

# Servo Chatter

January 2009, Issue #133

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

[www.sccmas.org](http://www.sccmas.org)

AMA Club Charter #110



Next meeting: Thursday January 22 at 7 PM.

Location: Hayes Elementary School in San Jose.

Cover photo: Michael Radu flying a low pass with his Stinson Voyager 150.

Pat Rose photo.

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



Keven McCary after successful solo. Instructor was George Black.

### In This Issue

Governing Board Members and Volunteers...	2
President's News.....	3
From the Editor.....	4
Meeting Announcement.....	4
Secretary's Building Board.....	5
Safety.....	7
Training.....	8
Seen at field.....	9
Contest News.....	10
Treasurer's Report.....	12
Kingfisher.....	13
For What Its Worth.....	15
Event Announcements.....	19
Sponsors.....	21



## Flyin' Fast - President's News By Michael Luvara

H a p p y  
New Year  
to all! It's  
hard to be-  
lieve 2009  
is already  
here. With  
that comes  
a n o t h e r  
flying and

event season to look forward to in the coming months. Taking a look back over the past year, the SCCMAS organization fared very well in 2008. In spite of the struggling economy, our membership levels remained constant and we had some outstanding events. We did put off several improvement projects in light of the financial times, but managed to maintain the facility well.

Over the past several months (and week), I have received several calls about incidents at the field. Some of these are disturbing. Quite frankly ladies and gentlemen, actions like these will not be tolerated and jeopardize the field. The most recent one was regarding an aircraft that was flown in foggy conditions, sight of it was lost and the aircraft flew out of the field boundary. Thankfully, it crashed safely and no one was hurt. I'm sorry guys, but this is not acceptable and shows a lack of common sense and judgment. Our aircraft are not toys and we need to exercise good judgment when operating them.

We have received many of the annual surveys with renewals. These are a major rudder for the club. They help keep the SCCMAS in a direction that best suits its membership. I want to personally thank those who have submitted their survey. If you have not yet done so, it is not too late. Each survey is read and commented on within the governing board. We do not take them lightly and value your opinion highly. "Camaraderie"... "the People". In reading

this year's member surveys, these are the words that showed up the most in what people enjoyed the most in the club and look forward to at the SCCMAS. It really places the fact that fundamentally, it is the people that make up any organization and that we have a very diverse and unique group of people who are involved. We're glad that we can help foster an environment for individuals to share their passion for model aviation.

Several trends have appeared thus far and they are listed below, along with comments on each.

- Club Meetings
- Consistent rule enforcement
- Use of club cards - 2.4GHz
- Helicopter area
- Welcoming guests/new members/friendliness/clicks

It is known that our **club meetings** are an area in need of improvement. Gas prices and travel have cut down the number of people attending and we have not succeeded in bringing in new guest speakers, etc. At the last meeting, we instituted bringing a projector each month to play videos before and during the breaks. If you have something that you would like to share, or even use for show and tell, please bring it along!

Some comments are alluding to the fact that there is not consistent enforcement of the **rules** within the club. One of the issues is that there is not just one "safety" or rules enforcement person – we are all responsible for keeping operations safe at the field. If you see a situation that you feel is not safe, feel free to bring it up with the individual(s) and the board in a polite manner. We're all here to help foster a safe and enjoyable flying environment.

***President continued on page 16.***





## From the Editor

By Pat Rose

was so proud of myself when I landed without damage to the plane.

I removed the engine cowl so I could watch for bubbles in the fuel line. None were seen when the engine was running. I guessed the problem had to be the fuel tank, as the engine had plenty compression. Maybe the fuel tubing was cracked. I removed the tank and found no damage to the fuel tubing.

My fueling system uses two of the holes in the stopper, of which there are three. I poked my scribe into the unused hole—OMG it went right through. See the photos on page 17.

The solution was to plug the third hole with a small length of aluminum tubing which had a crimp on one end.

For now on, I'll plug the unused hole in the stopper in all my builds.

BTW, whenever I have a failure of any kind, I keep a list of fixes on 3x5 cards and tack these to the wall in my shop. I check this list whenever I build or repair a plane. I'll be adding this fix to my list.

•

### Shared Experience

Hard to believe I had the same failure on two different planes only months apart in time. So that others may benefit from my mistakes, I share the following experience.

The symptom was that the engine would not hold a mixture setting. I would set the mixture, take off and the engine would die making the landing a dead stick. I would check the mixture and it would be off. On my Aero Works 60 size Edge, I ripped the gear off landing in the weeds. I did this twice—the plane got heavier with each repair—not a good thing for an airplane. I ran the engine with the plane sitting on the ground using several tanks of fuel. No problem. Up in the air again, and again a dead stick. I got smarter this time and kept the plane in close, so if I had a dead stick, I could make the runway. I

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## **Upcoming Meeting: Wednesday, January 22 at 7 PM.** **Location: Hayes Elementary School.**

The meeting will be held at Hayes Elementary School located at 5035 Poston Dr., San Jose, CA 95136. Future meeting dates include Mar 25th, and May 21st.

Raffle prizes will include the usual - a radio (very possibly a 2.4 GHz unit), 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.



## From The Secretary's Building Board

By Rich Luvara

### Meeting Notes ...12/3/08

#### 37 members present

**Dumb Thumb:** Steve Culp brought a new T-34 to the field, remarked how he was able to build it really light...crashed on the first flight ...How much weight did he save by leaving out the servo screws?

#### Show and Tell:

Matt Campi brought his Royal P-38..Matt bought the kit in 1984...started it in 1990... finished it in 2005. Powered by 2-Super Tigre Blue heads, it weighs 13.2 pounds with a wing loading of 49 oz./ sq. inch. Matt also brought the video of the first flight...Super job Matt.

Don Coulter ...see page 13.

John Ribble..T-34 converted to electric power by an 800 watt motor...equal to an 0.80 2 stroke.

Jim Patrick...an electric ducted fan model by Composite ARF features electric brakes, skin hinges, 10 channels, 9 servos fan draws 93 amps at 36 volts. Top speed should be 175 mph.

Lynsel Miller brought a P-51B built from a 20 year old Gene Barton kit , 78 1/2 " wing balsa and glass construction, painted with model master paints under a clear coat. Highly detailed, a G-38 for power.

#### Raffle:

Mike Radeau donated a Stearman to the Raffle. Ready to cover...Thanks Mike.

James Gale...won both the radio and the Stearman

Dave Blasé..covering

Pat Rose..epoxy and building pins

Matt Campi...xacto set

Tom Ciccone...power panel, fuel pump

Jerry Bruce...prop balancer

Bervin Britt..Starter

Vern Bollinsen...servo cycler

Chris Attebery...prop wrench

Ron Marier...glow plug clip ●



James Gale takes the plane.

# Members' Meeting



Matt Campi and his kit built P-38. Flown by Mark Sumich.



Above: Don Coulter and his scratch built Kingfisher. Retracts rotate forward and up. Deployable water rudder. Yet to fly.



John Ribble with T-34 electric conversion.



Above: Jim Patrick and his Composite ARF electric jet.

## Show and Tell

Right: Lynsel Miller discusses his P-51B. A masterpiece as usual.







## Safety

By Tim Jones

Hello  
Tom -  
cats!

A new  
year is  
here  
again. It  
seems  
that  
time is  
acceler-

ating exponentially. As a matter of fact, believe it or not, this writing marks the completion of four years as the club safety officer.

With the New Year comes many changes. Some of these changes involve our own SCCMAS. One of these changes is my decision to step down from the role as the club safety officer.

The decision to step down has not come easily. But in evaluating the many roles I try to take on in life, I felt it was best for me personally to make this decision. As far as my SCCMAS involvement, I fully expect to continue to over commit myself in many ways necessary for the continued operation of the flying site. Expect to continue to see me at the field on a regular basis helping in the general operation of the site I enjoy. In addition to just being one of the guys, burning holes in the sky, you'll continue to see me getting the gas cans filled for the lawn mower, servicing the soda machine, performing general maintenance and repairs on the grounds, and of course helping with the preparation and performance of the annual air show. Also, watch for a small writing or two from me in future newsletters.

From a safety column standpoint, this is the time of year when one would think there is minimal activity at our field. But that just isn't the case. We had some of the best weather ever over Thanksgiving weekend. The field

was abuzz with activity. The parking lot was full and the flight line had four to six planes in the air at all times over the weekend. Again, one of the greatest reasons to live here in California and better yet here in the Santa Clara Valley is the weather. Even as I write this, we're just about in the dead of winter, waiting for the light rain to blow through so we can go outside and play.

But to continue, I've noticed that when the field is busy there are very few safety problems. Everyone seems to keep each other in check and all are operating with safety reminders, advice and practices. However as the weather becomes less inviting, the activity at the field slows down. As the activity and attendance at the field slows down, it seems that safety practices are stretched a bit. One of the more commonly violated safety practices is flying at the field alone. Another is flying in weather that may impede visibility, such as low fog or dark cloudy skies. For me personally, I've been able to talk myself out of a potentially bad idea if I bounce the thought of my intentions off the ear of a friend who might point out the flaw in my thinking and even further clarify the risk I am subjecting myself and possibly the rest of the club members to either directly or indirectly. So, take a moment when you arrive at the field and ask yourself and maybe a friend if this is indeed a good day to fly. Are there others around? Is the weather providing a comfortable and clear environment to allow you to fly without overly taxing any of the senses needed to operate your plane safely? It's not often that the answer is no. But if we don't ask the questions of ourselves beforehand, we may have to ask ourselves the question "Why did I do that? I know better."

Thanks for listening, and I'll see you at the field, in the newsletter and on the Forum,

Tim





## Training

By Mike French

### Donated Club Trainers

SCCMAS has among its club's assets, three fuel engined training model aircraft that have been donated by our members for club use [see page 18]. They are (1) a Carl Goldberg Eaglet 50, #5 (tail number 5); (2) a Hanger 9 Alpha, #8, and (3) a World Models Sky Raider, #9. We will soon be replacing the Eaglet with (4) a Hobbico Nexstar, #10. These last three trainers represent probably 95% of all the trainers we see students bring to the field.

As a chartered organization of the Academy of Model Aeronautics, SCCMAS provides free Introductory Flights to prospective applicants and have done so. It also provides the public with free training flights during our annual air show. There are continuing situations in which SCCMAS is called upon to provide training aircraft for public relations events. But as all trainers have a limited lifetime due to unfortunate landings or to the wearing out of their wooden structures, they are eventually phased out by more updated replacements.

SCCMAS cannot, however, provide trainees with a replacement to continue instruction in case their planes becomes damaged. The student is expected to make whatever needed repairs are required between flying sessions. There are special circumstances in which that rule is altered. When a student is about to take his solo check flight, the check pilot has come to the field for the flight test and the student's plane unexpectedly becomes inoperative, club's trainers have been used successfully to continue the event.

The Flight Instruction staff is called upon to keep the planes available and in working order. All three planes are flown regularly with maintenance being made. The flight instruction staff also accepts personal responsibility for the club's planes when they use them hence they may be a bit more cautious in flying these planes.

As these planes have come about from members donating their trainers and equipment to the club, we have members who will restore the used and damaged planes provided that everything needed to fly is included. Trainer #10 was given to the club by a member who was taking flight instruction and accepted a professional position in New York City. His apartment there was too small to store anything regarding his plane. He felt that there was no opportunity for him to fly anywhere within a reasonable distance. He donated to the club the plane, its transmitter, field kit and other support equipment that was new and unopened in some cases. These materials were given to the raffle manager as a prizes for our club meetings. Contact Mike French at (408) 373-5301 if you wish to make a comparable contribution.

Trainer #10 is currently being restored as it had some minor damage that needed repair. It should enter service in January. The trainer #5 with transmitter will be given to the SCCMAS Flea Market for sale with the proceeds going to our club treasury. It is a small plane and generally light but flyable in our field's prevailing winds.

We currently have no suitable electric trainers nor related electric support equipment.

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***Training continued on page 18.***



## SEEN AT THE FIELD



Left: Matthew Smith with his World Models Mach II powered by an OS LA46. Bervin Britt photo.

Right: Scoutmaster Kevin Pung cooking at Toys For Tots. Michael Luvara photo.



Left: Lynn Hersch with his Christen Eagle. Michael Luvara photo.



## Contest News

By Steve Smith

Happy New Year to all! With 2008 ending with the Toy For Tots/ Bob Whitacre Memorial Fly-in and Pancake Breakfast, the 2009 flying season is now upon us. It's been cold and foggy over the last several weeks, but that hasn't stopped people from flying or visiting the field. Pilots and spectators bundled up to take advantage of the dry spells during the holiday season.

The 2009 SCCMAS event calendar is finalized and has been sent to the NCRCS. The first event of 2009 will be the annual Fun-Fly on Saturday March 21<sup>st</sup>. This has always been an amusing event to watch and participate in. Last year's Fun-Fly had a large turnout and made it on YouTube. Any soloed AMA pilot with any type of aircraft and skill level can participate in the Fun-Fly. The events will be chosen the morning of the Fun-Fly and scoring is set up so all skill levels will have an equal chance of bringing home one of many trophies. Come out and enjoy trying your hand at some of the wacky flying drills. This will be followed by the Spring R/C Swap Meet on Saturday April 25<sup>th</sup>.

A new event planned for 2009 will be an Electric R/C Jet Fly-In on Saturday May 2<sup>nd</sup>. This event will be open to all AMA soloed pilots of any skill level with any Electric R/C Jet from park flyers to the high end composite models. Tam Nguyen will CD and sponsor the event. Trophies and prizes will be awarded for several categories. More information will be available at [www.sccmas.org](http://www.sccmas.org).

Back by popular demand, the Warbird Fly-In on Saturday June 6<sup>th</sup>. This was a fun and

well-attended event last year, open to all AMA soloed pilots of any skill level with any size and type of R/C Warbird aircraft from any era. All engine types are welcome, Gas, Glow, Electric and Turbine. Trophies awarded for best in class for WWI, WWII, Modern, and Electric. Come out and join in on the fun. More information will be available at [www.sccmas.org](http://www.sccmas.org).

The SCCMAS will be participating in the annual Watsonville Airshow on Memorial Day Weekend and the Reid Hillview Airport day in September promoting the R/C hobby and the SCCMAS, with static aircraft displays and flying demos. If you would like to help with any of these public events contact Mike Luvara or me at [contests@sccmas.org](mailto:contests@sccmas.org).

2009 will be another busy year for events at the field. Volunteers are needed to make these events a success. Signup time is NOW! We need shack managers, shack help, BBQ burger flip'n help, pylon judges, lap counters, helpers for field preparation, etc. Manage the shack for one event and receive one-half off your 2010 annual dues. Manage the shack for two events and your 2010 annual dues are on the house. If you are interested in helping with any of the events contact me at [contests@sccmas.org](mailto:contests@sccmas.org).

See you at the field,

Steve



**See 2009 event calendar on page 11.**

Contest continued from page 10.

### The 2009 Events calendar

March 21	Fun Fly
April 25	R/C Swap Meet
May 02	Electric Jet Fly-In
May 23-24	SCCMAS at the Watsonville Airshow
June 6	Warbird Fly-In
June 27	SCCMAS Field Maintenance Day
July 11-12	Annual Airshow
August 15	Electric Fly-In
August 29	Triangle Series Warbird Race
September 5	R/C Swap Meet
September 19	SCCMAS at Reid Hillview Airport
October 3	Triangle Series T-34 Race Finals
November 7	R/C Swap Meet
December 6	Toy For Tots



**JOHN AGRESTA**  
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December 8, 2008

Mr. Steve Smith  
Santa Clara County Model Aircraft Skypark  
16345 La Chiquita Avenue  
Los Gatos, CA 95032-4610

Dear Mr. Smith

On behalf of all of us here at Coldwell Banker, please accept our deep gratitude and appreciation for all of the wonderful toys that you delivered to our office this week-end.

Your generosity will make this holiday season a little brighter for lots of kids—and it will certainly confirm that there really is a Santa Claus.

The toys will be distributed well before Christmas so that we can help as many children as possible.

Again, thank you for your efforts and your hard work

Sincerely



John Agresta  
Manager  
Coldwell Banker Residential Brokerage

Servo Cha





## Treasurer's Report

By Jim Patrick

SCCMAS		
Profit & Loss		
November 9 through December 31, 2008		
Ordinary Income/Expense		
Income		
Food sales	25.00	
Vending machine	300.00	
Total Income	325.00	
Expense		
Bay Alarm	135.00	
Club Meeting expenses	40.00	
Food	161.84	
Garbage service	193.91	
Postage and Delivery	635.05	
Printing and Reproduction	191.60	
Professional Fees		
Legal Fees	525.00	
Total Professional Fees	525.00	
Repairs and Maintenance		
Janitorial Exp	57.00	
Total Repairs and Maintenance	57.00	
Sanitation service		539.75
Supplies	46.07	
Telephone	133.59	
Utilities		
Gas and Electric	193.24	
Total Utilities	193.24	
Total Expense	2,852.05	
Net Ordinary Income	-2,527.05	
Net Income	-2,527.05	

# Don Coulter's 1/4 Scale Anderson Kingfisher

Photos and text by Don Coulter

**Description:** The **Anderson Kingfisher** is a US two-seat amphibious aircraft designed and marketed for homebuilding. It was the work of Earl Anderson, a Pan Am airline captain, who flew the prototype on 24 April 1969. By 1978, 200 sets of plans had been sold, and 100 Kingfishers were reported to be under construction. The aircraft is a shoulder-wing monoplane with a flying boat hull and outrigger pontoons. On land, it uses retractable undercarriage and tail-wheel. The single engine with a tractor propeller is mounted in a nacelle above the wing. Some builders utilize the wings from a Piper Cub rather than making their own. As of 2007, plans are still being marketed.



## Model Specs.:

Scratch built from Dennis Tapsfield plans

Wingspan: 108"

Weight: 16.5 lbs

Engine: Saito 1.82FA TD twin cylinder

Radio: Spectrum DX7

On Board Glow driver: ElectroDynamics EDR 103

Operational navigation and landing lights: ElectroDynamics EDR 117RCNS

Servo activated custom retracts

Servo activated retractable water rudder

All wood built up wing and fuselage

Custom made molded fiberglass engine nacelle

Paint: PPG Delfleet Essential automotive paint

1/4 scale pilots: Premier Pilots

## Kingfisher Continued



***If interested, contact Michael Luvara***

Mark Kadrich from the Reid Hillview Airport Association is helping the National Hispanic University in San Jose with their Extreme Engineering program next quarter. First, they would like someone(s) to come and do an aerial demonstration sometime during the quarter. Second, they are interested in having someone with building experience spend 90 minutes a week for 9 weeks helping the kids build flying models. They will supply all materials, books, and teacher's aides to assist. I've volunteered to do a 9 week ground school course, some airport tours, and a tower tour. Oh, and a BBQ at the end to wrap things up. Contact: Mark Kadrich: [starwizz@pacbell.net](mailto:starwizz@pacbell.net)



## Editor's Carl Goldberg Tiger 60. Photo by Markus Mayr



### For What It's Worth by Don Coulter

Tip 1: To prevent oil and fuel from dripping out of the muffler during transportation and storage, use a simple foam earplug inserted into the exhaust tip. You can also insert one into the carb to keep dust and dirt out.

Tip 2: Need a quick and easy way to figure out how much weight you might need to balance your aircraft? Put some water in a small zip-lock type baggie, and place it on the area that needs weight. Adjust the amount of water needed to get the perfect balance and then weigh the baggie on a small scale. Use that number to cut the appropriate amount of lead.

**President continued from page 3.**

Please remember that if you are flying on **2.4GHz**, we still ask that you take a frequency pin and if possible, leave a club card where the pin was located. I know that we do not have clips to store the cards on the 2.4GHz pins, since they were an add-on to the frequency board. We should be in the habit of using frequency pins on our 2.4GHz radios so that we do not forget when flying on 72MHz.

There were several comments on the surveys relating to the type of operations allowed in the **helicopter** "hover" area. The main grass area at the north end of the field (near the far left taxiway) is designated as an area to practice hovering. The SCCMAS has felt that allowing operations which expand the "envelope" of flight so close to the pit area are placing an unnecessary risk on safety. Our designation for this area is that operations should be done at eye level above the ground. This does not mean that we are measuring exactly how high one hovers, but we ask that low level, minimum velocity maneuvers are done here. We simply want to minimize risk. The higher a helicopter (or any vehicle) goes, the higher the risk there is for it traveling horizontally away if something happens. Just because other facilities allow operations close in, it does not mean that it is safe.

The last major item of concern was regarding "friendliness" at the SCCMAS. The majority of comments say that we have a very welcoming club, however, there is a bit more feedback this year about the "unfriendliness" to **fellow club members, newbies and guests**. Please remember that we are part of the County Park system and thus do need to keep our language in check and help foster a positive environment at the field. Help point out prospective members and guests to information at the field and make them feel welcome. Other comments felt that there are "cliques" within the club and that it distances some from others. We aim to be an inclusive organization to all, so please keep this in mind at the field. Lastly, there is no "preferred parking" at the SCCMAS. Some comments from members to guests at the field that "they cannot park here" are quite alarming. I've witnessed this when members have rudely asked people to move their cars from the parking area near the pits. This type of rude behavior is unacceptable!

Recently, the SCCMAS has made some changes to its **internal structure**. (See *Governing Board Members\* and other Volunteers of the S.C.C.M.A.S.* on page 3.-Ed.) At this turning point, several individuals who have contributed significant time to the SCCMAS have stepped down from their positions. Rich Luvara, long time Secretary, has decided to pass on the baton after 15+ years in the position. Dean Sala, current webmaster, has added the Secretary position to his responsibilities. Tim Jones, who has graciously served as Safety Coordinator has decided to move on from his position after many years of hard service. The SCCMAS will be working to fill Tim's position. We cannot thank these individuals enough for their help and contribution over the years! With these changes, some of you may ask "Why doesn't the SCCMAS have elections?" Simply put, we do not have elections and the organization was founded on differing principles than many other clubs. Spearheaded by Brian Nelson and others tired of politics within R/C clubs, the goal was to make a flying site that people could go to and enjoy their hobby without worrying about politics. Out of this, was born a nonprofit corporation run by a volunteer governing board that is entrusted with operation of the organization. It is certainly not possible to please everyone and some may not agree with all of our decisions, but we believe that they are made with the central goal in mind; best serving our core principles and membership. Having been at the same location for 22 years is no small feat and I believe it speaks volumes about the organization's structure.

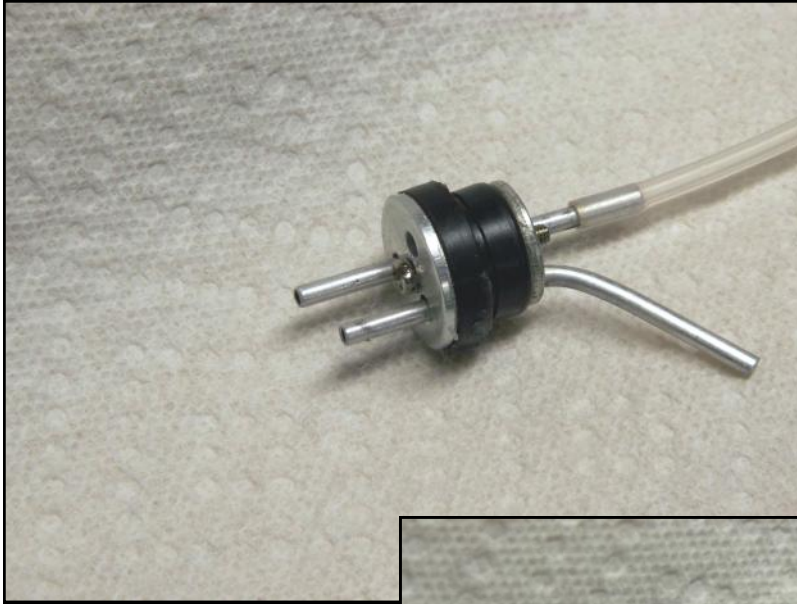
At the January club meeting, we will be having our **annual worker's raffle**. For each event that you worked at, we will put your name in the raffle box. There will be over \$500 in prizes given away, so come on down to the club meeting to see if you are a winner!

In closing, I want to thank everyone for their feedback and for being a member of the SCCMAS. We are fortunate to have the facility we have and be able to share it with others, and the public.

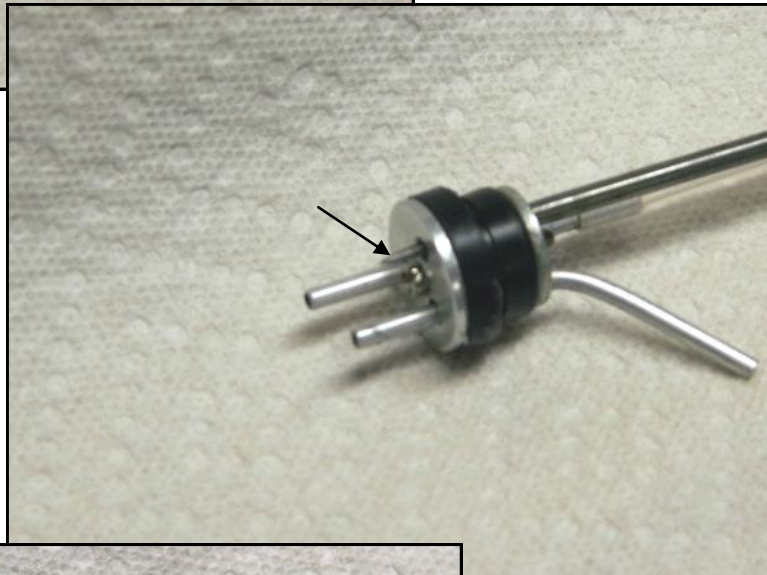
Until next issue,

Michael ●

# Fuel tank stopper fix. By Pat Rose.



Left: Fuel tank stopper with exposed hole.



Right: Fuel tank stopper with scribe placed in hole.



Left: Fuel stopper with short piece of aluminum tubing inserted. Tubing end is crimped with pliers.



Training continued from page 8.



# The Annual R/C Fun-Fly

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

Come out and try your hand at some of the wacky flying drills we have in store for you. Any AMA insured pilot can participate with any type of R/C aircraft; trainers, sport planes, aerobatic/3D planes, warbirds, tail draggers, gas, glow and electrics, All events will be chosen the morning of the Fun-Fly and scoring is setup so all skill levels have a chance to bring home one of five trophies.

## Saturday - March 21st

Registration: 8:00am – Flying starts at 9:00am  
Entry Fee: \$10 per pilot  
Contest Director: Don Coulter  
(408) 690-3830 [contests@sccmas.org](mailto:contests@sccmas.org)  
Also see our website for directions [www.sccmas.org](http://www.sccmas.org)



*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, I Can't Fly 55, Balloon Bust  
Dead-Stick Landi*

# 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 - April 25th

**8:00am - 1:00pm**

Come join us at the SCCMAS field for our Spring Swap Meet. 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.

**Mark your calendar for the year end Swap Meet on 11/1**

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

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

Maps and additional club info available at our website

<http://www.sccmas.org>



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



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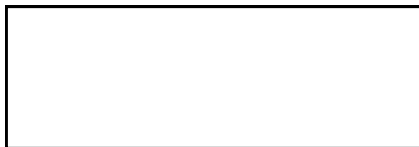
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Next meeting: Thursday January 22 at  
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