instructors that need them.

Don Loughridge - Brought his Sig Rascal powered by a Speed 400.

Lynsel Miller - Great Planes GeeBee ARF, powered by a Thunder Tiger 120 4stroke, 12 pounds 7 ounces. Not yet flown as of the meeting.

Ron Bodwell - Ejectrojet - .020 brushless motor, 10 cell pack, 2 channels good flyer. Ron said sanding the wing smooth made a big difference in how well it glides.

Paul Steiner - Showed off a G-26 with custom ign.

Mike Luvara - Displayed his Telemetry system installed in a 1.2 powered T-34



Dumb Thumb

And the winner is.....

Tim Jones

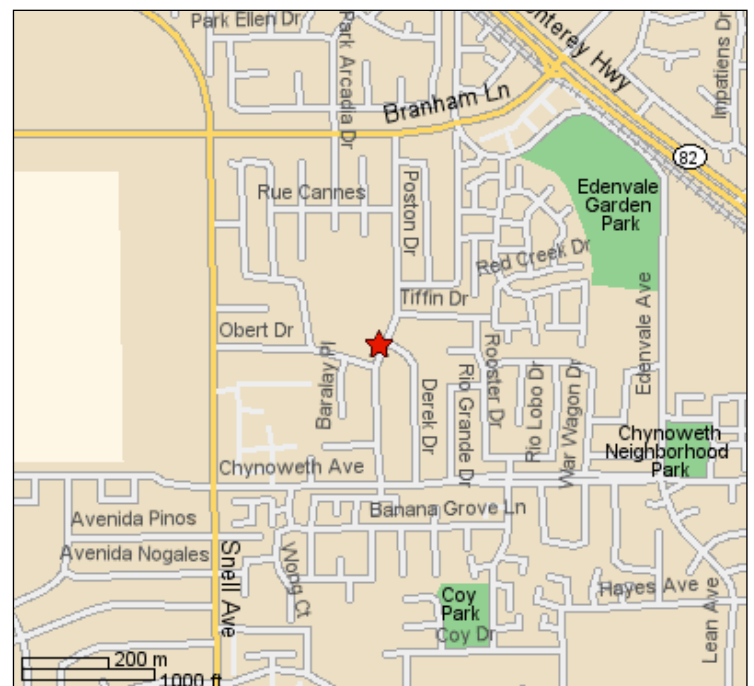


Raffle

John Ribble - Engine
Sam Sunzeri - Radio
Richard Groen - Kit
Mike French - Acu Throw
Bob McBride - Nylon Bolts
John Zaucha - Fuel
Ron Bodwell - Fuel
Tim Jones - Tailwheel
Wayne Wilson - Wingtubes
Mike West - Wingtubes
Greg Uhlendorf - Cowl mounts

This month, we have to thank RC Unlimited and RCAT Systems's 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



Treasurer's Report

by Babe Caltabiano



Cash Flow Report
10/1/03-11/25/03

INFLOWS

Uncategorized	\$429.10
Contest Entries	\$640.00
Dues	\$1000.16
Food inc.	\$482.00
Vending	\$530.00

TOTAL INFLOWS	\$7,893.00
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OUTFLOWS

Uncategorized	\$20.00
Acme Sanitation	\$357.20
Building Materials	\$60.65
Club Area maint.	\$2,722.56
Contest Expenses	\$525.13
Donations	\$450.00
Food Expenses	\$138.48
Garbage	\$328.81
Misc.	\$526.12
Office	\$17.30
Pest	\$50.00
Pitney Bowes	\$94.17
Printing	\$804.12
Rental Vending	\$75.00
Repairs	\$108.14
Soda Purchase	\$507.89
Stamps	\$214.80
Tax	\$10.00
Utilities, PGE	\$115.22
Utilities, Phone	\$404.31
Water	\$335.88

TOTAL OUTFLOWS	\$7865.78
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OVERALL TOTAL	-4,780.52
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Safety & Training

by Jim Patrick



At the last club meeting we went over AMA safety rules. Everyone should review safety rules periodically. For those not at the meeting, we will go over some important rules we need to remember. The following are taken directly from AMA safety documents.

- "Do not fly alone." Wait to fly until someone else is around to help you if you need assistance or have a problem.
- "Only personnel involved with flying the aircraft are allowed at or in front of the flight line."
- "No powered aircraft may be flown closer than 25 feet to any person."
- "Each transmitter must display frequency identification." The transmitter impound works much better when we can look at all transmitters to see which frequencies are in use or at the field. When you put frequency flags on your transmitter, check that the flag number you are using is correct for the frequency you are using. Many times a year we find a transmitter that is incorrectly flagged. We have a spectrum analyzer if you need to check your transmitter.
- "I will not fly my model unless it is identified with my name and address or AMA number, on or in the model." It also helps to have your name on all of your equipment. You would be surprised what is left unclaimed at the field.
- "I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model." This includes the installation of a new radio component or engine. Remember that ignition engines require a more thorough range check. If you do not know how to do this ask for help. It is a very good idea to have another club member check over your new or repaired plane. You may have missed something that another set of eyes may find. If you are not familiar with the new type of aircraft, get the help of an experienced member before you fly the new plane. You will learn more and the plane will have a much better chance of survival.

We recommend flying with a spotter. You will find that using a spotter will make your flying more comfortable. You can concentrate more on your flying while your spotter acts as your traffic controller.

Lastly, at our field, DO NOT START ENGINES BEFORE 8:30 am.



Contest

Corner

by Richard Groen

T34 Races were held Saturday Oct. 18th with great success. We had a total of 26 pilots but lost one plane during morning practice runs. The classes were well represented with 12 novice pilots, and 13 expert pilots. We raced four rounds with a final trophy race for each class. The winners this year for the SCCMAS 2003 T-34 Race are as follows...

PLACE	EXPERT	NOVICE
1st	Mark Sumich	Mike Chansu
2nd	Rick Culver	JD Johnson
3rd	Doug Field	Ben Barker
4th	Chris Luvara	Tony Wilson
5th	Kevin Norred	Lynn Curry
6th	David Jewell	Tim Jones

Congratulations to the winners, all pilots had a great time, 1st thru 5th took home trophies and 1st place also won a 6 channel radio. We finished up the day by all helpers and event pilots winning prizes in a raffle. Speaking of helpers, this event could not happen without these people...

Wayne Bellmont, Steve Culp, Ken Kightly, Scott Johnston, Alain Laederach, Juanita Ribble, John Ribble, Jim Thompson, Pat Luvara, Tim Jones and Bob Rich. Thanks everyone for helping make a great event.

Don't forget the Bob Whitacre Memorial this December 14th. This will be open to all flyers with AMA insurance from any club. The only thing for food and flying is a new unwrapped toy. These will be donated to local children in honor of Bob.

Also please make it a point to fill the attached survey and mail it to me. You may also fax it my office @ (408) 295-8263. This will be invaluable in helping us plan out the 2004 events. I will be meeting with the Northern Cal. RC clubs in January to schedule.

Library News ...

Please bring in your videos that are checked out. The library will be available at the club meeting for exchange and check-out. Remember we have over a 100 to choose from now. Any new donations are still always welcome.

(continued from page 2)

than \$600 in prizes!

Renewals – It's almost that time again. Personalized renewal forms will be mailed during late December and are due on January 31st. Please remember to renew your AMA membership **PRIOR** to The end of 2003. Flying on January 1st, 2004 without a current AMA card is not permitted and doing such will result in having your flying privileges suspended. You cannot fly unless you have a current AMA card. Included with the renewal form will be our annual field survey. If you could take a few minutes out of your day to fill out and return the survey with your renewal, it is much appreciated. The surveys are a rudder for the SCCMAS and we read each and every one of them.

SCCMAS contest coordinator Rich Groen has put together a contest survey for the 2004 flying season and it is included in this issue. Please take the time to fill out this survey and return to the address listed on the form. The member's input is directly tied to what events are held at the SCCMAS. Some interesting ideas are being put forth for 2004, including a "Junkyard Wars" of such where teams would have to construct and fly an airplane in a short period of time that meets certain tasks. Interested? Say so on the survey!

Rich Groen has also helped the club acquire a new storage bin that will help alleviate the lack of space available in the shack and current bin. Thanks Rich!

That's it for this issue... May all your flights at the skypark this winter be full of enjoyment.

Michael



Lessons For a New RC Flier

By Tim Jones

This hobby, or sport if you will, has just been a kick for me. I'm fairly new to flying Radio Controlled model aircraft. I'd built and destroyed several control line planes as a younger. The most recent when I was 22, a youngster compared to my present age.

Getting into this hobby at the RC flying level was a bit of a jump. When I was a kid, Radio Control was the ultimate plateau. Now I'm in it. I started hanging around the SCCMAS field around the early part of 2002. Done playing with hot rod cars, my kids nearly grown, my house virtually rebuilt, I was looking for something to entertain me. I tried golf. It's entertaining at the time of playing the game, but, that's about all. Hunting took too much planning, preparation and driving. I decided the flying field was it. I was buying a plane, an AMA card and a club membership.



From that day on, I've had a great time. My choice for an airplane was a Hobbico Avistar. I ordered everything at the same time, the same day. A Ready to Fly airplane, AMA membership (by Fax), and a club membership. I scrounged up some of my old glow fuel supplies and went to Sheldon's to get a few more. When my plane arrived, I was as excited as the day I got my learner's permit to drive. This was going to be great. I had my AMA faxed confirmation, my new club card and a new airplane. The lessons were about to begin.

The first lesson I learned, those who fly model airplanes will teach someone else to fly model airplanes. All those who fly have their own way of teaching others. All are helpful.

The second lesson, gravity is constantly working against you. I personally feel that gravity is unfairly biased against the new flier. (Reggie doesn't get his fair share of gravity.)

Third lesson, propellers are very hard on human flesh. A starting stick of any kind is better than your finger. And of course, the electric starter is the best way to go.

Lessons two and three lead to a whole new book of lessons. These lessons include propeller replacement, application of band aids and sometimes an enhancement to one's vocabulary of word you don't say around mom. Also included are impromptu lessons in small wood parts fabrication and reinforcement. Lessons in gluing these fabricated and reinforced parts together. Lessons in removing one's glued fingers from these glued parts assemblies. Lessons in applying

covering material. These may be large or small lessons, depending on your share of gravity for the previous day. I've seen some lessons demonstrating techniques in tree climbing of all things! The possibilities for lessons for the beginner are endless.

One of my personal favorites is the lesson of sharing your learning experiences with a group of new friends and enjoying a good laugh with these friends sometimes at your own expense. This is fun! And we won't even go into the first introduction to racing, that can make you laugh hard enough to hurt yourself

I'd like to see a few lessons presented at a group level, such as a club meeting or a notified day at the field. I'd like to see some beginner lessons presented. Examples? How about a demonstration for beginners for the uses of various glues and accessories - like glues or bonders if you will, debonder, accelerator or kicker. Epoxies and additives for fillers and strengtheners. How about cleanup tips for both? How about a little talk for propeller selection? Balancing of propellers, differences or effects of pitch, diameter and blade profile selection. Glow plugs? What's the difference? Battery care? Maybe a covering demonstration. How about adding trim and detailing to your covering? Balancing of planes? How about a demonstration at the field for various maneuvers to learn?

These are just a few thoughts I have. I've gotten a few answers. I've shared a few discoveries. I'm still working on that gravity thing. I sense more laughter coming. From one beginner and maybe several others, thanks for the lessons Tomcats, and keep sharing.

SCCMAS 2004 Contest Survey

SCCMAS Members:

We are looking for your input into the **2004** series of contests and events to be held at the SCCMAS field. Below you will find a listing of potential events. Please circle your interest in the listed events. We value your input on this survey, and appreciate your time.

Event	Interest ???		
Inter Club Fun Fly	Participant	Helper	Spectator
Flea Market	Participant	Helper	Spectator
Electric Fly In	Participant	Helper	Spectator
Giant Scale Fly In	Participant	Helper	Spectator
Junk Yard Airplane War	Participant	Helper	Spectator
Quicke / QM40 Races	Participant	Helper	Spectator
Annual Air Show	Participant	Helper	Spectator
Warbird Races	Participant	Helper	Spectator
IMAC Contest	Participant	Helper	Spectator
T-34 Races	Participant	Helper	Spectator
Pattern Contest	Participant	Helper	Spectator
Helicopter Fly In	Participant	Helper	Spectator

All events will be one day events. The only exception will the Annual Airshow. If you would like to see one event run more times than once in the year please add comments below. (Ex: 2 or 3 Flea Markets ???) Thanks again for helping us in planning your club.

Comments, Questions, Other Events ???....

Frequency Survey ! Please list you frequent frequencies : ____ ____ ____ ____ ____

Name: _____ **Phone:** _____

Please Mail To: Richard Groen – 1186 Bay Tree Dr. Gilroy, Ca. 95020

BOB WHITACRE



Bob Whitacre came into my life in April of 1978. I was blessed to be with him for 25 years. He was my best friend and husband. We enjoyed many things in life, but one of the most enjoyable times of our life was when he took up radio-controlled airplanes and joined the "Tomcats" club in 1989. We were driving by on Hwy. 101 and he saw planes flying on the other side of the freeway and he was bound and determined to find out how to get in there that day. I think we tried, but could not figure it out. Then we tried another day when it was rainy and muddy, and we found it, but that car sure got dirty.

He was so excited by what he saw that he had to join as soon as possible. It was the end of year in 1989 when he joined and he bought an ARF Trainer and put it together and brought it out to the club one day. He had to have someone inspect it and say it was ok to fly. This man named Pat was the first one to help him. I think he was sent home the first day with the plane to correct some things. Then he went back and that day, it was going to fly. Pat took the plane and flew it for the first time with us watching. Bob was kind of scared that it was going to crash. So that was the beginning. Bob would go out every weekend looking for someone to help him learn to fly. His trainers were Leonard Norred, Babe Caltabiano, John Gaines and countless others who he could coerce into helping him. He wanted to learn fast and not be a geek. He really believed it would come natural to him as he used to fly control line combat planes when he was in the Air Force. I personally thought that it was going to take him a while - especially the landing part. Bob did finally solo in April of 1990. He was so happy that he had to go out there the next day, Monday and fly. So we went to the field and no one was there and the wind was howling and he thought about it for a little bit, and he said "Oh what the hell". What's the worse that can happen? He proceeded to take off and he said Oh \$\$\$\$, I think this was a bad idea. He flew Ok and then he had to get the nerve to land and it took him the whole tank of fuel before he came down. He kept making landing passes continuously. I remember he made 7 landings that day, and he only quit because he finally knocked the landing gear out.

After Bob learned to fly successfully, he took up teaching other people to fly. He really enjoyed that immensely. He taught quite a few members of the Tomcat members over the years. Bob also had some disappointments with flying. There was one bad year in which he lost 7 planes. Two were midair's. The others were mechanical failures. But he always learned what from what happened and he overcame. He was thinking of quitting Pattern

Flying and for a couple of months he flew a non-pattern plane. But he was still doing the same maneuvers so I told him that was silly. I have heard that some of the club members "Brian Nelson" named a lake after him when it flew in the drink. I believe to this day it is called "Lake Whitacre". Bob was a very dedicated pattern flyer. When we had a couple of bad years of weather and the road washed out, Bob and his buddies and me of course, walked into the field, about two and a half miles, with a radio flyer red wagon, loaded with his plane and paraphernalia so that they could practice. That was dedication!

I was trying to count how many planes Bob had. I think it might be around 40 that he owned. I remember when he first saw Jets and how fast they were. He thought that was what he wanted to do. He even owned one. But, one day he met Jerry Jay, a Pattern guy. He watched him fly and saw that precision flying and he wanted to copy everything that guy did. Jerry never crashed, and flew so well, Bob said that is what I want to do. So he followed Jerry around all the time. Jerry gave him a kit to build and Bob was on his way. Bob went to a few airplane auctions with John Gaines and Will Schneider and his first pattern planes that he flew in a contest were ones he bought from the auction in Sunnyvale. The first contest we went to was in Hanford, California. He flew "Black Bart" which only looked good in pictures. He also had the "Stork" and then he built his "Little Miss Beetle". Over the years Bob had so many pattern planes named the Beetle that his nickname became "Beetle Bob". Bob also became famous for his own maneuver called the "Whip". It was described as flying behind your back without looking, as he could not move his neck.

Bob and I went to many pattern contests over the years. He moved to different class levels and finally settled on the Masters Level. We ran Pattern Contests at the Tomcats field and we were very successful at it I believe. We moved to Hollister 5 years ago and he joined the Wavemasters. This past year we held two contests there and on Saturday, November 1st at our "Wavemasters Last Minute Contest" he took 1st place. I was Bob's "Call Girl". I called out the maneuvers that he flew in each round. Bob was flying a beautiful Pink and Purple "Temptation". I helped pick the colors.

In closing, I hope that many people enjoyed Bob's wit and humor. I know sometimes he was a just a little bit "Awnry" but aren't we all at times. Bob loved his fun times at the SCCMAS field. I encourage other members to think of him and maybe write some fun articles about Bob that we can all enjoy. Bob is out there looking down on us all and he is flying Perfect Ten's every day. He is giving me beautiful sunrises and sunsets every day.

Sincerely,
Lorry Whitacre

Bob Whitacre Memorial Party & Fly-In

Sunday December 14th 9am - 2pm
SCCMAS Field, Morgan Hill

Toys for Tots Drive...
Bring an unwrapped toy

Come join the Tomcats in Morgan Hill, SCCMAS field, as we honor Bob Whitacre and his contributions to RC Flying. Bring an unwrapped toy and join the Fly-In. Toys will be donated to local children, in honor of Bob Whitacre. SCCMAS will provide free BBQ to all pilots and participants.

For Questions Please contact: Richard Groen @ 408-593-3735

Directions ? See our website @ SCCMAS.ORG



EBRC TOYS FOR TOTS

Decemeber 13, 2003 - 8:00AM
EBRC Flying Field

Flying Fee:
Unwrapped NEW TOY



Be an 'EarlyBird'
Don't miss the
FREE PANCAKE BREAKFAST
Sponsored by: The EBRC B.O.D.



SCCMAS
T-34
Race



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)
Contest Coordinator:	Richard Groen	408-593-3735 (Email: richdutch@aol.com)
Newsletter Editor:	Chris Luvara	408-246-3857 (Email: chris@luvaraairracing.com)
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AMA Intro Pilots
 (These pilots can fly-non AMA members)
 Certain restrictions apply.
Reggie Dell Aquila
Jim Patrick
Jack Sunzeri

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

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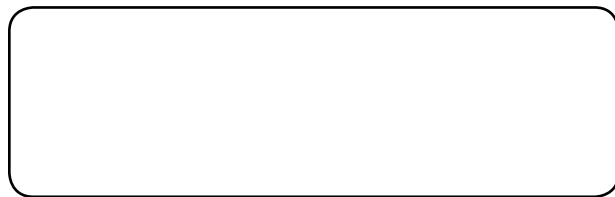


*Bob House and Shawn Berkheimer get a little close during the SCCMAS T-34 race.
(Photo by Chris Luvara)*

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



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



*Next meeting: Thursday, December 4th @ 7:30pm
Location: Hayes Elementary
(see page 3 for a map)*