

Servo Chatter

November 2007, Issue #126

Official Newsletter of the SCCMAS "Tomcats"

www.sccmas.org

AMA Club Charter #110



Next Meeting: Wednesday, November 28, 2007 at 7PM. Location: Hayes Elementary School.

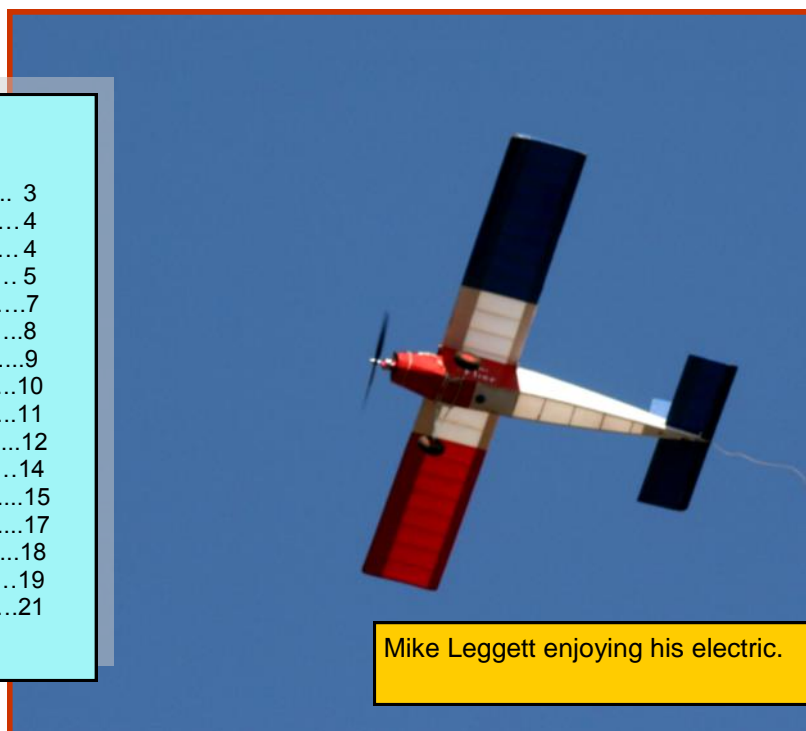
Don Loughridge shares his S.E.5a experience at the Oct. 4, 2007 Members Meeting. See Don's story on page 18. Pat Rose photo.



Paul Steiner flies his one of a kind Loving's Love Experimental. Plane was built from scratch, modeling a plane at the Oshkosh museum.

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Mike Leggett enjoying his electric.



Flyin Fast - President's News

By Michael Luvara

It seems that 2007 is quickly drawing to a close as November is in full swing. The leaves are changing color, falling off the trees

and temperatures are starting their gradual decline. The fall seems to host some of the best weather for flying at the SCCMAS. With the reduced daylight hours, more modelers seem to converge on the field during the fewer hours on the weekends, resulting in heavy traffic patterns. Days like this remind me how fortunate we are to have the SCCMAS facility. Here we are in the Bay Area, which is full of housing and urban sprawl with very little open space. We are very fortunate to have many acres of land to fly from, along with one of the nicest facilities in the world. This is all complimented by a scenic backdrop of hills and amenities like water, electricity, webcams, weather station, etc. To top that off, the climate is great year-round. What else could you ask for in a field? Too often than not, we take for granted what we have. I know that I find myself looking at the SCCMAS and appreciating it for what it is and being fortunate to be a part of this wonderful organization. Very few in the world are able to enjoy a facility like ours.

One of the most difficult issues with a flying site like ours is how to deal with the myriad of aircraft and different types of aeromodeling interest by our members. This becomes apparent when racers are trying to practice, warbirds making strafing runs by the runway, aerobatic contestants practicing maneuvers, a new student flight training, or just someone out sport flying. We as modelers need to be aware of our flying actions at the field. Common sense and courtesy should be employed. By far the biggest issue at the field is communication at the flight line. We need to call out our intentions LOUDLY and make it clear to others what we are doing with our aircraft. Too often, I get an email or phone call from a member

describing an incident at the field where they were trying to land and someone was on the runway, or how member X was not paying attention to what was going on around them, etc. Bottom line – this comes down to the fact that we highly recommend members having a spotter with them at the flight line when flying. We're all here trying to enjoy the same thing and each of us needs to do our part to make the operations go smoothly.

Well, it's almost that time of the year again. Renewal time. Renewal packages will be mailed soon, so look for those in your mailbox in a few weeks. Included with these personalized renewal packages will be our annual survey. The SCCMAS governing board compiles and reads each one of these surveys, utilizing it as our ruler for the future. Your input is valued highly on these surveys. Please take the time to fill this out and return with your renewal. Along these lines, it is imperative that you have your AMA renewed before the end of the year. You must have a current AMA card in order to fly! We appreciate your cooperation on these issues.

Recently, I was contacted by an instructor at Independence High School looking to see if our organization was willing to put on a demonstration and talk to their students. We are seeking club members who may be interested in working with the school on such an effort.

The SCCMAS governing board met in early November for a fall board meeting. Items discussed included contests for the next year, improvement ideas for the field, along with important safety items and concerns expressed to us over the past few months. Look for some clarification on the helicopter hover area and general procedures at the field in the future. One of the items that came out of the meeting is that we will be creating an "Incident" reporting form. This form can be used by members to report issues or concerns at the field. If you have witnessed something unsafe that you would like to report, please use this form and submit it to us. The forms will be available in the impound and will provide the SCCMAS with valuable feedback on items of concern from the membership.

President continued on page 16.



From the Editor

By Pat Rose

How I choose the cover photo.

It's a funny thing—how I choose the cover photo. I have a mental filter that is on the look out for something different from what I have included in the past. The usual airplane by itself, no matter how big, fast, colorful, etc., just doesn't seem to be enough (well, maybe Mike Conrardy's Ultimate would be an exception). This month's cover photo of Don Loughridge popped through my mental filter and found itself on the cover of Servo Chatter. This photo has great content, a variety of colors, and tells it's own story. Don was sharing the history of this model and had a trophy plaque to prove that he had won a scale contest. Don was talking about practice stretches of 50 flights—I would be lucky if a plane of mine would last this long. The plane must have taken a lot of maintenance along its life. Don't miss Don's article on the history of this plane. See page 18.

Squirrel Update

As of today (October 26), the squirrel situation is much improved. Members have not been feeding

the little monsters. As a result, there are fewer marauders in the table area. In fact, only one little monster was seen sneaking around a members vehicle. He probably was looking to get warm near the engine. Thanks, guys, for your cooperation on this issue.

Boomerang

Don't miss Jerry Bruce's article on his plane "Boomerang". The plane received this name after a long uncontrolled flight. See page 11 for the scoop on Boomerang. P.S.: We really don't want this sort of thing to happen, but it is a good story—and I did ask for contributions to Servo Chatter.

Where to Land?

More than once during the last couple of months I have seen planes, that had some problem, land in the red zone area behind the flight stations. The plane problems involved a dead stick and a damaged landing gear. The red zone is red for good reason—to protect the pilots and spectators. Even when your plane has some problem, you are still supposed to land on the runway if at all possible. If you can't make the runway, then go for the weeds on the east side of the runway. Thanks for your cooperation on this issue. ●

Upcoming Meeting: Wednesday, November 28, 2007, 7 PM

The next meeting will be held at Hayes Elementary School, Wednesday, November 28, 2007, 7 PM. See page 3 for a map to the meeting place. 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. Cold drinks and donuts during the break. See map on page 18 to Hayes school.

Future meeting dates: Thurs. Jan 31, Wed. March 19th, and Thurs. May 15th.



From The Secretary's Building Board

By Rich
Luvara

Meeting notes for 9/04/07

There were 35 members present

Raffle

Don Coulter, engine,
Norm Sly ,kit,
Kevin Walsh, heat gun,
Matt Campi, kit,
Bervin Britt, covering,
Dick Gardner , xacto knife,
Ron Marrier, xacto knife,
Tim Jones, covering,
Mark Siminoff, glue,
Jerry Bruce, kit and glue,
Babe Caltibiano, Prop,
Mike Radu, Prop.

Dumb Thumb

Paul Hasselbach for installing the wing backwards on the trainer he brought for show and tell.

Show and Tell

Don Loughridge brought an SE-5 by topflite, now a hanger queen. It hasn't been flown since 1987 when Hill Country had their WW1 scale contests. Don also showed another SE5 that was built for him by Mike Radu in appreciation for Don building Mikes first glider. Carl Quinn showed his China Models FW-190 ARF weighs 11# and powered by a 120 2 stroke. Matt Campi brought a World models T-34. Matt recovered it in PT-19 colors, his back up for the T-34 races. Mark Siminoff showed an Extra 300 ARF that he modifiedbellcrank pivots for the elevator using hand made bear-



Jim Patrick gave the financial report.

ings ,along with many vacuum formed parts...nice job!!!

Special Guest

We had a guest from Paul Hasselbach's special needs class. His name is Blake and he is intrigued by airplanes and was made an honorary member of the Tomcats. **See page 12. o**

BIG NIGHT FOR SHOW AND TELL



Michael Luvara

Mike Luvara shows a large flying wing, dubbed "Vortex". It was designed by former Northrop Grumman test pilot Charles Tucker, whom flew aircraft such as the X-4 tailless jet and the Northrop flying wing. It's powered by a Zenoah G-62, weighs 51 lbs, and has Robart retracts. The aircraft has a 6' span and is 6' long. This equates to it having an aspect ratio of 1. It has flown 5 times since the meeting. **See page 15 for in-flight photo.**



Carl Quinn



Matt Campi



Mark Siminoff



Don Loughridge



Safety

By Tim Jones

take off and landing. If your plane is sitting on the runway while going over a preflight or post flight with another person, often another flier will be either waiting his turn on the taxiway for takeoff or in the air sweating out his fuel supply waiting for the runway to clear for landing.

Two things for reminders this issue.

First, I've been getting a few calls asking for help in explaining runway etiquette.

A reminder to all to "Speak up"! Make yourself heard. Remember that you may have to shout your intention to the right and the left. Just listen to the guy next to you as he is not speaking in your direction and you can see that someone a bit farther away won't hear him at all.

Repeat what you heard! Help make sure that everyone hears the calls. The second most common complaint is that a person setting up for a landing or takeoff says they didn't hear another's intention. The first most common complaint is that the person didn't say anything at all. We've all been witness to both of these examples.

Second, a reminder that aircraft are not to be taxied into or out of the start-up or pit areas. Also there is no engine run-up in the pit area. These safety rules hold true for all propulsion systems, whether glow, gas, electric, turbine, pusher, ducted fan or otherwise. Keeping this practice in mind eliminates any misunderstanding or stretch of interpretation for these rules.

Finally, come to the club meeting. Bring a story. Come and get one. Bring a suggestion or question for the board members. Get your questions answered about the club. Come and hear about what's coming up. Come and hear about what's already happened. Have a doughnut and a cup of coffee. Bring a nomination for the dumb thumb. Defend the nomination of yourself for the dumb thumb.

See you there!!!

Get off the runway! The runway is needed for Tim

Letter from a SCCMAS visitor:

"Hello Mike, my name is Mike Russell and I was a visitor last weekend to your facility. I just wanted to say that I enjoyed my visit and was greeted warmly by your membership. I felt at home and found myself in conversation just as I would at my home field. Just in case some might remember, I was the guy from Florida and the Cape Coral R/Seahawks. (rseahawks.org). I wanted to compliment you on a very nice facility.

Mike Russell

Call Sign: Rocketman



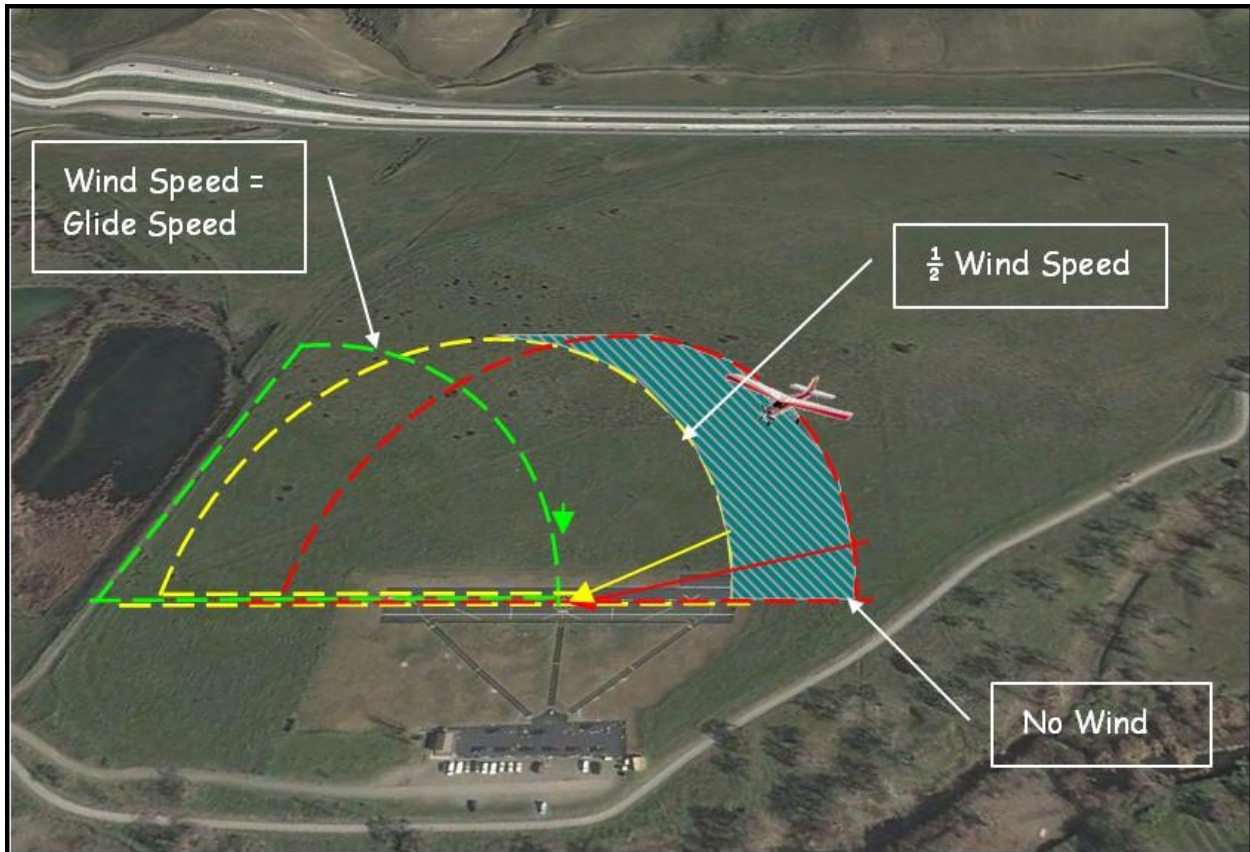
By Mike French

Training

Where Can I
Fly My Plane
On A Windy
Day?

It sounds like the answer should be. "Anywhere I want to"! But No! The ground rule for students flying their trainers is that they have to land back on the runway. Now that creates a problem as that mathematically the permissible glide back area in which one can fly a trainer with a slow glide speed moves as wind speed increases. If the wind velocity matches the trainers glide velocity when the plane is pointed into the wind, then trainer can only descend straight down. The plane had better be directly over the runway if the rule is to be followed.

An airplane has no knowledge of the wind motion over the ground which it is flying. It may be turbulent but still with zero ground speed. So if the plane loses an engine it can head in any direction and glide the same distance. This forms a circle of impact which defines the area in which the plane will hit the ground. The center of that circle will move with the wind speed and be displaced a distance equal to wind times the time the plane can remain in the airborne. Our light ARF trainers glide around 20 mph which is about 30ft/sec. When you lose an engine at pattern altitude, a good estimate is that you have about 20 seconds before you hit the ground. This says that you have about 600 ft to get back to home base. If however you have a 10 mph head wind, That 600 feet could slide toward you about 300 ft.



Training continued on page 9.



Contest News

By Steve Smith

Another flying season is coming to a close, it's seems like yesterday that we were preparing for the annual Airshow. What a blur! This past year was a real success and I wanted to thank all of the volunteers for making the events of 2007 happen, without you they wouldn't be possible.

I missed out on the last newsletter, since then the SCCMAS was host to several events. September 8th brought the Electric Fun-Fly, what a turnout this year, 28 pilots on a calm Saturday morning. Special thanks to Bahman Dara for making this event a success. On September 29th, the pattern contest brought out 18 of the areas best pattern pilots demonstrating their precision fly skills. Luke Peng and his crew always put on an excellent show. On Saturday October 6th, racing returned to the SCCMAS, the final T-34 race of the season, what a busy day that was. Having to run the line, fly and call for my son Matthew made for a long day.

Learning for Life sponsored the annual Coyote Creek Classic Saturday October 13th where 800 cyclist set out for a scenic bike ride on several courses, starting and ending in the SCCMAS parking lot. Afterwards, cyclist enjoyed watching

the aircraft buzz the skies and lunch prepared by the Boy Scouts.

The remaining two events of the 2007 season are coming up fast. The last R/C Swap Meet of the year will be held rain or shine on Saturday December 1st at the SCCMAS from 8:00AM to 1:00PM. It's the last chance to clean out the work shop and wheel-n-deal with other fellow modelers. Buyers come out and find that perfect winter project. The annual Toys-for-Tots/Bob Whitacre Memorial fly-in will follow on Sunday December 9th from 9:00AM to 1:00PM. This year the SCCMAS will host a Pancake breakfast, that's right breakfast. The Boy Scouts will do the cooking. The entry fee is any un-wrapped toy. Don't miss it, come out, enjoy a Pancake breakfast and flying with other modelers. Additional information is available at www.sccmas.org

The SCCMAS event scheduling cycle for 2008 will start in early January. If you have event requests and/or would like to CD an event, email me at contests@sccmas.org. The plan next year is to limit the number of events to one per month with the first event in March.

See you at the field,
Steve

Training continued from page 8.

The point of the article is that too many times pilots loose their planes in the dirt or bushes because they did not take into consideration the changing wind conditions and allow themselves a smaller distance to return to the field when they run out of gas.

Happy Flying!



Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss
Cash Basis
September through October 2007

Ordinary Income/Expense

Income

Contest entries	1,450.00
Food sales	461.00
Membership dues	300.00
Raffle	174.00
Vending machine	400.00
Total Income	2,785.00

Expense

Bank Service Charges	-20.00
Contributions	250.00
Equipment Rental	75.00
Food	221.26
Garbage service	345.82
Licenses and Permits	20.00
Postage and Delivery	197.60
Printing and Reproduction	187.27
Raffle supplies	200.05
Repairs and Maintenance	
Janitorial Exp	55.00
Total Repairs and Maintenance	55.00

Sanitation service	982.81
Supplies	640.19
Telephone	
Internet	69.95
Telephone - Other	119.37
Total Telephone	189.32

Utilities	
Gas and Electric	593.53
Total Utilities	593.53

Total Expense	3,937.85
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Net Ordinary Income	-1,152.85
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Net Income	-1,152.85
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Serendipity Happens or Miracle at the Skypark

By Jerry Bruce

Don Loughridge was giving Jerry Bruce a lesson at the Skypark on 17 Oct. 2007 when Jerry, who had been flying his Sig Kadet Senior with the buddy-box for 11-12 minutes, excitedly exclaimed "I don't have control!" Don blurted "Neither do I!" and the plane flew away, slowly making perfect climbing circles while being blown northwesterly on a gentle 4 mph breeze. The sky was solidly overcast, cloud bottoms at 700 or so feet up. The plane eventually disappeared into the clouds about 1/2 mile northwest of the field. Jerry jumped into his car and drove to the point of disappearance to see where it would come down when it ran out of fuel, but never saw it. Giving up hope, he returned to the Skypark. A small group had gathered near the start-up area when one of them said "See those 2 guys out there? They're going to get

your plane." Everyone agreed that they saw the plane come out of the clouds, engine still running, flying straight in a southeast direction. The engine quit shortly and the plane continued gliding straight to a point about 200 yards southwest of the park where it began a slow, gentle left circle, passed over the south boundary, finally landing in the weeds almost dead abeam of the runway.

Harold Warner and Harold Davidson headed that way but those remaining saw they were going too far to the right. They tried yelling at them to change course, but were not heard, so Ken Schuler and Jim Bose headed out toward the plane. When they got within earshot, they called out the correct location, and the first pair located the plane and brought it back to its dumbfounded owner. Harold Warner was the plane bearer and reported that the receiver switch was in the "off" position! How? Why? The only damage suffered was a bent nose wheel wire? Someone in the group suggested it be named "Boomerang?" Jerry agreed and later printed it in the fuselage. ●

Honorary Member Blake Bucchieri



For most of his life, Blake Bucchieri lived at Agnews Developmental Center, a State facility for folks with developmental disabilities. The State of CA. has recently decided to close Agnews in June of 2008, and move all clients to community-based group homes. As a part of this closure, Blake has moved to Morgan Hill.

At Blake's last Annual Meeting just prior to his move, it was brought to our attention that Blake likes looking at aircraft from his wheelchair when he is outside. Aware that Blake was moving to a home in close proximity to the club field, I wondered if our field might not be a resource for Blake's interest.

When the resident manager at Agnews requested we acquire some model planes to hang in his new residence in Morgan Hill, I suggested that Blake instead have electric planes that fly. I contacted our club president, Mike Luvara, asking if Blake

could be made an honorary member. Mike was in total agreement with the thought that all the members would be willing to accommodate Blake's interest. On a Thursday evening, in September of 2007, Blake was made an honorary member of the SCCMAS.

We are now requesting that our fellow members when they see Blake and his support staff at the field, take a minute and lend a hand to encourage Blake in his new hobby. I'm sure as you help Blake get to know more about electric planes, you will likewise gain an understanding and appreciation of Blake.

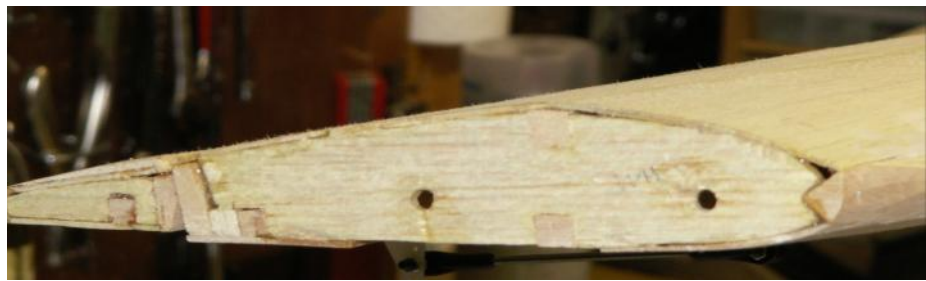
Paul Hasselbach

Editors Gamma Wing Tips



Block wing tips sanded to shape. Tips were hollowed out to save weight. Way too many hours spent here.

Alignment dowels used to get repeatable installation with removal for shaping.



Wing tip epoxied in place.

Pattern at Tomcats

Luke Peng



Hi Steve and Mike:

Thanks for helping out our one day pattern contest, the contest was a great success.

We had 18 pilots, most of them were from north CA, two were from the LA area.

Here is the final standings (up to 3rd place):

Sportsman

1. Joe Alves
2. David MacAfee

Intermediate

1. Scott MacAfee
2. Kevin Sung
3. Michael Miller

Advanced

1. Ken Melson
2. Terrence Walker

3. Jim Brown

Master

1. Jonathan Carter
2. Richard Beldon
3. Luke Peng

FAI

1. Adrian Wong
2. Frank Capone

Thanks again and looking forward to the next year!

Luke

Chuck Tucker's Flying Wing "Vortex"

Piloted by Michael Luvara





From left to right: Bill Kerchenfaut, Alan Brown, Charles Tucker, and Michael Luvara
Chris Luvara photos.

President continued from page 3.

We continuously hear concerns about the overrun area at the field, along with grass condition. Everyone is pretty much aware that we have a ground squirrel issue at the field, which has not helped. The common theme is that members “comment” or “complain” about the quality of the grass. We are more than happy to put some effort into improving this, but it takes a commitment from members. Our volunteer governing board spends a lot of time trying to keep the field in great shape, but we need support from the membership on projects. If you truly would like to see the grass condition improved on the overruns and the other side of the runway and would like to help make a difference, please contact one of the board members. We would love to have someone take this project on.

The windsock at the field has certainly seen better days. We have another on hand and will be replacing it by the time you read this. We’ve also acquired another batch of those great color brochures that describe the SCCMAS. These are available on the side of the snack shack for guests and visitors to take home with them.

In December, our contest and events season will draw to a close with a swap meet and the annual Toys for Tots. The Toys for Tots is a great charity event and will be complimented by a pancake breakfast done by the Boy Scouts. Be sure to come out, bring a new, unwrapped toy, enjoy breakfast and a great day of flying.

Until next issue,
Michael



Chris Attebery
wringing it out.
Plane is an Ohio
Model Planes Edge
540 profile.

Pat Rose photos.



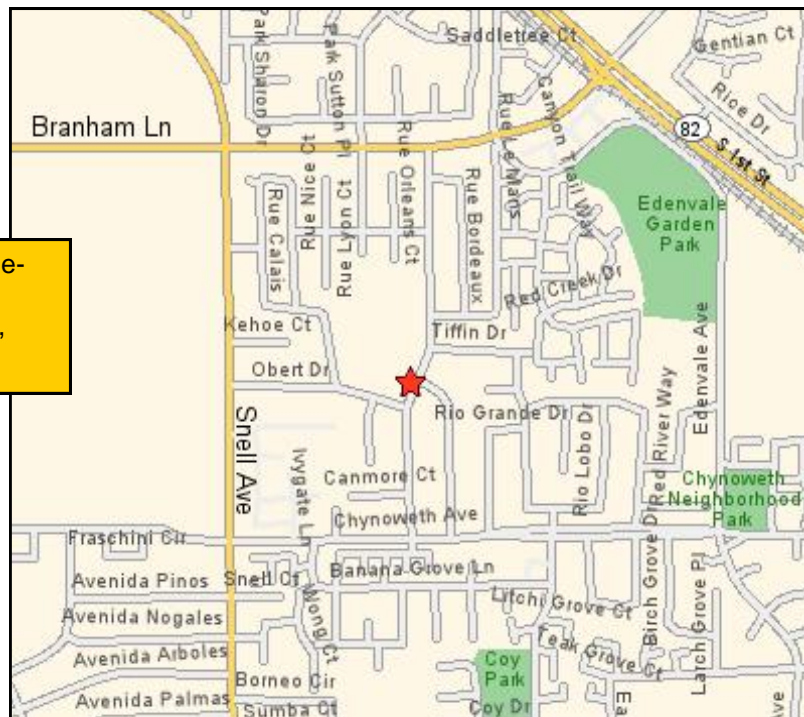
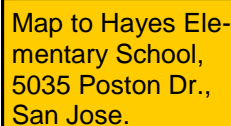
S.E.5a

Some years ago I used to fly what is now called pattern contests. After watching some pattern contests in the mid 70s, I realized my flying wasn't of a quality that would be competitive. I decided to try scale. I bought a Top Flite S.E.5a kit and completed it in Sept 1978. To add to its scale appearance, I decided to put an old pre WWII ignition engine in it for the sound it would make compared to a modern 2 cycle engine. I had a Forrester 99 and put it in the plane. It sounded great turning a scale 15-12 propeller.

On flight #1 the plane was tail heavy and crashed, bending the crankshaft of the engine, but not too much damage to the airplane. I replaced the engine with an OS60 and entered a Hill Country WWI contest. Made three flights but each ended when the engine quit because of overheating. I did poorly in the contest. A year later in Aug. 79 I put an OS 60 4 cycle engine in the plane. In preparation for the 1979 WWI contest, I flew the plane 34 times. I was ready. On flight #1 at the contest, the wire to the battery broke and I crashed. Getting ready for the 1980 contest, I flew the plane for 55 more times and in Sept. 1980 I

won. Getting ready for the 1981 WWI contest in Sept. 1981 I flew another 55 flights. And this time I was awarded the Grand Champion trophy plus a new radio. I made a few more flights during the early 80s to test more powerful 4 cycle engines, an OS 75 and an OS 80. I entered one small contest with the OS 75. I hung the plane up in my garage and there it is today.

As an interesting side note, I learned while building the plane about the engine the British planned to use. A Hispano-Suiza that the French were putting in their SPADs. The engine was built by the Spanish. The Brits asked the French if they could have some of their Hispanos and the French said no, get them from the Spanish. So the Brits asked Spain if they could get them and the Spanish asked how many they wanted. The Brits said lots of them and Spain said OK. Then the Germans heard about it and told Spain if they built Hispanos for Britain and if Germany won the war, there would be big trouble for Spain. Spain understood the problem and agreed to build Hispanos for England but did not produce them as fast as England wanted them. England then built a copy of the Hispano to complete their requirements but the engine they built was not as good as those coming from Spain. They were called Viper Woolseys. ●



R/C Swap Meet

**Presented by the Santa Clara County Model Aircraft Skypark
Morgan Hill, Ca.
A Facility of the Santa Clara County Parks & Recreation Dept.**

Saturday - December 1st

8:00am - 1:00pm

Come join us at the SCCMAS field. Buy or sell your R/C related items.

No Pre-registration needed. 10'x10' spaces, 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.

Find that perfect Christmas gift or project for the winter

10'x10' Space Rental \$10.00
(No Booth Sharing or "Partners")

**Commercial Sales, Hobby Shops, Store Fronts
or Bulk Sales are NOT allowed.**

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



SCCMAS Proudly Presents...
The Annual...
Toys for Tots-Whitacre Memorial
Sunday December 9th
9am - 1pm



Pancake Breakfast



This will be a great finale for the year. Please come help us honor Bob Whitacre's wonderful life, and help the children in our community.

Entry Fee is any new unwrapped Toy.

This event open to all members and guests with a current AMA status. Bring an unwrapped toy and enjoy a Pancake breakfast and a day of flying with fellow modelers.

For more info visit www.sccmas.org

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

General Manager	Brian Nelson	408-463-0604	nelson711@aol.com
President	Michael Luvara	408-292-1212	mike@sccmas.org
Newsletter Editor	Pat Rose	408-910-9421	servochatter@sccmas.org
Treasurer	Jim Patrick	408-356-0817	treasurer@sccmas.org
Contest Coordinator	Steve Smith	408-234-0095	contests@sccmas.org
Secretary	Richard Luvara	408-246-3857	secretary@sccmas.org
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:

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Servo Chatter c/o SCCMAS
16345 W. La Chiquita Ave.
Los Gatos, CA 95032-4610

Next meeting: Wednesday, Nov. 28,
7 PM, at Hayes Elementary School.