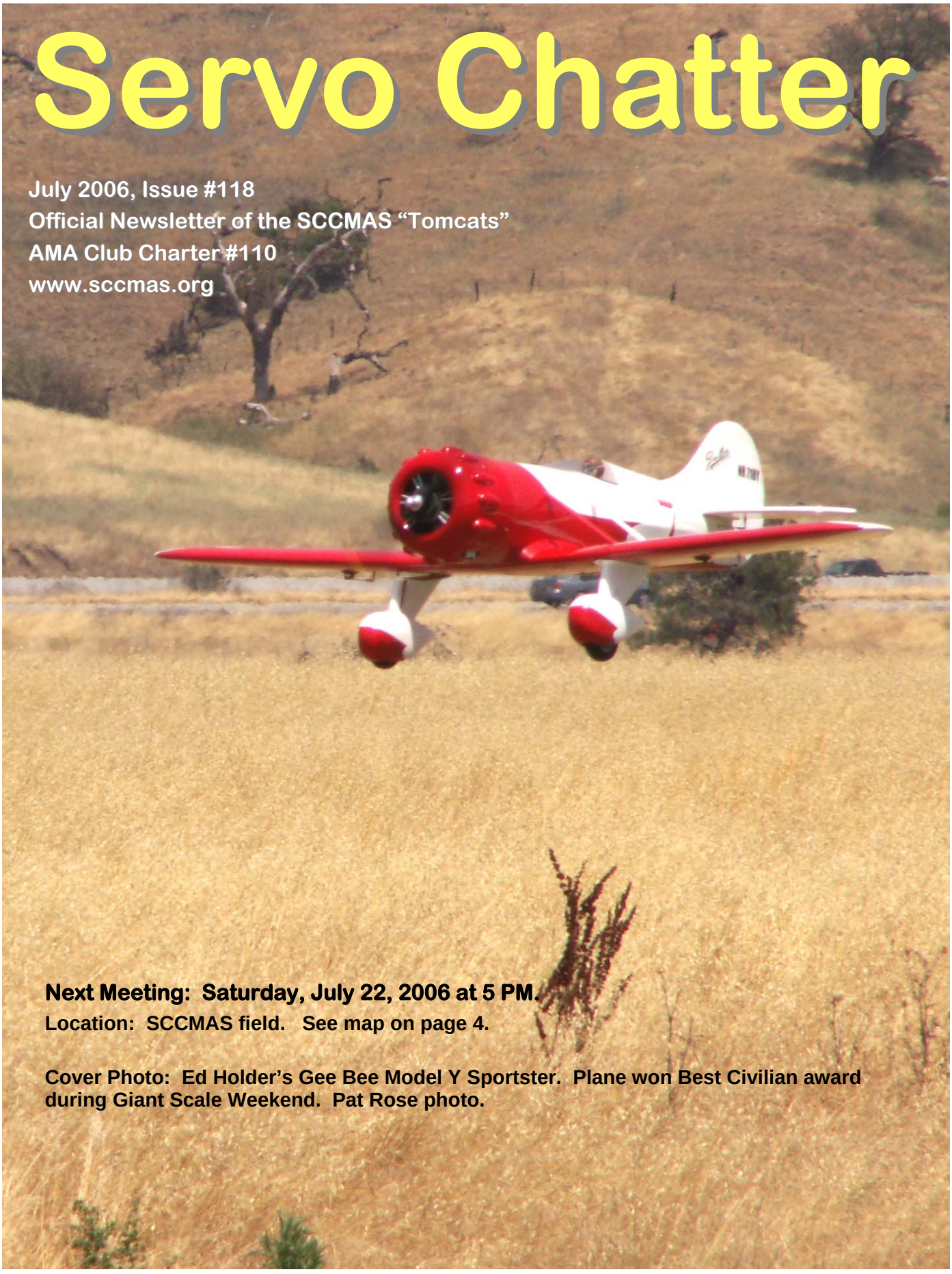
Servo Chatter

July 2006, Issue #118
Official Newsletter of the SCCMAS "Tomcats"
AMA Club Charter #110
www.sccmas.org



Next Meeting: Saturday, July 22, 2006 at 5 PM.
Location: SCCMAS field. See map on page 4.

Cover Photo: Ed Holder's Gee Bee Model Y Sportster. Plane won Best Civilian award during Giant Scale Weekend. Pat Rose photo.

Reggie Del-Aquila's plane blowing smoke during Giant Scale Fly In. See page 11 for more Giant Scale Weekend photos.

See antenna aiming article starting on page 14.

See page 18.

In This Issue

Flyin Fast - VP News

By Michael Luvara

First off this issue, I would like to again remind members about the over flight restrictions at the SCCMAS. It comes up time and time again where I get complaints about pilots over flying the ponds to the North of the field. At the current time, we are in the most sensitive time of the year, nesting season. While we have been there the entire time that the ponds have developed, they are recognized as wetlands and we have to treat them as such. The problem is that some members are reportedly flying over the ponds continuously and with blatant disregard to the restrictions. I'll be frank. The aircraft have been reported as weekday fliers, late in the afternoons and are large aerobatic aircraft. Gentlemen, please understand the consequences of your actions. Continuous over flight of this area will threaten our field. Anyone purposely over flying the ponds will be dealt with swiftly by the SCCMAS board. We kindly ask and expect your cooperation on these issues.

By the time you read this, Airshow 2006 will be history. We've had a lot of great feedback and press prior to the air show and I'm personally excited about this year's event. Rick Maida, Babe Caltabiano, and Don Coulter even went as far as to build a float for the Morgan Hill 4th of July Parade and handed out SCCMAS air show flyers. Thanks guys! I would like to thank all the volunteers who have put in tremendous amounts of time in preparation for the event.

Join us at the next club meeting on Saturday, July 22nd for our annual club meeting and BBQ at the field. Dinner is served at 5pm and the food's on the SCCMAS. Bring your spouses and enjoy a great evening at the field.

Quick few notes on the air show. I just got back from the air show and wanted to add a few notes for the newsletter. A HUGE THANKS to all who came out and helped at the air show. We had a record year on many fronts. To my knowledge this was the largest attendance air show that we have accurate records on. 1340 spectators (660 cars) on Saturday and 1130 spectators (500 cars) on Sunday. Simply amazing! While we could have certainly used more volunteer help from the membership, the hard work and dedication shown by the pilots and helpers was second to none. Thanks again! More details in the next newsletter.

Until next issue, Michael

The SCCMAS float for the Morgan Hill 4th of July parade. Rick Maida photo. See photo page 13.

From the Editor

By Pat Rose

The graphic provided by Mike French, appearing on page 5, is absolutely amazing. If you're receiving a paper copy of this newsletter, get to a friendly internet connected PC and have a look. Expand the viewing image to at least 100%. This graphic illustrates what Mike calls "A Sequence to a Low Approach Pattern at the SCCMAS Field."

On page 14 is Walt Jellison's article titled "Don't aim it at the plane!" In this case he's referring to the transmitter antenna. I've been meaning to put together something like this for some time, and Walt's article got me started. Walt gives an excellent explanation of this antenna aiming subject. I set up my Modeltech Magic, with antenna running through the fuselage, and my Hitec transmitter, in my garage, to illustrate Walt's explanation. Any feedback on this?

Hot off the press is Teryn DalBello's new video at http://www.terynd.com/public/hellcat-7.9.06.wmv (37 Mb WMV w/ music). His videos are always fun to watch.

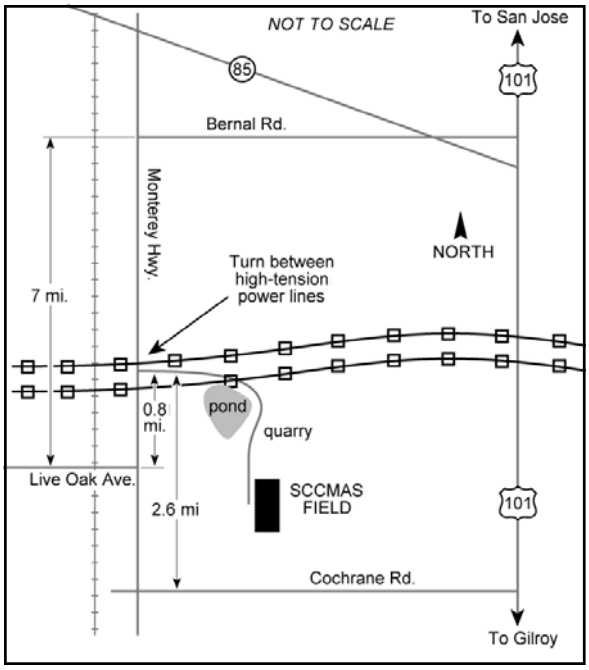
This edition of Servo Chatter is very busy, with lots of names and events. If we missed your name on some effort, or I misidentified a plane, please advise and I'll correct next issue.

Help Wanted: Raffle Coordinator. Michael would like to find a volunteer who would purchase and gather the raffle prizes for the club meetings. If you are interested in this position, please let Michael know.

Upcoming Meeting:
Saturday, July 22, 2006, 5 PM

The next meeting will be held at the SCCMAS field. You will have no excuse for missing this next meeting. We will feed the SCCMAS members a BBQ dinner on the SCCMAS. Bring your spouses out for a great evening at the field. **Meeting Program:** Raffle prizes will include the usual - a radio, a kit, adhesives and lots of other stuff. Bring your latest project for show and tell and receive a free raffle ticket. Coffee and donuts during the break.

BTW, the map shows that a person traveling south on 101 should turn off on Bernal. However, the closer turnoff to the field is the new street named Bailey.

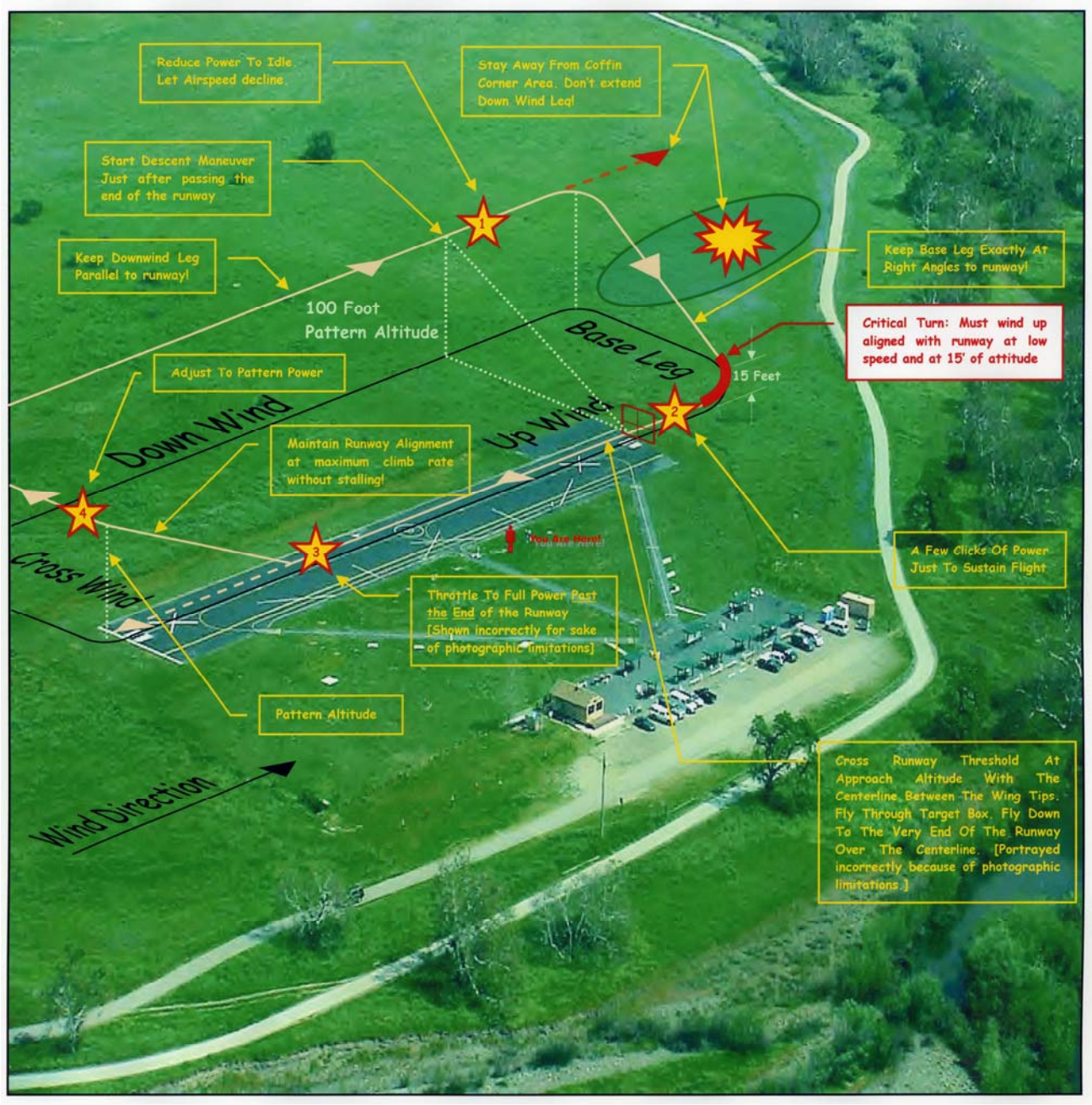


Training

By Mike French

A Sequence to a Low Approach Pattern at the SCCMAS Field

When we started to learn how to land our planes, there were specific points along the flight path that various control actions had to occur in order to get the plane safely and consistently on the ground. Here is a representation of that sequence as it applies to the SCCMAS field. For the pilots-in-training, have a close look at each of the steps which will serve as an aid. For the experienced among us, look as well to see if there is anything that you might like to add. As landing is the hardest part of initially learning to fly, having points along with way for each control objective might reduce the training time required to land. Have a look.



From the Secretary's Building Board

By Rich Luvara

Members present: 30

New solos: none

New members: Ed Glynn, Ken Shucker, Jeff Frederickson.

Dumb Thumb

Don Coulter. "Radio programming issues". Took off with surface reversed and managed to re-program in flight

Show and Tell

Tim Jones - Showcased several different tools and items that he has found interesting for modeling.

Bill Gaunt—Brought in some 1970's era radio equipment.

Michael Luvara—Displayed 30% model of the marsflyer he built for testing (http://marsairplane.larc.nasa.gov/)

Raffle

Thanks to RC World of Planes

Radio: Ron Marier—don't forget the donuts!

Kit and pliers: George Zbrudewski

Charger: Bervin Britt

Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss May 5 through July 5, 2006

Ordinary Income/Expense		
Income		
Contest entries		2,090.00
Food sales		754.00
Membership dues		1,040.00
Raffle		78.00
Student vouchers		25.00
Vending machine		666.00
Total Income		4,853.00
Expense		
Bay Alarm		135.00
Food		773.88
Garbage service		337.88
Licenses and Permits		105.00
Office Supplies		30.00
Printing and Reproduction		925.09
Repairs and Maintenance		
Field repairs	948.33	
Janitorial Exp	50.00	
Total Repairs and Maintenance		998.33
Sanitation service		901.13
Supplies		-532.38
Taxes		10.00
Telephone		
Internet	180.00	
Telephone - Other	211.65	
Total Telephone		391.65
Trophies		663.98
Utilities		
Gas and Electric	223.85	
Total Utilities		223.85
Total Expense		4,963.41
Net Ordinary Income		-110.41
Net Income		-110.41

Safety

By Tim Jones

It seemed slow for a while, but……

I've been plenty busy lately with several things in the club. Attending races. Repairs after attending races. Repairs and upgrades at the field. Preparations for the air show, both at the field and in my garage. All seems well for awhile, then, a serious mishap at the field. For all of our efforts to help one another and to set proper examples for the safe operation of our aircraft, you just can't anticipate absent mindedness. We've all done it. Done something that we wish we hadn't done. Most often we get through it without any serious consequences. Sometimes though, we get a sharp awakening to remind us to keep our head in what we're doing.

OK, I've rambled enough. The fact is, I was at the field this past Sunday, as were many others, standing within 15 feet of a serious accident. All was going well. All sounds and activity were as usual. Then, the unmistakable sound of a prop working on something it was not supposed to be in contact with. The sound caught the attention of all of us. Looking around, we were all hoping that the sound was the result of the prop chewing on the ground, or a tool box. But it wasn't to be. Looking over, several people started running for a first aid kit. Several grabbed rags and walked over to see how serious it was. It was serious enough to just wrap a rag around the injury, put the man in the car and drive to the hospital. I drove him to hospital emergency and stayed until he was checked in and answered all I could. I was told that he would be there for at least a couple of hours. That was at about noon. He was there until about 8:30 that night. Several of those hours were in surgery to save his finger.

The damage done by a seemingly small .46 engine was quite surprising. The mistake made resulting in this injury could just as easily have been catastrophic, had this been a larger plane and engine combination, which is quite prevalent at our field. The mistake did not involve the way the plane was secured, or starting the plane with or without a helper. The mistake was having too many things on your mind and not clearly respecting the prop for a split second. This resulted in getting too close to the prop while reaching to fine tune the needle valve. In a split second, you wish we could get a "do-over."

But we don't get "Do-Over's". We don't get a "do-over" when we pull the stick back when flying an inverted low pass, stuffing the plane into the ground, wishing we could back up time just one second, because we know what we did wrong. We don't get a "do-over", when we forget to check and confirm that all control surfaces are operating in the proper direction before a take off resulting in a destroyed plane on a maiden flight. And we don't get a "do-over", when we get dinged, or worse yet chewed on by a high speed prop.

Fortunately, there were many people at the field at the time of this incident to render help. Not only were there people available to help when the injury occurred, there were people to get him to the hospital. There were people to pick up his personal belongings, such as the plane, starter equipment, and radio gear. There were people to get his car home for him. There were people to stand by and make sure he got home and settled in. Fortunately, he was not at the field alone. One of our club rules is to never operate models while alone at the field. It is probably one of the most violated rules. An incident like this is a grim but enlightening reminder of the reason for this rule. Please think about it for a slit second more, the next time you may be at the field alone. It would be a terrible time to have to ask for a "DO-OVER".

On another note, it's time for us to all take some time to take another look and review the AMA Safety Code. Some of the safety code rules are common sense. Some are misinterpreted. And some are surprisingly unknown to many. So, while you're sitting here, reading through the newsletter, get another cup of coffee and take a few minutes to read over the '06 code. It's right here in this edition for you. (see page 10) If you'd like to wait for the movie to come out, show up at the next club meeting. We'll talk about it live.

See you at the field,

Tim

Contest News

By Steve Smith

The contest season is full steam ahead and it's hard to believe that annual Airshow is upon us. The turn out for the contests has been strong this season, with several events remaining in 2006. On May 25th, the Race for Gold had 25 entries for an action packed day of unlimited racing. On June 3rd, the first work party for the season commenced. We gave the field the long awaited attention it needed after the wet winter months. The T-34 races on June 10th had approximately 50 registered pilots with 13 pilots entered in the P-51 warbird class. With the large number of entries, the day was long, but it was fun, fun, fun… The Giant Scale Weekend on June 24th and 25th saw a moderate turnout this year with 15 pilots, including pilots from the Fresno area. Both Lynsel Miller and John Mota did a great job running the Giant Scale event. Lynsel prepared Spaghetti and all of the trimmings for the Saturday night feed.

I want to thank all the helpers that took a day to lend a hand at past events. At the May 25th Race for Gold, Alan Anderson won the helpers raffle, winning a 60 sized P-51 ARF. Ed Glinn won the helpers raffle at the June 10th T-34 race, winning a Sky Raider ARF. Helpers are still needed for events over the next several months. I am in need of snack shack, barbeque and setup/tear down helpers for the Electric Air Day, Pattern contest, T-34 final race and the December Flea Market. If you can help at any of these events please contact Steve Smith at (408) 234-0095 or via e-mail at steejsmith2001@hotmail.com . Sign up for Shack duty and you will receive half off your annual club dues.

Shack Signup List

August 12th	Flea Market	Chris Tryhorn
September 16th	Electric Air Day	John Ribble
September 23rd	Pattern Contest	
October 7th	T34 Triangle Series	
December 2nd	Flea Market	
December 10th	Toys 4 Tots- Whitacre Memorial	John Ribble

Tomcats at Watsonville Air Show

Attendees included Jerry Anderson, Bervin Britt, Rick Clayton, Mike Conrardy, Steve Culp, Bahman Dara, Mike French, Paul Hasselbach, Tim Jones, Mike and Chris Luvara, Greg Szoke, and Matthew and Steve Smith.

Official
Academy of Model Aeronautics
National Model Aircraft Safety Code
Effective January 1, 2006

GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

RADIO CONTROL

1. All model flying shall be conducted in a manner to avoid over flight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a **safety** line or **lines** must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the **safety** line. In the case of airshows or demonstrations a straight **safety** line must be established. An area away from the **safety** line must be maintained for spectators. Intentional flying behind the **safety** line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA *Competition Regulations* rules, **excluding takeoff and landing**, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and **the pilot's helper(s)** located at the flightline.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

CONTROL LINE

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current *Competition Regulations* for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

SPECIALIZED SUPPLEMENTAL SAFETY CODES, **STANDARDS AND REGULATIONS**
RADIO CONTROL COMBAT (#525)
GENERAL RADIO CONTROL RACING (#530)
GIANT SCALE RADIO CONTROL RACING (#515-A)
GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)
These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

Giant Scale Weekend 2006

Ed Holder's Gee Bee Model Y Sportster took Best Civilian award.

Lynn Hersh's B25 took Best of Show award.

Mike West's Zero blowing smoke.

Mike West landing his Zero.

Lynsel Miller and John Mota CDed the Giant Scale Weekend on 24/25 June 2006. Not shown above is Daryl Rolla's Best Warbird Spitfire.

Bervin Britt flies his famous Lawn Mower at the Air Show..

AIR SHOW WEEKEND, JULY 8 AND 9

Zak West hovers his plane in close.

Lots of spectators and pilots at the air show.

Air Show continued.

Tim Jones flies his Witch.

Paul Hasselbach and Vern Bollesen run the Guillow's model airplane assembly area. Thanks, guys.

Morgan Hill 4th of July Parade. Participants were Dan and Terry Palmer, Babe and Judy Caltabiano, Don and Lynn Coulter, and Rick and Merriam Maida.

Don't aim it at the plane!
By Walt Jellison

The following article copied from Peak Charge, the monthly newsletter of the Silent Electric Flyers of San Diego, March 2006 issue.

Ever had the situation where your plane is flying just fine and you are coming in low for a landing when all of a sudden the plane does something really weird….totally out of your control? You probably thought your plane received a radio interference "Hit." More than likely, you caused the out-of-control situation by pointing your transmitter's antenna at the plane.

Just last week, at our flying field I saw a fellow totally destroy a beautiful pattern plane when it violently augered into the ground. The plane had been flying low, toward the pilot, and the pilot was pointing his transmitter antenna at his plane. Since the plane's receiver antenna was basically streaming along the plane's centerline, both transmitter and receiver antennas were, for the moment, pointed at each other resulting in total loss of communications...and of course, any control of the plane.

Did you know that the thirty-to-forty inch (quarter wavelength) antenna on our radio radiates essentially ZERO radio energy in the direction pointed? Maximum energy from a quarter wavelength antenna occurs at a right angle (90 degrees) from the axis of the antenna. There is an almost straight line relationship between energy transmitted (or received) and the angle from the antenna axis. It starts at zero output in the direction of the antenna's axis, then it goes up to a maximum at 90 degrees from that axis.

So now when you are flying, especially when coming in on a low approach for landing, be sure to position your antenna at a right angle (or at least 45 degrees—ed) to the plane. Do this every time and you will likely never again be plagued by a so-called radio "Hit."

Following photos by Pat Rose. I've been meaning to put together something like this for some time, and Walt's article got me started. Walt gives an excellent explanation of this antenna aiming subject.

Photo 1

Photo 2

Here the transmitter antenna is pointed directly at the departing and arriving plane, with the plane's antenna (in the fuselage) in a similar pointing arrangement. This is the worst possible situation.

(Antenna aiming, continued from page 14.)

Photos 3 and 4 illustrate at least one antenna (receive or transmit) at 45 degrees to the other. This situation is better than photos 1 and 2.

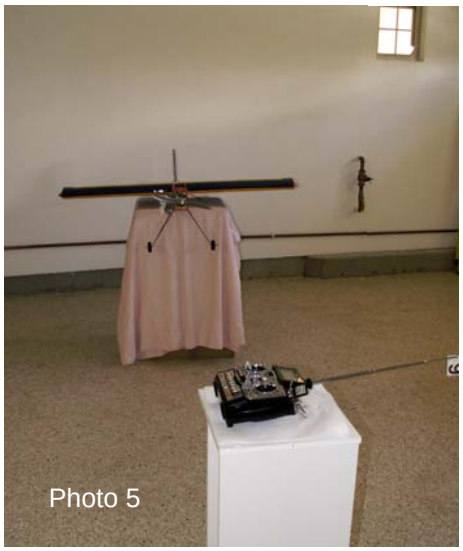


Photo 5. A transmit antenna position better than photos 1 and 2.

Photo 6. Antennas oriented for maximum received signal, just like photo 7. Best arrangement.

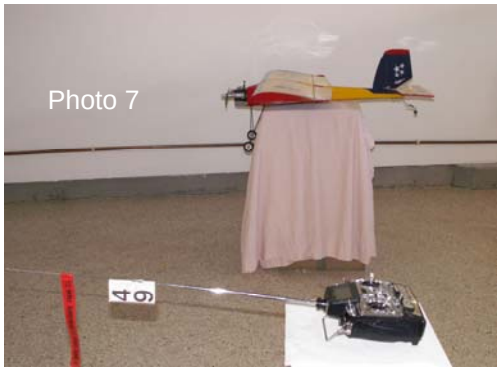


Photo 7: Antennas oriented for maximum received signal, just like photo 6. Best arrangement.

Photo 8: Here the transmitter antenna is pointing above the plane, a preferred position relative to photos 1 and 2. Aiming below would be equally good.

(Continued on page 15.)

(Antenna aiming continued from page 15.)

There is one more characteristic about antennas that needs explanation. Just as Walt explains that pointing the transmitter antenna at the plane cancels the transmitted signal towards the plane, there is a characteristic described as polarity that can have a similar effect. Photos 6 and 7 illustrate what is called horizontal polarity for both the transmitter and plane antennas. Maximum signal is received by the antenna in the plane when both the transmit and receive antennas are similarly polarized; both horizontal or both vertical.

The bottom line is this: When performing a range check, move the transmitter antenna around—pointing up, down, right and left. From one range check to another, keep the plane oriented at a similar angle to the transmitter for consistency. Also, if you experience a "Hit" while flying your plane, immediately reorient your transmit antenna (I know, things happen real fast). You just may be able to save it. One more thing. If you have a large plane, run the receiver antenna both vertically and horizontally as space allows. For instance, straight back through the fuselage and up into the vertical fin.
PR

Bob Ortman making sure everyone's planes were fast enough.

Michael Luvara photo.

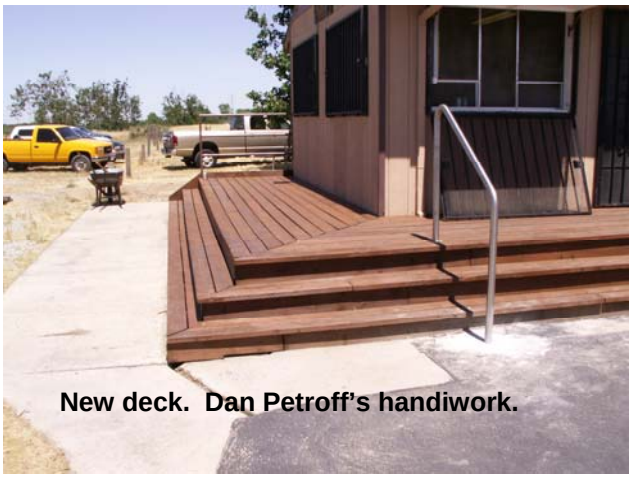
WORK PARTY SATURDAY—3 JUNE

A few of those at work.

Jim Thompson

Tim Jones

George Mateer



New deck. Dan Petroff's handiwork.

Gordon Vallandigham

New impound. Tim's handiwork.

A Survey of Plane Finders

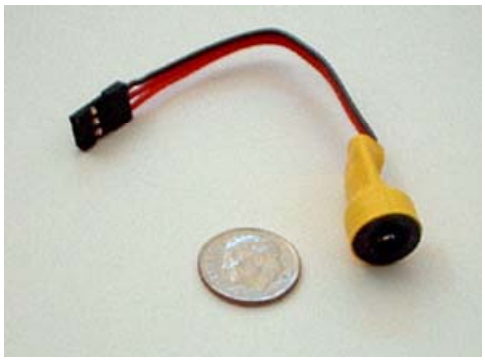
By Pat Rose

During the months of March, April, and May I was visiting San Diego. I joined the Palomar RC Flyers club to satisfy my RC flying addiction. The Palomar field has a nice paved runway placed on top of a hill. Unfortunately, to the north and east of the runway the topography drops off to what is commonly called the "jungle." The jungle is a steep descent covered by shoulder high weeds. At the bottom is a creek, followed by a line of trees and more jungle beyond. To make a long story short, I overshot the runway and lost a new Modeltech Magic in the jungle. After a long search, I failed to find the plane. Unknown to me, a lot of the flyers at the field use plane finders of some sort because of similar experiences. Now they tell me (so many stories). Most of these devices cost around $20 and seem well worth the investment. Following is a list of the devices that I found on the web.

Sky King RC Products Lost Model Alarm
http://www.skykingrcproducts.com/
Comment: Works with either 4 or 5 cell battery pack.

Hobbico Air Alert
http://www.towerhobbies.com/
Comment: Works with 4 cell battery pack only.

California Sailplanes Lost Model Alarm
http://www.californiasailplanes.com
Comment: Works with 4 cell battery pack only.



RC-CAM Lost Model Alarm
http://www.rc-cam.com
Comment: Build your own from components.

RAM Plane Finder Mark II
http://www.ramrcandramtrack.com/
Comment: Requires external 9V battery.

Communication Specialists
http://www.theplanelocator.com/csi_site/index.html
Comment: RF transmitter/receiver.

For information regarding the T-34 Triangle Series, Please contact Kevin Norred @ (408) 482-5437 or email at T34racing@yahoo.com Please visit **T34RACING.COM** for up to date info.

WWI and Early Birds Fly-in!

Saturday and Sunday, July 15 & 16, 2006 at the SACRC field in Union City, CA — 500+ foot astro-turf runway. Large pit area, partly shaded. Vendor spaces available. Limited RV parking at the field (no hook-ups), several local motels and restaurants.

Saturday night BBQ at the field!

Waldo Pepper's Flying Circus is not a competition, but there are many **special awards and prizes!** Special **Pilot's Choice** awards for Most Realistic Flying, Most Outstanding WWI model and Best Vintage (Early Bird) Model.

RACING:

Proctor Antic Class Racing: Restricted to Proctor Antics. Bipes, parasols, monoplanes of all sizes whether kit, scratch built or kit bashed are eligible! No handicap is used in the Antic class.

Military Class: Open to all WWI models of all sizes, it provides many surprises for the pilots and spectators.

Waldo Pepper's Flying Circus is sponsored by:

Southern Alameda County Radio Controllers
4011 Meadowview Dr.
Castro Valley, CA 94546

You may pre-register on-line at http://sacrc.bizland.com/wpfc-reg/wpfc_regform.html
or send check to the above address and a list of your airplane and frequency. Landing fee is $30.00.
For more information about the event, contact Jeff Whitney at 510-537-0141 or email to
jeff.whitney@sbcglobal.net

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 - August 12th

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.

Mark your calendar for the year end Flea Market on 12/2

Space Rental $10.00

For more info, contact Steve Smith at (408) 234-0095

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

Electric Fly-In

SCCMAS - Morgan Hill

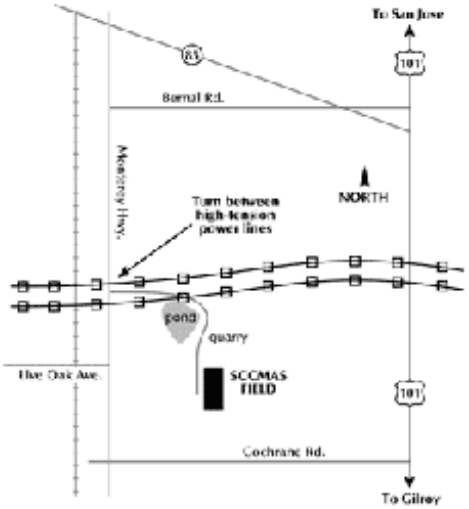
Saturday September 16th

All AMA Flyers are welcome !!!

Electric Only day !!!

Check-In @ 7am

Flying electrics only 8am – 1pm



For More Info...
Call Bahman Dara
(408) 536-4095

Only $10.00 / Pilot

Also vote for favorite airplane !

Pattern at Tomcats

Date: 9/23/2006 Saturday
Place: SCCMAS flying site at Morgan Hill, CA
Classes: 401, 402, 403, 404, and 406
Landing fee: $25 for all classes except the Sportsman ($20)
Pre-registration preferred
CD: Luke Peng
Tel: 650-575-9207
e-mail: *lsjpeng@comcast.net*

Field opens for practice on Friday, 9/22/06. AMA required

Santa Clara County Model Aircraft Skypark
(see back for map and directions)

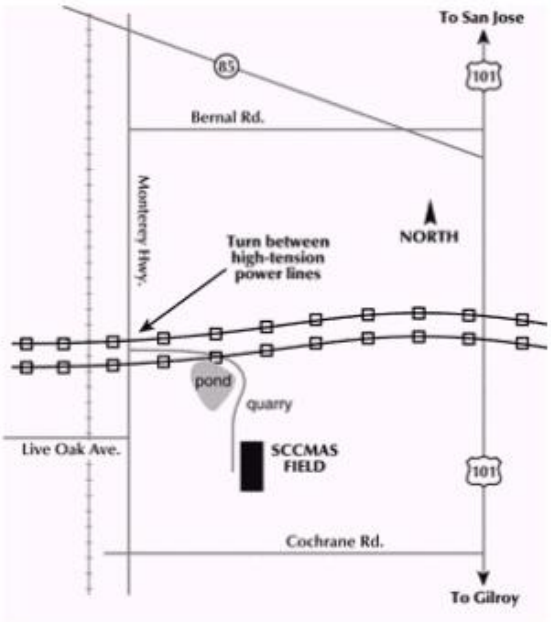
Map And Directions to SCCMAS Field

From Morgan Hill & Gilroy or San Jose

1. Take the Cochrane Avenue exit from Highway 101.
2. Proceed west on Cochrane to Monterey Road (0.6 mile).
3. Take Monterey Road north approximately 2.6 miles, look for the power towers on right.
4. You'll see our 8'x10' sign at the entrance to the driveway (between high power lines).
5. Proceed down this private driveway and through the first gate. Follow the road to the right around the pond, and continue to the field.

NOTICE

The speed limit on the private road to the field is 15 MPH. Bicyclists, joggers and rollerbladers have the right-of-way. Do not pass a bicyclist or rollerblader from behind.



Field Hours

8:30am to dusk, 7 days a week.

Nearby Accommodations

The following hotels/motels are within 10 miles of the field.

- Best Western Country Inn - (408) 779-0447
- Budget Inn - (408) 778-3300
- Comfort Inn - (408) 778-3400
- Economy Inn - (408) 779-5390
- Executive Inn Suites - (408) 778-0404
- Holiday Inn Express - (408) 776-7676
- Holiday Motel - (408) 779-2666
- Inn at Morgan Hill (408) 779-7666
- Microtel Inn (408) 782-5000
- Morgan Hill Inn (408) 779-1900

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

General Manager	Brian Nelson	408-463-0604	nelson711@aol.com
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Webmaster	Steve Snell	831-438-7624	webmaster@sccmas.org
Field Weather (automated)		408-776-0101	
On Site Field Telephone		408-776-6844	
SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	

AMA Intro Pilots (These pilots can fly non-AMA members, certain restrictions apply.)
Reggie Del Aquila, Mike French, Jack Sunzeri

Please help support these companies and organizations as they help to support us:

Bob Ortman's World Models Manufacturing Piper J-3 Cub on a low fly-by. Pat Rose photo.

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. For info email: servochatter@sccmas.org. Views expressed in 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. Servo Chatter welcomes all emails and other 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
16345 W. La Chiquita Ave.
Los Gatos, CA 95032-4610

Next meeting on Saturday, July 22,
5 PM, at the SCCMAS field.