

Servo Chatter

March 2007, Issue #122

Official Newsletter of the SCCMAS "Tomcats"

AMA Club Charter #110

www.sccmas.org



See page 15 for the 20
year anniversary dinner
registration form.

Next Meeting: Thursday, March 22, 2007 at 7 PM .

Location: Hayes Elementary School. See map on page 4.

Russ Giordano's TamJets F-16 with Jetcat P-70 powerplant. Plane's color option is Edwards Chase Plane. Jim Patrick photo.

Babe Caltabiano's Super Corsiar blurs by at 140+ mph, flown on Feb 3rd.



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Pat Rose photos.

Below: Heidi Lee getting instruction from father John Adams.





Flyin Fast - VP News

By Michael Luvara

Welcome to another issue of Servo Chatter. My article in this issue covers a couple issues,

including altitude at the field, our 20 year party, and survey results.

First off, I'd like to announce the date and location for our 20 year party. It will be held at the Three Flames restaurant at 6pm on Saturday, April 28th 2007. A flyer for this event is inside the newsletter. (See page 15.) Please note that we need pre-registrations early in order to give the restaurant a final tally. If you pay by April 9th, the price is \$25 per person. After April 9th, it is \$27 per person. We need an accurate count, so please send your registration in early. There will be NO registration at the door.

Last issue of Servo Chatter, I mentioned that the CHP was alerting our members that they were interfering with their aircraft operations along HWY 101, due to the height that some of our models were reaching. Since then, I've had time to discuss the situation with the CHP and with the AMA about the restrictions and regulations. The bottom line is that we need to do a better job looking out for full scale aircraft and yield the right of way, no matter how high a real aircraft may be at above the field. We do not own the sky, nor do we own any airspace above the field. Flying R/C is a privilege, not a right. Recently, I've used telemetry to illustrate what altitudes our aircraft are capable of. Larger aircraft like the 30% + aerobatic or any giant scale aircraft can break through 400ft on a simple climb out, and actually exceed 1500ft on some of the sequences! If you don't believe me, I'll be happy to plop a telemetry system in your aircraft for a flight and show you. The results might just surprise you. Please do your part in having a spotter with you and helping keep an eye out for aircraft around the field.

We've been going through all the surveys that have been returned to us thus far, along with renewals. A sincere thanks to those that have taken

time out of their day to fill out the survey. I can assure you that we read each and every one of the surveys and use them as a rudder for the SCCMAS's direction. Some interesting comments have come about and I wanted to address some of them here.

Newsletter articles – There are many who had very positive comments about the newsletter. The general comments seem to favor wanting to see more articles, how to's, spotlights on members, etc. This is great! The issue is that we would love to have more articles. Do you have something to share? Want to cover an event or a specific item? Please, do so, and send it in to Pat Rose! This is your newsletter and you're welcome to make submissions.

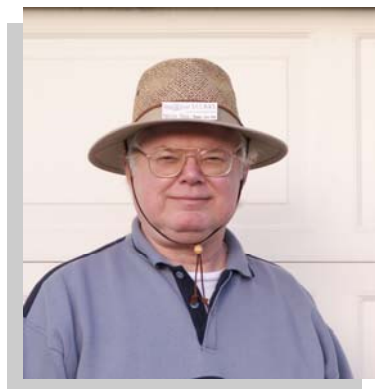
Grass condition – We have attempted to address the grass condition over the years through maintenance. Over time, the squirrels and other animals have tore up the area. The worst was wild pigs during some of the recent dry spells, which seem to have subsided. With that said, we have no hesitation in trying to improve the grass condition on the far side of the runway. If you are willing to volunteer and spearhead management of this area, please contact one of the board members and we will be happy to discuss such a project with you.

Webcams/weather – Some commented that the cameras have not been working. Well, I guess you haven't visited the site since November. We had a total revamp of the webcams/weather system, along with the website. Take a look if you haven't recently. Downtime has been minimal, if any, and there's now three camera views.

We will be presenting the survey results in more detail at the next club meeting. Be sure to attend to see this presentation

Anyways, that's enough for this issue. We hope to see you at the 20 year party in April.

Until Next Issue,
Michael



From the Editor

By Pat Rose

Take note again of "From the Secretary's Building Board" meeting notes on page 5 in this issue. Note all the stuff that is going on—free donuts, a raffle for prizes (there were lots of tools this time), show and tell, etc. Come on now, show up at Hayes Elementary School on the evening of March 22nd. Note that your editor was the winner of the Dumb Thumb award. Unfortunately the previous winner did not show up with the trophy for me to take home. Babe's Super Corsair was impressive. I was fortunate to see it fly and take some pics—see photo on page 2. The plane was flying at 140+ mph and was difficult to capture in a photo. Also, thanks to Jim Patrick who provided the impressive cover photo of Russ Giordano's TamJets F-16. I was in

need of a cover photo and Jim came through. Note the cool pictures of Todd Bridges' flying skills on page 10 and the rear cover photo of Todd. I'll admit it, I used Microsoft Digital Image software to "erase" the white pole that was next to Todd. The pole was simply in the wrong place and distracted from the photo.

With the rainy weather the simulator has seen lots of use. My PC's single processor runs at 1.8 GHz which is fine for AeroFly Pro but marginal for Hangar 9's FS One. Time to upgrade. Dual processors are impressive. The way PC technology progresses makes me reluctant to purchase the high end CPU because it will be obsolete in just a few years. I would be interested in hearing from members with their experiences with the different simulators. Send me an email. I would be interested in hearing from members on any subject. BTW, be sure to let one of the club officers know if you have changed your email address or telephone number. Sometimes we need to contact a club member and it would help.

Just wanted to let you know that I visited the "new" Sheldon's hobby shop located at 2130 Trade Zone (see map at www.sheldonsobbies.com) and had a visit with owner Andy Douglas. It's nice to know that all the familiar worker bee faces are there to greet customers. Andy is also the owner of R/C Unlimited, whose new business card now appears on page 10 of this issue of Servo Chatter.

One last item: We are looking for a member volunteer who has a tractor that can perform weed abatement at the field on June 2nd during the work party. Please contact Michael if you can help. o

Reminder: For a guest to fly solo, they must possess an AMA card to mount in the transmitter impound, and must fill out a guest form before they can fly. AMA allows buddy box flight one time without AMA.

Upcoming Meeting: Thursday, Mar 22nd, 2007, 7 PM

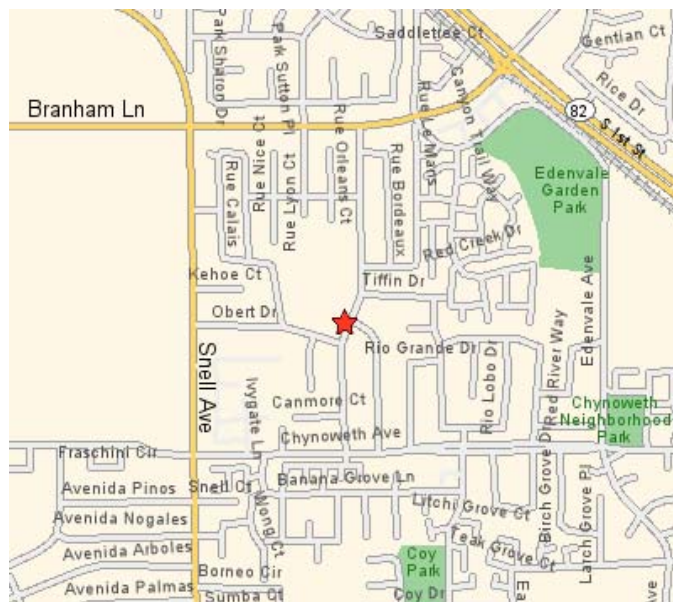
The next meeting will be held at Hayes Elementary School, 5035 Poston Drive, San Jose, CA 95136. Program this address on your GPS or use Mapquest for directions.

Raffle prizes will NOT include the usual - tools instead of 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.

Future Meeting Dates:

Thurs May 24th





From The Secretary's Building Board

By Rich
Luvara

Jan. 23 SCCMAS meeting notes

55 Members present.

Dumb thumb was won by Pat Rose for charging his battery at the wrong voltage.

Show & Tell:

Babe Caltabiano brought a Great Planes Super Corsair powered by a piped 120 two-stroke engine; turns a 13.5/12/5 prop at 1200 RPM. It has a glass cowl and a custom wing.

Mike Leggett brought a portion of a B-17 wing under construction – with carbon fiber reinforcement. It's going to use 15-inch 3-bladed props, turned by custom wound motors. **See photos on page 11.**

Carl Quinn brought a Modeltech Simply Magic 46 size ARF.

Raffle Winners:

Don Coulter – heat gun & belt sander
Steve Culp – a motor and a smoke pump
Matt Campi – Exacto saws & hardware
Babe Caltabiano – heat sealing iron & hardware
Dick Gardner – Exacto saws
Mike French – fuel
Don Laughridge – Exacto saws
Carl Quinn – glow plugs, CA glue & a pilot
Kent Kollings – glow plugs
Steve Smith – glow plugs
Chris Tryhorn – CA glue & a pilot

Helpers Raffle Winners:

Les Vierra – engine
Steve Smith – donated his prize to another member
Ron Marier – motor
Matt Campi – kit
Reggie Del-Aquila - fuel
James Gale – Kit
Ken Kightly – power panel
Bahman Dara – battery
Babe Caltabiano – saws
Dave Sala – fuel
Ed Quinn – incidence meter
Mike Conrardy – volt meter
George Mateer – spray gun
Dan Walsh - radio
Matt Smith – speed control

Guests Present

Also present, as guests were the San Jose State University Design, Build & Fly Team;

Michael Forrest
Kenneth Williams
Matthew Lee
Czar Yarain



Contest News

By Steve Smith

Living in California certainly has its benefits, especially the mild winter we experienced over the last several months. I don't know about other fellow club members, I however took advantage of the mild winter weather, flying every weekend possible, anticipating a change in the weeks after. The weather really never did change for the worse. Hopefully this mild pattern holds for the remaining weeks of winter and into spring.

The 2007 SCCMAS contest season is full steam ahead with the March 10th Flea Market, where sellers clean out the shop and buyers look for that bargain or new project. On April 21st the skies at the SCCMAS will be filled with World Models Sky Raider planes pylon racing for five places. Come out and enjoy a day of fun. Contact Steve Smith at contests@sccmas.org for registration and additional information or visit our club website at www.sccmas.org. The Giant Scales will be back on June 9th for the annual Giant Scale Fly-In and evening Spaghetti feed. Contact Lynsel Miller at (408)

374-9358 or John Mota: (408) 842-2542 for additional information or visit our club website at www.sccmas.org. On June 23rd the SCCMAS will be hosting the third stop of the T-34 Triangle Series. This is sure to be an action packed day of fun. Contact Kevin Norred at t34racing@yahoo.com for registration and additional information.

Helpers are needed for events over the next several months. Several opportunities exist for shack managers, pylon judges, lap counters, field setup and tear down. If you would like to volunteer for any of these events please contact Steve Smith at (408) 234-0095 - contests@sccmas.org. Manage the shack for one event and receive half off your 2008 annual dues. Manage the shack for two events and your 2008 annual dues are on the house. Openings are listed below.

Fly safe and have fun,
Steve

March 10 th	Flea Market	Dan Walsh
April 21 th	SkyRaider Pylon Race	John Ribble
June 9 th	Giant Scale "Scale" Fly-In	
June 23 rd	T34 Triangle Series	
July 7 th & 8 th	Annual Invitational Air Show	ALL MEMBERS
August 4 th	Flea Market	John Ribble
August 11 th	Sport Warbird Races	James Gale
September 8 th	Electric Fun Fly	
September 29 th	Pattern Contest	James Gale
October 6 th	T34 Triangle Series	
December 1 st	Flea Market	
December 9 th	Toys 4 Tots-Bob Whitacre Memorial	



Training

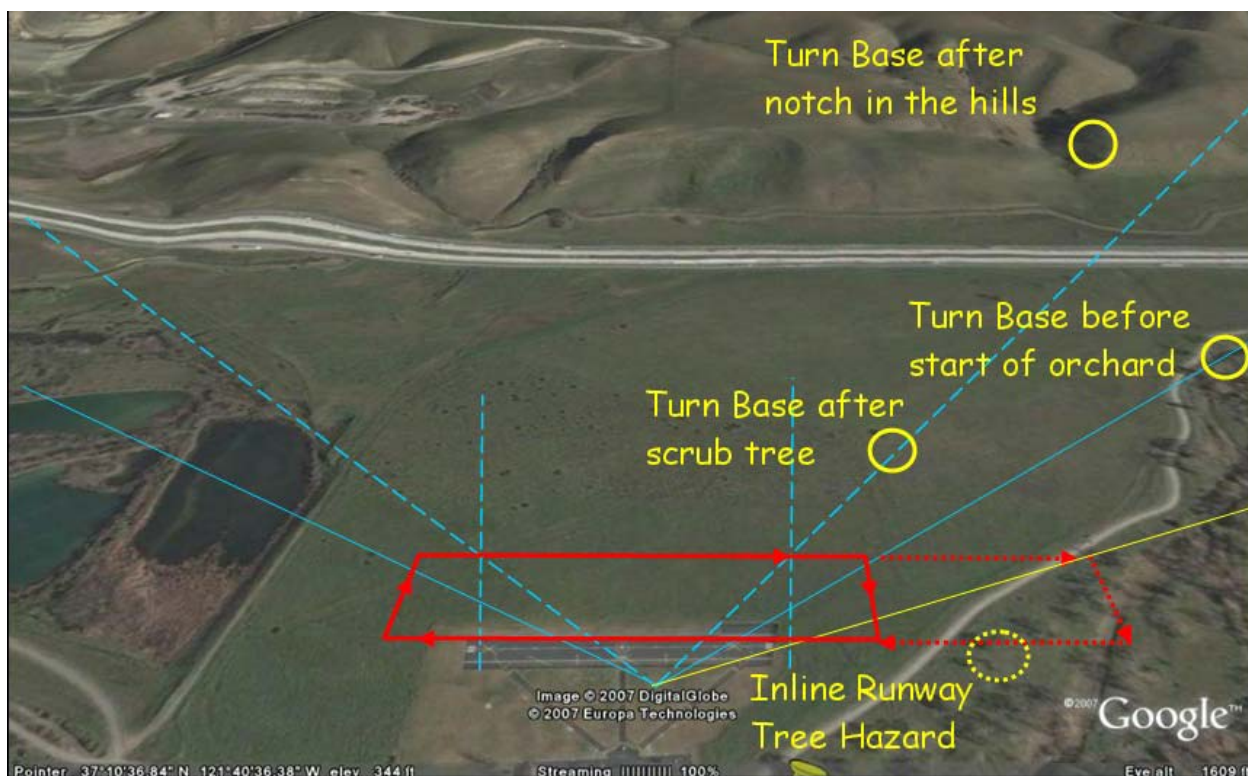
By Mike French

Last week I had a new student dunk his Nexstar trainer into the large tree inline at

the end of runway in the orchard. Although he had been admonished to turn base leg immediately after crossing the end of the runway on downwind, he extended. Neither of us realized just how far he had extended when he did finally turn base. He descended on base, turned final and then augured his plane through the tree's branches. Although the plane is repairable with effort, the question came as to what visual clues could we have used at the field to turn base so that we don't extend our pattern over the orchard and bicycle path. The Google Earth website can provide us with a useful tool to be begin answering the question. It seems very common that people fly their planes into the published restricted zone on the other side of the bicycle path. Some

of these incursions occur perhaps because people are unsure as to when to turn base leg. If you are standing on the first pad to the right of the center taxiway, Google Earth shows us that starting a turn on base immediately after visually passing the scrub tree but before intersecting the curve of the bicycle path and orchard will keep the base leg inside the permitted airspace. One does not need to extend the downwind leg very much to put your plane low over the Inline Runway. Many people have found that tree hazard that way.

Everyone flying at the field has to honor our field's rules on flying outside permitted airspace. Keeping the pattern away from flying down the bicycle path insures not only personal safety but provides good public relations as well. Knowing the visual clues to aid this will help. o





Safety

By Tim Jones

Yaaaayyyy, the days are getting longer!!!!

By the time you read this, the board will have

met to discuss several club issues, including but not limited to the 20-year dinner, repairs and improvements to the field, and preparation for the air show. Plan to come to the club meeting for updates and questions. Watch for the 20-year dinner preorder note in the newsletter or maybe in the mail. This will take some preparation, but were going to work to make it a good event. Also, mark your calendar for the air show. The club air show is a great community event. It's a great time to show off the club, share time with friends and share your enjoyment of the hobby.

This is typically a slow time of year for me for writing. So I thought this might be a good time to bring up some of my earlier writings. The following is lifted and copied from my newsletter writing of one year ago. Most of this is a repeat of course, but a good reminder for all and new information for newer members. So, enjoy our field and take care.....

Tim

Duplicated from the March '06 newsletter writing.....

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 yourself 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.

-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.

Jets start up area alert: Note that the jet start up pads are not a spectator area. The jet flight crew are the only people allowed in this area. No children, friends, or other non-essential personnel are to be present. This is for your safety. Thanks for your cooperation.

Tim



Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss
January through February 2007

Income	
Membership dues	24,564.00
Total Income	24,564.00
Expense	
Bay Alarm	135.00
Dues and Subscriptions	220.00
Equipment Rental	75.00
Food	301.11
Garbage service	345.82
Insurance	140.00
Licenses and Permits	145.00
Office Supplies	56.56
Postage and Delivery	456.45
Printing and Reproduction	243.56
Repairs and Maintenance	
Janitorial Exp	50.00
Total Repairs and Maintenance	50.00
Sanitation service	479.60
Supplies	239.07
Telephone	
Internet	139.90
Telephone - Other	175.84
Total Telephone	315.74
Utilities	
Gas and Electric	83.83
Water	1,518.00
Total Utilities	1,601.83
Total Expense	4,804.74
Net Income	19,759.26

Todd Bridges



Boeing B-17



Bomb bay door detail.



Mike Leggett during Show and Tell at members meeting.

Mike Leggett built the 1/9th scale B17G from scratch using plans from Wingspan.com as a guide. Additional details have come from B17 service manuals and books. Most of the mechanics are in and so far its up to 10 pounds with several more pounds of covering to go. The 4 motors, props and controllers will add 3 pounds and the batteries another 3. It may finish under 20 pounds. The main gear are built up mostly from carbon fiber and have worm gear drive similar to

the full scale. The fully functional bomb bay opens wide, just like the real thing. I am building the 600 watt brushless motors from surplus servo motor cores with new magnets and windings. Cockpit and gun turret detail are still a blur. It will carry the markings of aircraft number 42-102532 from the 8th AF, 13th wing, 390th BG, 570th BS in which my Dad flew, shot down by German fighters over Altmor on May 19, 1944.o



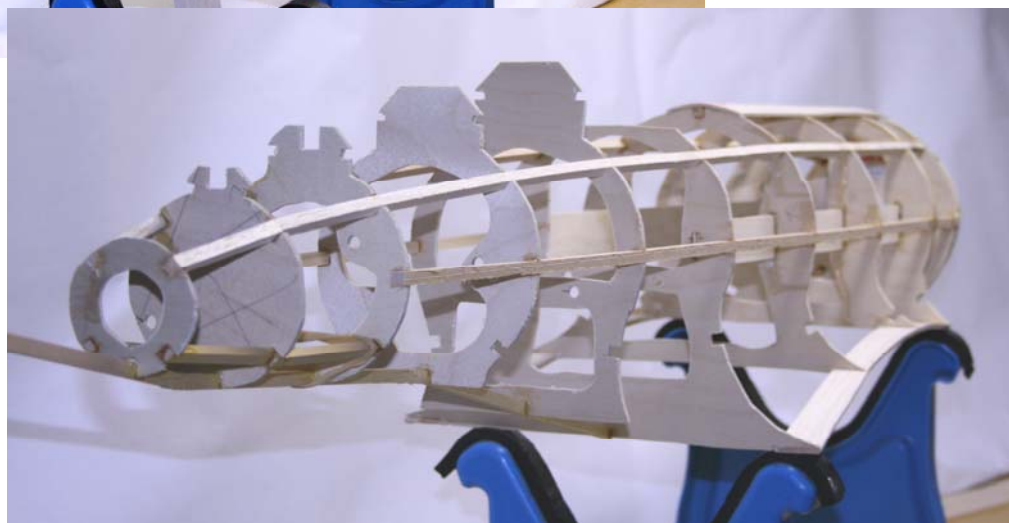
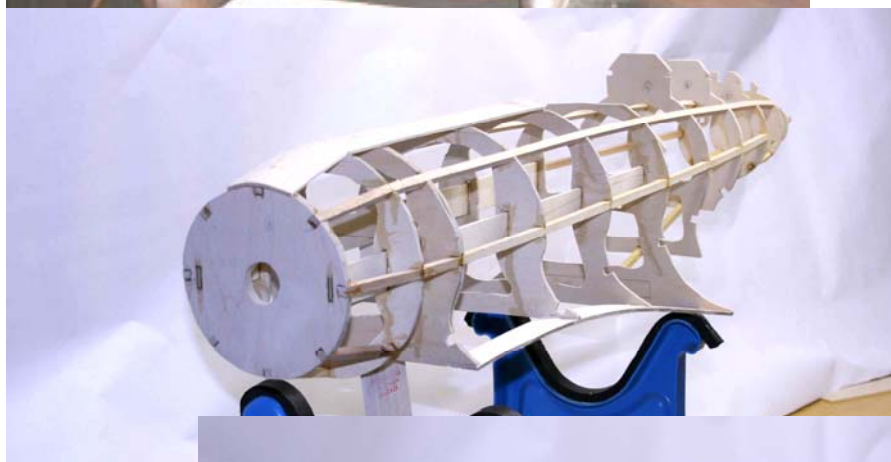
Mike Leggett photo.



Northrop Gamma Project

Construction and photos by Pat Rose

An 82 inch wingspan model.
But will it fly? Built from AMA
plans.



You can fly right side up, now try inverted flight

By Jose Vazquez

You have mastered flying right side up, or so you think. Your next challenge is to fly upside down.

While not required for all, knowing how to fly inverted could save your airplane.

I remember the first time I flew an airplane with flaps. After a brief takeoff with full flaps, my model started to loop and was on its way back to the ground. Since the flaps were new to me, I didn't realize what kind of effect they would have on the aircraft. I was even less familiar with the flap knob so I was not able to make a correction using it. My solution was to stop the loop by flying the airplane inverted while I cleared my mind and readjusted the flaps.

Flying inverted can save your airplane in many other instances, such as when your model drops from hover or when you are not able to complete that low pass loop.

So how to do it?

It's easy. When inverted, two of your controls — the elevator and the rudder — will feel like they are reversed. The ailerons will feel this and turn the airplane in the same direction as if it were flying right side up.

The easiest way to learn to fly inverted is by starting a loop (make sure you are at least 200 feet up for safety). When you reach the top of the loop, try to keep flying inverted, like an Immelman without the roll. This will require you to apply down elevator (stick away from you) and steer/maintain

level flight with your ailerons. Note that you will apply down elevator to raise the airplane's nose up and up elevator to bring the nose down (opposite of what you've already learned). If you feel comfortable, just pull on your elevator and complete the loop.

Once you can hold the airplane steady for a while, use your ailerons to fly it like you would during regular flight. Fly a pattern around and do some figure eights. When you feel comfortable with this, you can start to use the rudder to make your coordinated turns, but remember that now the rudder acts opposite what it does when you're flying right side up. From there, it is up to you to see how many maneuvers you can accomplish while inverted — loops, snaps, spins. etc.

You can also perform a half roll to get your airplane inverted, but I do not recommend that when you are starting out since there is a greater loss of altitude involved if you make a mistake.

From the newsletter of the Low Country R/C Fliers Club, Jose Vazquez, editor. Charleston, SC.



Tim Jones' recovered/rebuilt/up engineered GB. Don Coulter covering job.

Sky Raider Sport Pylon Race

Saturday April 21st



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

Plane: World Models Sky Raider Mach-II Low Wing ARF
Engine: OS MAX LA .40

Entry Fee: \$20
Registration 7:30 to 8:30AM
Pilots Meeting 9:00AM
First race starts at 9:30AM

Trophies 1st through 5th place

Reserve your race number and frequency at contests@sccmas.org
Pilots provide their own fuel with a MAXIMUM of 15% Nitro

Rules on back side

For more information visit our web site: www.sccmas.org
CD: Steve Smith (408) 234-0095 2007 AMA Insurance Required



SCCMAS 20 Year Celebration

The SCCMAS R/C Club has been at its current location for the past 20 years. We decided that it's time to get together for a celebration and cordially invite you and your family to attend. There will be door prizes, slide show, food, and fun! Dress is casual.

Date & Time

Saturday, April 28th, 6pm-10pm
No host open bar 6:00 – Dinner @ 7:00

Location

Three Flames Restaurant Banquet Room
1547 Meridian Avenue, San Jose, CA 95125
Parking is available in front or back of restaurant

Meal

A buffet will be served that includes a fresh vegetable tray w/dill dip, vegetarian lasagna, Mediterranean beef, Chicken Rosemary, Potato Salad, Pasta Salad, Mixed Green Salad, coffee, water, tea, and bread. Dessert will be served. A no host bar will be available throughout the event.

Pre-registration required. Refundable until April 20th.

Price: \$25 per person BEFORE April 9th
Price: \$27 per person AFTER 9th

Name(s): _____

Number Attending: _____ Amount Paid: _____

Mail this form with payment (checks payable to SCCMAS) to:
SCCMAS, 16345 W. La Chiquita Ave, Los Gatos, CA 95032-4610
Questions - 408-292-1212

CALIFORNIA

T-34 TRIANGLE SERIES

CHAMPIONSHIP RACES

MARCH 31, 2007	FRM	FRESNO, CA
MAY 19, 2007	MARCS	MADERA, CA
JUNE 23, 2007	SCCMAS	MORGAN HILL, CA
AUGUST 25, 2007	MARCS	MADERA, CA
OCTOBER 6, 2007	SCCMAS	MORGAN HILL, CA

EVENT INFO:

Frequency / Race number registration
required. Annual \$10 fee

Entry Fee : \$25.00 per race

Public Raffle

Helpers Raffle

Trophies:

Expert Gold 1st - 5th

Expert Silver 1st - 3rd

Novice Gold 1st - 5th

Novice Silver 1st - 5th

Classes offered:

NOVICE

EXPERT

FOR INFORMATION, PLEASE VISIT WWW.T34RACING.COM OR CONTACT KEVIN NORRED @
(408) 482-5437 (EMAIL T34RACING@YAHOO.COM

Giant Scale Fly-In 2007

Saturday June 9th

**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

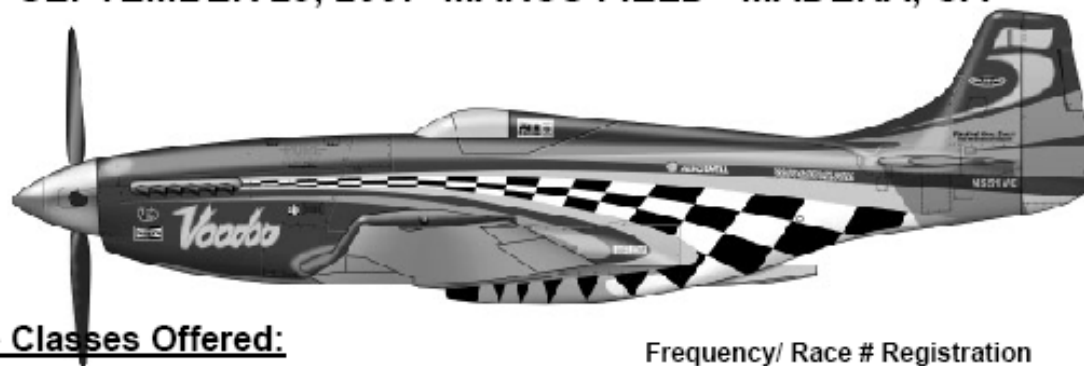
John Mota: (408) 842-2542

2007 SPORT WARBIIRD

CHAMPIONSHIP SERIES



APRIL 14, 2007 FRM FIELD FRESNO, CA
 JUNE 9, 2007 MARCS FIELD MADERA, CA
 AUGUST 11, 2007 SCCMAS FIELD MORGAN HILL, CA
 SEPTEMBER 29, 2007 MARCS FIELD MADERA, CA



Three Classes Offered:

Unlimited Warbird

(520 sq.in minimun w/ 1.8 engine max.)

World Models Stock Warbird

(World Models P-51 Mustangs , Zero, F4U Corsair, P-40 Warhawk, Spitfire, P-39 Aircobra w/ Stock O.S. 61 FX engines only)

Modified Warbird .46

(475 sq. in minimun w/ .46 engine max.)

Frequency/ Race # Registration required – Call Kevin for availability

\$10.00 annual Fee required.

Races start at 9am Sharp

Safety Inspection / Registration starts at 7:30am – Closes at 8:15am

Pilots responsible for their own Fuel!!

Race Entry Fee \$25.00 per class

REFER TO RULES FOR ALL GUIDELINES

FOR MORE INFORMATION, PLEASE VISITE WWW.T34RACING.COM OR CONTACT KEVIN NORRED @ 408-482-5437 / T34RACING@YAHOO.COM

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

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Safety	Tim Jones	408-281-2915	safety@sccmas.org
Flight Instruction	Mike French	408-373-5301	training@sccmas.org
Webmaster	Dean Sala	408-244-2153	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 once, certain restrictions apply.)

Reggie Del Aquila, Mike French, Jack Sunzeri

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

Reggie Dell-Aquila
President

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(650)322-1030 ph/fax

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Todd Bridges with his
Hangar 9 Extra 260.

Servo Chatter is published bi-monthly by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. Views expressed in Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The SCCMAS is a non-profit organization. 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 Thursday, March 22,
7PM, at Hayes Elementary School.