

Servo Chatter

March 2006, Issue #115

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

www.sccmas.org



Next Meeting: Friday, March 24, 2006 at 7 PM.

Location: Reid-Hillview Airport, hangar M1. See map on page 4.

Cover Photo: Tom Uhlendorf's AeroWorks 29% Katana, DA-50 power. Pat Rose photo.



Caylie Hempel posing at AMA convention at RC transmitter controls. Dad, who built plane, stood nearby. Photo cost editor a \$3 donation. Photo by Pat Rose.



Tom Uhlendorf walks his Katana back to the pits. Photo by Pat Rose.



See Castle Air Museum photos on page 10. Photo by Chris L.

In This Issue	
VP News	3
Work Party Announcement	3
From the Editor	4
Secretary's Building Board	5
Treasurer's Report	5
Training	6
Safety	6
Event News	7
Contest News	7
Trimming a Sport Plane	8
Comments	8
Castle Air Museum Guided Tour	10
Event Flyers	12
Governing Board Members/Sponsors	19



Flyin Fast - VP News

By Michael Luvara

This issue, I'd first like to take a moment to remind members about the SCCMAS guest policy. It's not uncommon to have members of other clubs or from out of the area stop by the SCCMAS and fly as guests at the skypark. We always welcome guests to fly at the SCCMAS, provided that they have a current AMA membership and are sponsored by a SCCMAS member. The SCCMAS's policy on this is such that a non-member can fly ONCE before SCCMAS membership is required. A

SCCMAS member must sponsor the guest and make sure that they fill out a guest form (located in impound). There is no exception to this policy. This form helps us ensure that those using the facility are indeed AMA members and of course shows how often they choose to use the facility. It is becoming frustrating to see individuals abusing this policy quite frequently and it is simply not fair to the dues paying members of the SCCMAS. I believe that the SCCMAS's annual dues are a bargain for what they provide. Simply put, go find another field that offers you such a nice facility and ask if you can fly there for free on a constant basis. Please remember that the SCCMAS is run by volunteers and we use dues income to keep the field up.

In this year's renewal package, enclosed was an updated waiver to sign. Unfortunately, this waiver encompassed several typos (defined club participation twice and excluded another) as it was supplied to us by the club lawyer. Because of these errors, we will be sending each member who signed the incorrect form a new form with a pre-addressed and stamped return envelope. We apologize for the error and appreciate your cooperation with the process. Please note that if we do not receive a signed form with a renewal or get the returned form, we will be forced to decline membership to the SCCMAS. This form is a mandatory item for membership within the SCCMAS. I know that some of the verbiage can be confusing. The basic notion of the form is to make each member understand that model aircraft operations at the skypark can be dangerous.

At the next club meeting in March, I will be presenting the survey results from the annual member survey. There have been a lot of great comments and ideas in this year's forms. We read every one of these surveys and the governing board will be meeting to look at the trends as we move forward in 2006. Please come to the next meeting to see this presentation and any discussion that it provides. We are here to serve the members and want to do our best to head in the direction that the membership wants.

Until next issue,
Michael

Work Party Announcement

Date: April 22, 2006 (Saturday)

Start Time: 9 AM

Basic details: Field cleanup, repairs, bring basic tools, yard tools. Plans are to transplant the St. Augustine grass to the areas around the runway on the west, north, and east sides. To help with this effort you will need to bring a shovel, a bucket with water (to transport the liberated grass), and small hand shears (to separate the grass plugs). The St. Augustine grass was originally planted by George Mateer and has spread to a nice area. Thanks, George. The good thing about the St. Augustine grass is it seems the squirrels don't like to dig their holes in it, therefore there is less of a trip hazard. Also, it does not clump and leave uncovered areas. The field will be closed to flying during the work party and should open by 1 PM.

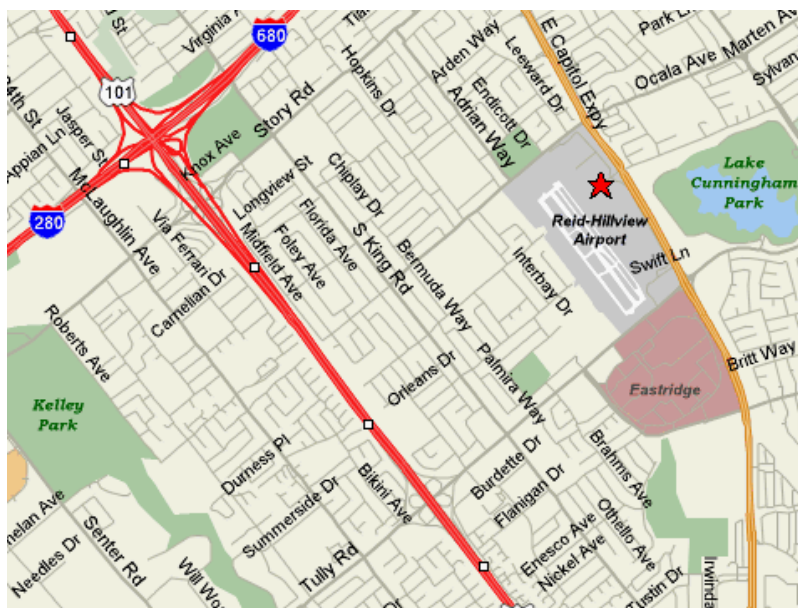


From the Editor

By Pat Rose

A lot has happened since the last issue of Servo Chatter. The AMA convention took place in Ontario on Jan. 13, 14 and 15. We had our usual club meeting on Jan. 26, the Castle Air Museum tour on Jan. 29, plus lots of good flying days at the Skypark. I've also been gratified and impressed with the number of club members who have tried various aspects of Trimming a Sport Plane as presented in the January issue of Servo Chatter.

I'm flight trimming my fourth U-Can-Do .46 size, a plane that I have had a lot of assembly experience with. Too many planes, not enough servos. BTW, digital servos such as the Hitec HS-5625 are so far superior to the analog counterparts (HS-625) that I highly recommend you purchase only digital servos. The digital servos maintain their zero position much better, are usually faster, have more torque, and move their flight surface with much more authority and smoothness. If you're purchasing a new radio, I suggest you try to purchase separate transmitter and receiver/servos so you don't have to put up with the pre-packaged analog servos. Alternatively, ask the salesman from your local hobby shop to upgrade servos and receiver battery for the difference in price. If your receiver allows, I also suggest you purchase a 5 cell (6 volt) receiver battery as this combination (with the Hitec servos) produces more torque and faster speed. I purchase most of my batteries from Batteries America (www.batteriesamerica.com). They give very quick and reliable service. The capacity of the batteries supplied with the prepackaged radios is inadequate for all but the smallest planes, plus they are usually nickel cadmium instead of the higher capacity nickel metal hydride. For a .40 to .60 size plane, for instance, I would go with a 1000 mAh rated battery pack. For a .90 to 1.20 size plane, I would use a 1650 mAh pack or similar.



Map to Reid-Hillview Airport. 2500 Cunningham Ave., hangar M1, SJ. Please do not drive on the taxi-way.

Future Meeting Dates

Friday, March 24th, 2006.

Thursday May 25th, 2006.

March 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. An announcement of the meeting agenda will be sent out just before the meeting.

From the Secretary's Building Board

By Rich Luvara

MEETING NOTES 1/26 there were 49 members present -guests Bob Smith (he is the president of the south bay soaring society) and Rich Hanson (AMA VP) -one new solo Mark Siminoff. -The dumb thumb winner was Mike Luvara—crashed a pterosaur on TV



Dumb Thumb



Show and Tell

Lynsel Miller brought a rebuilt D-8 that crashed due to a wing strut failure weighs 39 # took 4 1/2 # of lead to balance quadra 75 for power ,original took 1 year to build.

Bob Parks showed a Hobby lobby cobweb park flier, weighs 6 oz ,20 min on a 300 ma LI battery, carbon fiber construction, said it would make a good trainer..also showed a micro electric weighs 1 1/2 oz and an electric helo \$190 RTF(Blade CX).

Jacob Raquet did an electric helo demo.

Raffle

Mike West, allen wrenches.
Steve Culp won the radio.
Ron Marrier ,electric kit
Rich Groen, allen wrenches
Bervin Britt, aircore trainer
Merle Culp, kit.
Kevin Walsh Accu-thro gage.
Steve Smith, airplane stand
Prashant Dinghe , tool

Thanks to Aero Micro



Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss as of 03/03/06

Ordinary Income/Expense	
Income	
Donations	410.00
Membership dues	24,181.00
Total Income	24,591.00
Expense	
Bay Alarm	135.00
Computer supplies	284.43
Dues and Subscriptions	240.00
Equipment Rental	75.00
Garbage service	337.88
Insurance	140.00
Licenses and Permits	165.00
Office Supplies	40.91
Postage and Delivery	828.46
Printing and Reproduction	251.14
Repairs and Maintenance	
Janitorial Exp	50.00
Repairs and Maintenance - Other	47.35
Total Repairs and Maintenance	97.35
Sanitation service	1,285.41
Supplies	73.68
Telephone	261.50
Utilities	
Gas and Electric	78.45
Water	1,271.00
Total Utilities	1,349.45
Total Expense	5,565.21
Net Ordinary Income	19,025.79
Net Income	19,025.79



Training

By Mike French

SCCMAS Check Pilots

SCCMAS currently has ten members currently listed as check pilots who serve our organization in this capacity. Their responsibility is to verify that new pilots can fly their planes safely meaning that they are not a hazard to themselves and others. They also must verify that new pilots know the rules of our special operating areas [start up area & transmitter impound], permitted flying zones and the operating flight protocols under which all of us operate our planes. All of us wish to have confidence that while being focused on the plane we are flying, the pilot standing at the adjacent station can fly his plane so as to not jeopardize our safety. When the check pilot signs the solo pilot certificate, he is putting his signature down to say after seeing the new pilot fly his plane, he has confidence that the candidate's can fly his plane safely. It is an important contribution to our club. Any soloed club member can train individuals, but pilots have to be certified by a club check pilot. Any member who is a soloed pilot can become a check pilot as long as they meet some simple guidelines. The current listed check pilots are shown below.

Babe Caltabiano	Richard Luvara
Mike French	George Mateer
Richard Groen	Brian Nelson
Chris Luvara	Jim Patrick
Mike Luvara	Steve Snell

If you think you should be on this list, please contact Mike French at (408) 373-5301 or email training@sccmas.org. Our club has approximately 260 members which will require more check pilots than we currently have listed. Training certainly welcomes those interested in participating in the club in this way.

Training continued on page 11.



Safety

By Tim Jones

Hello Fliers,

I'm waiting anxiously for a long streak of good outdoor weather. Our weather lately has allowed us to get in a bit of flying and camaraderie at the field, but it's been a gamble for a comfortable environment to do so. I expect that by the next newsletter writing, around May, we will have been enjoying better conditions to play outside.

With this clearing weather, we will again see some new planes and more new fliers. Even with the cooler weather, Mike French seems to have a full schedule with new fliers. So here once again is a list of reminders for all.

-Watch for the new planes showing up at the field and offer to help with the preflight inspection and range check. These are very important steps and sometimes the newer flier is not yet aware of the possible consequences.

-Remind ourselves and others of the need to speak up and make sure that you are heard at the flight line. Taking Off!, Landing!, On The Runway!, Runway Clear!, Low Pass! These are all to be called out loudly and clearly for a reason.

-Do not taxi into or out of the start-up area or pits. Maintain physical control of aircraft with running engines at all times while on the pit or start-up side of the double yellow lines on the taxi ways. I was at another flying club site this weekend and noticed this practice going on. I felt very uncomfortable watching a plane taxiing through the start-up area toward people with their backs turned. I hope no one gets hurt there with this practice. Further more, I hope they as a club look at this practice more closely and work to put a stop to this practice.

Safety continued on page 11.



Event News

By Rich Groen

This month the fun begins, starting with a flea market to get all the gadgets you will need for this years events. Trophies have been ordered, flyers have all been sent out, now it's time for all of you to attend the events. This year we are defending the Inter-Club trophy. Come out and make sure SCCMAS keeps it in the house. Trophies for individual achievement will also be awarded. Kevin has set it up for the Warbird races, remember T-34's are eligible for the 40 size class... good time to keep tuned up for the Triangle Series. As always part of any event is the food. Following is a list of current volunteers for the snack shack.... There are a lot of empty spaces to fill. Sign-up and save 50% on 2007 dues... Your help is greatly needed !!! Call Richard (408) 281-7288 or e-mail... at richdutch@sbcglobal.net

Event News continued on page 9.



One of many vendor isles at AMA Convention

Contest News

By Steve Smith

With less than three weeks to go, the first T-34 race will be in Fresno on Saturday April 1, 2006. Many members have been out test flying their new T-34 planes this last month. This year we are expecting 10+ people from the SCCMAS to participate in the racing fun. Last year, Tim Jones, Babe Caltabiano, Rick Maida and myself, attended every race. The morning of the race, Tim and Babe would meet at my house around 5:30 a.m., stop for breakfast in Los Banos and arrive at the Fresno/Madera fields at approximately 7:30 a.m. We learned the hard way where to eat breakfast and dinner in Los Banos. There are many flyers that drive the night before and camp at the field in trailers, tents, RV's. However, no hookups are available at the flying sites. Flying site maps and driving directions are available from Kevin Norred at t34racing@yahoo.com.

Many flyers new to the racing scene ask me what to practice. I usually answer "the start". Based on my experience, this is the most important aspect of the race. A good start can lead to placing in the top three spots, provided you maintain your position without any pylon cuts. To practice the start, I have a caller with me to count down 10 seconds. This allows me to get a sense of where my plane is with respect to the start line. The idea is to cross the start line at 0 seconds – any earlier can result in a start cut. This sounds easier than it really is so practice this the most. The flying part is easy. Fly straight, not necessarily low, turn left, listen to your caller and do what your caller tells you. The caller is there to help you win. It is highly recommended that everybody read the complete set of T-34 race rules. The rules are available from Kevin Norred at t34racing@yahoo.com.

The Giant "Scale" weekend will be held on Saturday June 24, 2006 and Sunday June 25, 2006. Lynsel Miller anticipates a large turn out this year. Only IMAA legal aircraft may be used for this event. The entry fee is \$25 per pilot. There will be a spaghetti feed in the evening on Saturday, June 24th, free to entered pilots and \$5 for guests. For more information contact Lynsel Miller at (408) 374-9358 or John Mota at (408) 842-2542., We also need help for this event. Openings include the running the snack shack both days, contest setup and tear down and/or using your barbeque talents at lunch both days. Contact Richard Groen (408) 281-7288 or e-mail richdutch@sbcglobal.net or Steve Smith (408) 234-0095 or email stevejsmith2001@hotmail.com .

We look forward to seeing you at one of or both events.

Trimming a Sport Plane Comments (Reference to the January Issue of Servo Chatter)

Hello Gregg,

Your question about rudder to aileron mix has been bugging me as I could not remember what causes the plane to need such an adjustment, even though I know it has worked for me in the past. All my planes have needed rudder with opposite aileron to turn flat with a rudder only turn.

So back to one of my source articles, Peter Goldsmith in Model Aviation. "What causes adverse roll or proverse roll coupled to the rudder is the incorrect dihedral." "So I like to do the flat turn thing. Doing a simple inside rudder turn to the left, using left rudder, the model should just yaw, with no roll effect. If the roll rolls to the left, you need to mix in 2-5% right aileron to left rudder. My CAP is unique in that it has adverse roll. When I apply left rudder the model rolls right so I need left aileron mixed with left rudder. Repeat the process with right rudder."

Isn't your plane a CAP? Does it roll right with left rudder?

I was thinking that wing dihedral could be the culprit but I was not sure. I looked at my U-Can-Do and Edge 540 wings and could not visually see any dihedral, but I bet there is a degree or two of unplanned dihedral. I remember reading somewhere that dihedral is needed on rudder-elevator (no aileron) planes to complete a turn (needs a drawing). The rudder yaws the plane and the dihedral rolls the plane to the direction of the turn.

What do you think?

Regards,
Pat Rose

Hi Pat,

The AC in question is a Kyosho SU-31. It's quite similar to many CAP models with regard to wing and stab placement, wing planform (LE & TE taper), and no dihedral. Just as my old H9 25% CAP did, it too exhibits both adverse roll coupling and negative pitch coupling from yaw. Its flight characteristics could benefit from playing with some mixing.

From what I gather, adverse roll coupling from yaw is quite common on low wing planes that have little or no dihedral. Supposedly, the vertical placement of the wing on the fuse has a significant effect on this due to the diversion of air around the windward side of the yawed fuse. Low wing planes tend to have the windward wing root pushed down by the diverted air. Adverse roll coupling can be mitigated by increasing dihedral, proverse by reducing it.

There are other contributors to yaw-roll coupling. For example, relative tail areas above and below the roll axis. For an aerobatic ship, the design is optimal if the sum of all contributors induces zero rolling moment during yaw.

Barring fly by wire systems, I would be surprised if zero coupling can be simultaneously achieved between all axes over all flight regimes. Based on the behaviors I have observed, I'm pretty sure compromises must be made.

Regards, Gregg (Uhlendorf)

Event News continued from page 7.

Volunteers for the snack shack:

March 25 th	Flea Market	Dan Walsh
April 15 th	Inter-Club Fun Fly	
May 20 th	Warbird Races	Steve Culp
June 10 th	T-34 Triangle Series	
June 24 th & 25 th	Giant Scale "Scale" Weekend	
July 8 th & 9 th	Annual Invitational Air Show	ALL MEMBERS
August 12 th	Flea Market	Chris Tryhorn
September 16 th	Electric Air Day	John Ribble
September 23 rd	Pattern Contest	
October 7 th	T34 Triangle Series	
December 2 nd	Flea Market	
December 10 th	Toys 4 Tots- Whitacre Memorial	John Ribble



Evan Curto, 12 years old, poses with his T-34. Evan has been flying for about five months. His flying skills are impressive, especially for his age. He is now in the 7th grade at Rolling Hills Middle School. Evan learned beginning flight skills with park flyers.

Castle Air Museum Guided Tour



The group on the tour of the outside museum.



Don Coulter "Hand Propping" one of the exhibits.

Photos courtesy Chris Luvara.



Tim Jones and Rick Maida examine the F-14 landing gear.

Safety continued from page 6

-Do not attempt to restart your plane on the runway. All aircraft should be clear of the runway as soon as possible. Take offs should be definite. Get on the runway, take off. Land, get off the runway. All with the proper shouted notifications, Taking off!, Landing!, Runway Clear!

-The helicopter hover practice area is for exactly this purpose. "Helicopter Hover Practice". The board has defined Hover Practice as "stable or stationary flight of the helicopter no higher than eye level". Any performance other than hover practice is to be done from a flight station with the aircraft over or beyond the runway. All flight line verbal practices are in effect.

- All fixed wing aircraft, such as small electric foamies are to be flown from a flight station and over and beyond the runway.

-Remove your aircraft from the start-up area when not preparing for flight. The start-up area can become quite congested on a busy day. Two or three airplanes sitting in the start-up area while the owners have lunch or a cup of coffee gets a bit crowded.

Certainly there are more rules. Some for convenience, some for courtesy, most for safety. All are a part of our enjoying this hobby and our flying site.

There will be some repairs commencing soon at the field. The board is reviewing quotes for the replacement of the decking around the shack and roomier concrete pads for the flight stations. Please use extra care while this work is going on. These upgrades and repairs will be of great benefit for all.

Finally, I had the pleasure of hosting a visitor to our site a couple of weeks ago. This visitor, John Martin, was from the British Isles. He is the safety officer for his flying club. He brought his son-in-law and his grandson to our field. I was pleased to spend some time with him and proud to show off our facility and our California weather. He was quite impressed with our field and how many people were there to fly. We had some of our less desirable weather, with cloudy skies and limited sunshine. But he says that his field was experiencing rain and a bit of snow. I was glad to help him get a fix of some flight time while so far from home. He enjoyed speaking with many there that day. And he made a special trip to Sheldon's to get supplies that are readily available to us, but far more difficult to get at home. He pointed out that with our weather, our flying site, our membership, our local hobby shops and suppliers, we've got quite the life here. I agree.

Tim

Training continued from page 6.

A Transfer Between The Ages

I recently took this picture of an instructor and his student. What is significant about the photograph is that the instructor is among the eldest in our club at eighty-three years of age and the student is among the youngest at eleven years of age. It has been said that one generation has little to give the generation that follows or that each generation must make its own mistakes. Perhaps this photograph goes a little way to refute that misguided saying. One of the strengths of our sport is that it spans all generations and the transference of wisdom here does indeed span the ages. The member-instructor is Don Loughridge and his student member is Sam Fairchild of Saratoga.



Battle of Britain



OPEN CLASS B COMBAT
AMA Sanctioned RCCA Points

Date: Saturday March 18, 2006

Where: East Bay Radio Controllers—Livermore
www.eastbayrc.org for directions

Time: Registration 8:00 AM --First Engagement 9:00 AM

\$20 Entry Fee Prizes to the Aces!!

Judges Raffle—TOO!!! Lunch is provided

CD Gary Oehrle (garyoehrle@sbcglobal.net)
925-449-9291

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 - March 25th

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.

Start off 2006 with 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>

Sacramento Area Modelers



PRESENTS:
THE

BIG KAHUNA CLASSIC **WARBIRD RACE**

Itinerary

Registration Starts at 7:30 a.m. and
Closes at 8:30 a.m. Sharp!

(No Exceptions)

Worker's meeting – 8:30 a.m.

Pilot's Meeting – 8:45 a.m.

Racing Starts – 9:00 a.m.

Please be ready to fly at 9:00 a.m.

Breakout Times

Bronze 2:30

Silver 2:00

Gold 1:30

**CASH PRIZES IN GOLD / SILVER
BRACKETS ONLY.**

BRONZE BRACKET TROPHY ONLY!

NO FREQUENCY CONFLICTS!

HARD HATS REQUIRED!



APRIL 9, 2006

Entry Fee: \$35.00 in Advance
\$38.00 day of race

Please make checks payable to
SAM

Send Payment to:

Jerry Votaw
3331 Southport Dr
Sacramento, CA 95826
(916) 366-9589

2004 SAM Rules Apply

REGISTRATION

Name: _____

Telephone: _____

Plane & Description: _____

Engine Size: _____ Frequency #: _____

AMA #: _____

Event Choice (circle one):

Bronze

Silver

Gold

**The Santa Clara County Model Aircraft Skypark “Tomcats”
offer a challenge**

Inter-Club Fun-Fly Challenge

Can your club be #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 crazy and wacky flying events. When the battle is over the club with the highest average score wins! All soloed pilots with current AMA can compete. All skill levels can compete with just about any airplane. Trainers, warbirds, electrics big or small have a chance to add points for your team. Trophies will be awarded to top 5 individuals and the club with overall top score will take home the club trophy and bragging rights until the next year.

When: Saturday, April 15th

Where: Tomcats airfield, Morgan Hill

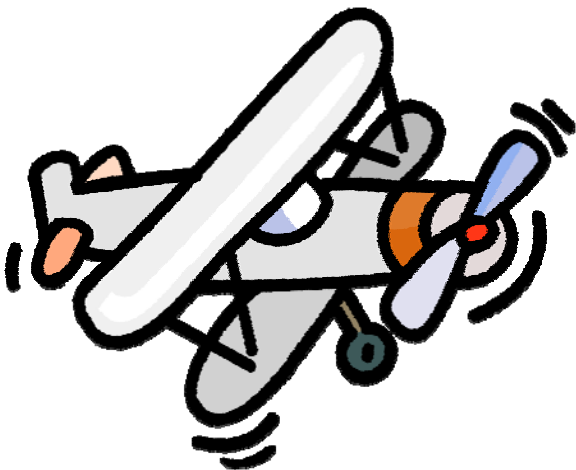
Time: Check-In 8:00am – Flying starts at 9:00am

Entry Fee: \$10 per person

Contest Director: Richard Groen

(408) 832-7432 contests@sccmas.org

Also see our website for directions www.sccmas.org



Past Winners

1999 - SCCMAS
2000 - Fresno R/C
2001 - SCCMAS
2002 - Bayside R/C
2003 - Bayside R/C
2004 - Fresno R/C
2005 - SCCMAS

Some events we've seen in the past...

and a few that may show this year !

Spot landing, Limbo, Timed events, Airplane Bowling

Mirror Taxi, Drag Strip, Aerial Golf, Balloon Bust

Dead-Stick Landing,

S.C.C.M.A.S. PRESENTS

RACE FOR GOLD!

MAY 20, 2006

MORGAN HILL, CALIFORNIA

CONTEST DIRECTOR: KEVIN NORRED
FOR INFO CALL (408) 482-5437 OR
T34RACING@YAHOO.COM

SPONSORED BY:

NORRED AERO PRODUCTS

SHELDON'S HOBBIES

WORLD MODELS MFG/AIRBORNE MODELS

3 RACING CLASSES

.46 SIZE MODIFIED WARBIRD
(World Models T-34 LEGAL)

WORLD MODELS STOCK WARBIRD

UNLIMITED WARBIRD

Race against one another and not the clock!!!

For class rules, specifications and race
guidelines, please visit

www.sccmas.org

Rules, Specifications can be found in the forum
under racing.

RACE DETAILS

AMA SANCTIONED & PROOF OF AMA INSURANCE REQUIRED

RACE CHECK-IN @ 7:30-8:30 AM (PRE-REGISTRATION
RECOMMENDED)

NO DUPLICATE FREQUENCIES ALLOWED IN INDIVIDUAL
CLASSES. PLEASE CALL AND RESERVE FREQUENCY

ENTRY FEE \$25.00 PER CLASS (**PRE-REGISTERED PILOTS \$**
20.00 PER CLASS PRIOR TO APRIL 20, 2006)

PRACTICE FLIGHTS 8:30-9:00 AM

RACING STARTS @ 9:30AM

4-6 ROUNDS OF QUALIFYING & TROPHY RACE

TROPHIES 1ST - 3RD IN EACH CLASS - TOP FIVE POINT LEADERS IN
EACH CLASS QUALIFY FOR TROPHY RACES

Giant Scale Weekend 2006

June 24th and 25th

**Sponsored by the
Santa Clara County Model Aircraft Skypark**



- IMAA Legal Aircraft Only
- Entry Fee \$25 per Pilot
- Saturday night spaghetti feed - free for all Pilots, \$5 per guest
- Trophies for best of show, best flight, most realistic looking aircraft.



Limited on-site camping and RV hookups. Contact Mike Luvara for reservations: (408) 292-1212

SCCMAS site directions on back side

Visit our web site: www.sccmas.org

CD: Lynsel Miller: (408) 374-9358

John Mota: (408) 842-2542

CALIFORNIA

T-34 TRIANGLE SERIES

CHAMPIONSHIPS



Race Dates:

April 1, 2006	FRM Club	Fresno, CA
May 6, 2006	MARCS Club	Madera, CA
June 10, 2006	SCCMAS Club	Morgan Hill, CA
July 29, 2006	FRM Club	Fresno, CA
September 23, 2006	MARCS Club	Madera, CA
October 7, 2006	SCCMAS Club	Morgan Hill, CA

SPONSORED BY:

*World Models Mfg.
Power Master Fuels
Great Planes Distributing
Johnson Racing
Sheldon's Hobbies*

*Airborne Models LLC
APC-Landing Products
Norred Aero Products
Bob Smith Industries
T34RACING.COM*

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.

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

General Manager	Brian Nelson	408-463-0604	nelson711@aol.com
Vice President	Michael Luvara	408-292-1212	mike@sccmas.org
Newsletter Editor	Pat Rose	408-910-9421	patroserc@aol.com
Treasurer	Jim Patrick	408-356-0817	jpqt7@gte.net
Co-contest Coordinator	Richard Groen	408-832-7432	richdutch@sbcglobal.net
Co-contest Coordinator	Steve Smith	408-234-0095	stevejsmith2001@hotmail.com
Secretary	Richard Luvara	408-246-3857	rluvara@hotmail.com
Safety	Tim Jones	408-281-2915	TJKof57@aol.com
Flight Instruction	Mike French	408-373-5301	french913@aol.com
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:

RADIO'S • PARTS • ACCESSORIES • SPECIALIZING IN
RADIO CONTROL AIRPLANES, BOATS, CARS
RETAIL MAIL ORDER

Sheldon's Hobbies

Mon. & Fri. - 9:30 to 5:30
Tues. & Wed. - 9:30 to 5:30
Thurs. - 9:30 to 9:00
Sat. - 9:30 - 6:00
Sun. - 10:30 to 5:00

2135 Old Oakland Road
San Jose, CA 95131
(408) 943-0220

R/C Blimp Productions



World Class Blimps & R/C Accessories

4655 Pinto River Court, San Jose, CA 95136
408.448.9514 - 408.315.4627

AeroMicro
Source of Electric RC Supplies

Perry Lee

1655 S. De Anza Blvd., Suite 2
Cupertino, CA 95014
U. S. A.
Phone: 408-255-5566
Fax: 408-255-5526
info@aeromicro.com
http://www.aeromicro.com

PIC® Penn International Chemicals


A Division of PIC Adhesives, Inc.
A California Corporation
PO Box 4202
Mountain View, California 94040

Reggie Dell-Aquila
President

(800) 722-GLUE
(650)322-1030 ph/fax

96 N. San Tomas Aquino Rd.
Campbell, Ca 95008
Phone: (408) 379-1696
Fax: (408) 379-1652

Web: www.djhobby.com



D & J Hobby and Crafts
Your Hobby and Crafts Shop

RC World of Planes

Kris Gholamipour

1180 Miraloma Way Ste. J
Sunnyvale, Ca 94085
408-830-9794 Phone
408 732-2341 Fax
sales@rcworldofplanes.net



On line ordering
www.rcworldofplanes.net



Rich Hanson, AMA District X VP presents SCCMAS with Gold Leader Club award at January meeting.

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. For info email: patroserc@aol.com. 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



This will be your last newsletter if you have not yet renewed.

Next meeting on Friday, March 24,
7 PM, at Reid-Hillview Airport. See
page 4 for map.