

Servo Chatter

May 2009, Issue #135

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

www.sccmas.org

AMA Club Charter #110



Next meeting: Thursday, May 21 at 7 PM. Location: Hayes Elementary School at 5035 Poston Drive, San Jose, 95136. Member Michael Radu to present a finishing technique using the iron-on fabric covering Lozenge Camouflage from Arizona Model Aircrafters. He will be including the entire process of converting an ARF into a personalized aircraft.

Cover photo: Mike Conrardy flying his Agusta A109, aka the Club Trainer. 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



Mike Conrardy's latest BIG chopper, a Hughes 500. Mike will fly the H500 at the Airshow on July 11/12, along with his new Ultimate. Pat Rose photo.

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Flyin' Fast - President's News By Michael Luvara

Spring is here! Well, almost... It seems like the weather has shown us a variety of seasons in recent times. From the scorching hot 90 degree days to the colder nights and rain, we've seen it all lately. The rains have helped the weeds sprout up again at the field, so please be careful when retrieving your aircraft. We'll see if we can't do something about the weeds this year.

The annual Airshow is coming fast and the flyer has been included in this issue. As I've mentioned in the past, we need YOUR help at the airshow. This is our annual event to share R/C with the community.

Please see the following link for a spreadsheet on where we need help at the airshow. http://spreadsheets.google.com/ccc?key=pYX6_JPTjib9vO8oBGWA-OQ

At the bottom are links to Saturday and Sunday. Take a look at any open slots and please email mike@sccmas.org or stevejsmith2001@hotmail.com if you can help fill one of these slots! If you don't have access to a computer, the following list is where we can use your help.

BBQ
Snack Shack
Soda Booth
DJ/Music
Noontime Trainers

Info/Raffle Booth
Glider Giveaway Booth
Flight Simulator Booth
Flightline Runner/Radio
Operations

I've been traveling a lot for business lately, spending some time in Oregon, Southern California and New Mexico. Because of this, I haven't been out to the field as much as usual, but have managed to sneak out for a bit on a few weekends. The flea market a few weeks ago was well attended with what I believe is a record number of sellers at 39. Being out at the field and seeing the lawns mowed, clean pit area, etc. reminds me of what a great group of volunteer individuals we have at the SCCMAS who help make the facility what it is. I want to say thanks to all of those who help out at the SCCMAS, whether it is just picking up the trash, mowing the lawn, or welcoming new members to the organization. You are all assets and we appreciate your contributions!

With all that said, I wish everyone great flights in the springtime days ahead!

Michael
●



From the Editor

By Pat Rose

prop, etc.

A master RC airplane builder need not be an aeronautical engineer, but should know enough about aircraft design to create a flight worthy build.

How about UAV builders like our president Michael Luvara? Should Michael be included under this umbrella?

And finally for the acid test, the master model builder's plane should fly at least once.

If I missed mentioning a Tomcat builder who you think fits this description, please let me know and I'll print a correction. In fact, how about a letter to the editor that I can publish in the next newsletter? (Be nice!!!)

P.S.: I did a Google search for Master RC Plane Builder and came up with such things as amazon.com model builder books. Nothing definitive, so I thought I would give it a shot in this column.

P.S.S.: The contents of this column were written to entertain and not meant to be critical of anyone.

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What is a Master RC Plane Builder?

Well, let's see. A master builder should be able to build from plans, don't you think? Not many plans builders left these days. Those who draw their own plans or go directly from 3-view to airplane would also qualify. Those among us who build molds and produce the finest finish and construction like Richard Spicer fit into the "mold."

Next, a master model builder would probably build planes that are scale subjects, like a Monocoupe 90-AL as Paul Hasselbach is building. How about a P-51B like Lynsel Miller built? Or Don Coulter and his Kingfisher? Also include Lynn Hersch's Stinson Reliant.

A master model builder should be able to choose all components that make the plane flight worthy, such as radio, servos, engine,

Upcoming Meeting: Thursday, May 21 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 date: TBD. Member Michael Radu to present a finishing technique using the iron on fabric covering Lozenge Camouflage from Arizona Model Aircrafters. He will be including the entire process of converting an ARF into a personalized aircraft.

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.



Message from the Secretary

By Dean Sala

Meeting Date: 03/25/2009

Attendance 52

Speaker

Kent Nogy Rep from Bob Smith industries did a very informative talk on Spectrum/JR 2.4Ghz radio systems.

Officer comments:

Mike French mentioned we need instructors during the week.

Steve Smith: Everyone can participate at air-shows. A shack manager gets ½ off club dues when volunteering one time. A second time gets this volunteer full time membership for one year. Please pay for candy and sodas that you take from the shack. Airplane engines must be able to be stopped from transmitter. We need more help for events and helpers get complimentary raffle ticket.

Mike Luvara: We are getting a panning web camera soon.

Dumb Thumb:

Walter Colby wins for two dumb thumbs. Plane goes down by a string from the balloons and his other plane barrel roles into the pavement.

Dumb Thumb Runner Ups:

Bob House has spectacular crash during balloon event at fun fly.

Tim Jones Does a figure 9 into dirt.

James Gale Was it the pilot or radio?

Show and Tell:

Walter Colby brought in a very impressive night flyer. 1800 very bright colored LEDs lined up the wings, tail, stab, and fuselage of his large powered glider.

Mathew Smith had an F16 ducted fan jet. It does 90 mph. Installed is an eflight 400 ducted fan using a 14.8V lithium polymer battery.

Paul Steiner brought in a Cosmic Wind "Little Toni" Powered by a 3W56. A beautiful aircraft.

James Gale Brought in a warbird racer that does 90mph. It was decorated with his company logos on the upper wing and an American flag on the bottom.



Guest speaker Kent Nogy representing JR.

Members' Meeting



Chris Attebery takes the chopper.



Roger.



Walter Colby runs away with the Dumb Thumb award. .



Paul Steiner shows his Cosmic Wind Little Toni.

Ted Edgington wins the radio. Bring the donuts to the May meeting.





Training

By Mike French

Instruction Time and Channel Cards

SCCMAS has few operating rules at our field by intent. There is one rule, however, that is immutable. "Each plane that we fly has but one gas tank or set of batteries". This means that when we pick up a channel card for our frequency, the expectation is that the owner of that card will fly his plane to single tank fuel exhaustion, return his plane to the Start-Up area and then return the channel card to the transmitter impound so that anyone waiting for the card will have his opportunity to fly on a secure channel. As a rough estimate, most tanks on RC planes will support engine operation for about fifteen to twenty minutes depending on how the plane is being flown. The normal expectation is then that a solo qualified club member flying without interruption will be able to return the channel card to the next member waiting in roughly this time. This is not a written rule but a general reality of flying.

When students are taking instruction, the rules will, perhaps, change a bit. Instead of just one transmitter to confirm servo direction, you have a buddy box to check as well. Adjustment times to correct any sense discrepancies are doubled. Being a student, the pilot is less skilled in taxiing and can inadvertently place his plane in the grass which will have to be reset on the taxiway. Since the student is new, it is imperative that the instructor assure the student exercises a pre-flight check of his plane, as forgetting to do so, frequently leads to mishap on takeoff. Having completed the preflight check, the instructor will take the student to a flight station where either the student or instructor will take the plane off. Flight speed for a new

student should be slow as his lack of familiarity induces potential crashes. The instructor's first priority is the safety of all members on the field and then secondly the security of the training plane of his student. So normally short flight times can be stretched even if everything goes well. If the student is at the phase where he is learning to land, frequently a plane's engine will stop when the plane strikes the runway. The plane is retrieved, inspected of damage and restarted to complete the lesson whose length is determined by the amount of gas remaining in the tank. Some instructors [myself included] wear a kitchen timer around their necks to determine the amount of flight time left with the single tank gas available. Although the total flight time may only be fifteen minutes, the total running time from taking the channel card may wind up to be thirty minutes or longer. Though it may be frustrating to some members that instruction and fuel exhaustion times may take longer than normal flight times, from the timer around the instructors neck, only one fuel tank is being exhausted. Instructors are aware that others are waiting for channel cards and will return the cards to the next member after taxiing back with the student to the startup area. But instructional flight times of not-to-exceed twenty minutes from channel card acquisition can not be guaranteed and the patience and understanding for the training situation is requested of everyone using the field. We all learned how to fly once and some of us took longer than others.

Spread Spectrum Transmitters and Receivers are being recommended to new students as frequency conflict with this new technology is no longer an issue which could cause a delay of instruction. But the technology is not included in most ARF trainer packages yet although some progress is being made in this direction. ●

IMPORTANT SAFETY MATTERS

By Harold Davidson, AMA 81432

Since the Safety Editor retired here are some thoughts of mine.

I always feel sorry for the poor guy that writes safety columns because the difference between petty and importance is (in my mind) minuscule. But, they always try their best and do a good job.

One thing has come to mind lately. That is, if someone is flying, someone or several people in the pits should be watching. Several times lately planes have gone astray and could have or did head for the pits.

I don't claim all of the following under safety but they happened one day.

The first incident was with a fly away propeller. I was starting a flooded engine with an electric starter. When I realized the problem I switched to a chicken stick, hitting the prop clockwise until the fuel lock cleared up and the engine was running in short bursts. Again, I used this electric starter which resulted in the prop and spinner flying off hitting my glasses so quickly that there was not time to react. Luckily I was starting the engine at idle and was wearing safety glasses.

The second incident I had was while flying my 4-Star Forty. I like to fly it low diagonally across the field, go vertical and away upside down. Except this time I went vertical and at about 50 feet the plane became uncontrollable, flying to my left, flopping around like a wounded bird. (Someone started yelling.) In a wink I realized there was no way to control the plane except to throttle down. The plane wobbled around some more then headed for the sod, hitting a tree first.

To everyone's surprise there was very little

damage and the plane was intact. After taking the wing off and doing a radio and range check we could find no reason for the crash. The consensus of opinion was that the aileron connector got jammed between the aileron and the rudder servo. Now I isolate the connector and the plane is flying fine with no other incidence.

The third incident was experienced by Harold Warner flying a Tiger Moth biplane with a 50 inch wing span. Harold had put in aileron-rudder mix but when he took off and made his left turn the plane banked and headed for the ground. He was able to recover and land but knew something was drastically wrong. At the bench check he found that when he moved the ailerons, the rudder moved correspondently but the elevators went down. His radio is a Hitec PRISM 7X. His Mixing Mode was ON so he turn that to OFF, then changed the Aileron-Rudder Mixing to have the rudder the slave. That helped a little but didn't cure the problem. Left aileron, no down elevator; right aileron and the elevator still went down.

Later in the day Harold called me at home to say he had the cure. He had mulled the problem over on the way home and one of his thoughts was that it had to do with the aileron-rudder stick. He took his transmitter apart and tightened the aileron-elevator tension springs. The elevators no longer moved down when he moved the aileron stick left or right. His problem was solved. In our thirty-five years flying R/C we had never seen that one.

I wonder if we should clean out the inside of our transmitters once in awhile? With that, those were the thoughts of mine.

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SEEN AT THE FIELD



Left: John Costas filling up his plane for another flight.



Right: Tom Ciccone readies his Sig Rascal for another flight.

Below: Babe Caltabiano getting ready for another fast run at the field.



Right: Sundance Racing Bi-plane powered by Fuji 80cc twin. Richard Spicer completes maiden flight on Wed., April 22. This is a scratch built plane. Jim Patrick photo.





Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss March through April 2009

Ordinary Income/Expense

Income

Contest entries	130.00
Food sales	132.00
Membership dues	2,650.00
Total Income	2,912.00

Expense

Dues and Subscriptions	140.00
Equipment Rental	75.00
Food	422.60
Garbage service	387.82
Insurance	
Fire Insurance	920.96
Total Insurance	920.96

Licenses and Permits	20.00
Postage and Delivery	293.64
Printing and Reproduction	300.51
Raffle supplies	112.75

Repairs and Maintenance

Equipment Repairs	38.43
Repairs and Maint - Other	42.04
Total Repairs and Maintenance	80.47

Sanitation service	1,055.89
Supplies	434.09

Telephone

Internet	209.85
Telephone - Other	136.12
Total Telephone	345.97

Trophies	656.21
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Utilities

Gas and Electric	79.96
Total Utilities	79.96

Total Expense	5,325.87
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Net Ordinary Income	-2,413.87
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Net Income	-2,413.87
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Contest News

By Steve Smith

With spring finally arriving, the 2009 contest season started off with the annual Fun-Fly on Saturday March 21st. Just shy of 20 entries the day was full of action packed flying drills prepared by Don Coulter. Some of the drills that day were mirrored taxi (try steering a plane through cones looking into a mirror. This was quite entertaining). Air bowling, balloon bust... Trying to pop a helium filled balloon on a string with an R/C plane or flying a R/C plane with an 8 foot string and ball attached to it is harder than you think, but FUN!! I would like to thank Don Coulter and Lynne Stover for all of their efforts in making the Fun-Fly a success.

On Saturday April 25th buyers and sellers met up at the SCCMAS spring R/C swap meet resulting in another successful event with bargains galore. This was one of the biggest swap meets in several years at the Tomcats. By mid morning the pit area was packed with buyers looking for that bargain and there were lots of deals out there. If you missed this one, the SCCMAS will be hosting another R/C swap meet this August.

On Saturday May 2nd the SCCMAS hosted the first annual Electric Jet Fly-In. Despite the crazy weather we experienced, fellow R/C E-Jet pilots came out anyway. Some pilots drove up from Fresno and the Paso Robles areas. Several types of E-Jets were present from the simple park flyer to the high end composite jet. In between the rain showers flying commenced. Tam was flying a jet that reached speeds of 180Mph, wow. Battery

technology has certainly come a long way. Kent Nogy was demonstrating his BVM Spektrum jet. Special thanks to Tam Nguyen for all of his efforts in helping prepare for this event.

The SCCMAS will have a booth at the San Martin Airports Wings of History Open House and Fly-In on Saturday May 16th, Volunteers are needed to help manage the booth, answer questions, provide R/C aircraft for the static display. If you are interested in volunteering, contact Steve Smith at contests@sccmas.org.

The field will be closed to flying on Saturday May 23rd from 8AM to 1PM for maintenance. Bring out those handyman skills, painting skills, toolboxes, gardening tools and we will have the task for you. Free BBQ lunch at 1:00PM for all helpers. Contact Steve Smith at contests@sccmas.org for more information.

On June 6th the SCCMAS will host the annual Warbird Fly-In. This event will be open to all pilots of any skill level with any R/C Warbird aircraft from any era; any size with any engine; electric, glow, gas or turbine. Trophies will be awarded for several categories. Visit our web site www.sccmas.org for more information.

Contest continued on page 12.

Contest continued from page 11.

Preparations for the annual Airshow on July 11-12 are underway. With just two months remaining, the Airshow is approaching fast. Many positions are available for both Saturday and Sunday. We are in need of volunteers for field setup/tear down, additional shack help, beverage tent help, BBQ help, flight boss, schedule staging coordinator, transmitter impound monitors, information/answering questions, policing the static aircraft display, raffle booth help and glider building booth help. If you would like to be a part of this prestigious event contact Mike Luvara or Steve Smith at contests@sccmas.org.

2009 is another busy contest year for the SCCMAS. Volunteers are always welcome at any of these events. We need additional shack helpers, BBQ help, pylon judges, lap counters, helpers for field preparation, etc. If you would like help at any of the events contact Steve Smith at contests@sccmas.org.

See you at the field,

Steve

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The Remaining events for the 2009 season

May 16	SCCMAS at the San Martin Airport Open House
May 23	SCCMAS Field Maintenance Day
June 6	Warbird Fly-In
June 27	SCCMAS at Reid Hillview Airport
July 11-12	Annual Airshow
August 15	Electric Fun Fly
August 29	Warbird Races
September 5	R/C Swap Meet
October 3	Triangle Series T-34 Race Finals
November 7	R/C Swap Meet
December 6	Toys-For-Tots

Building from Plans

By Paul Hasselbach

Building from plans allows an individual to explore different models that are not found in kit or ARF form. Resorting to aircraft plans is interesting and challenging. Currently, I am building a Monocoupe 90-AL. The wing span is 96" and I will use a G38 Zenoah for power.

Having just finished building the fuselage, the next logical step was the wing center sec-

tion. The center section required aluminum hold-downs. Figure 1 shows a cross section of the left and right hold-down. Plans only show what you need and not where to find it. Knowing the OSH store fairly well, I found aluminum I needed for the job. Calipers were needed in getting the right thickness aluminum of 0.062 inch.

To cut two aluminum strips of 1 1/2" x 6" in length, I used a Dremel jigsaw. Next I smoothed off the aluminum strip's rough edges with a belt sander.

Building continued on page 14.

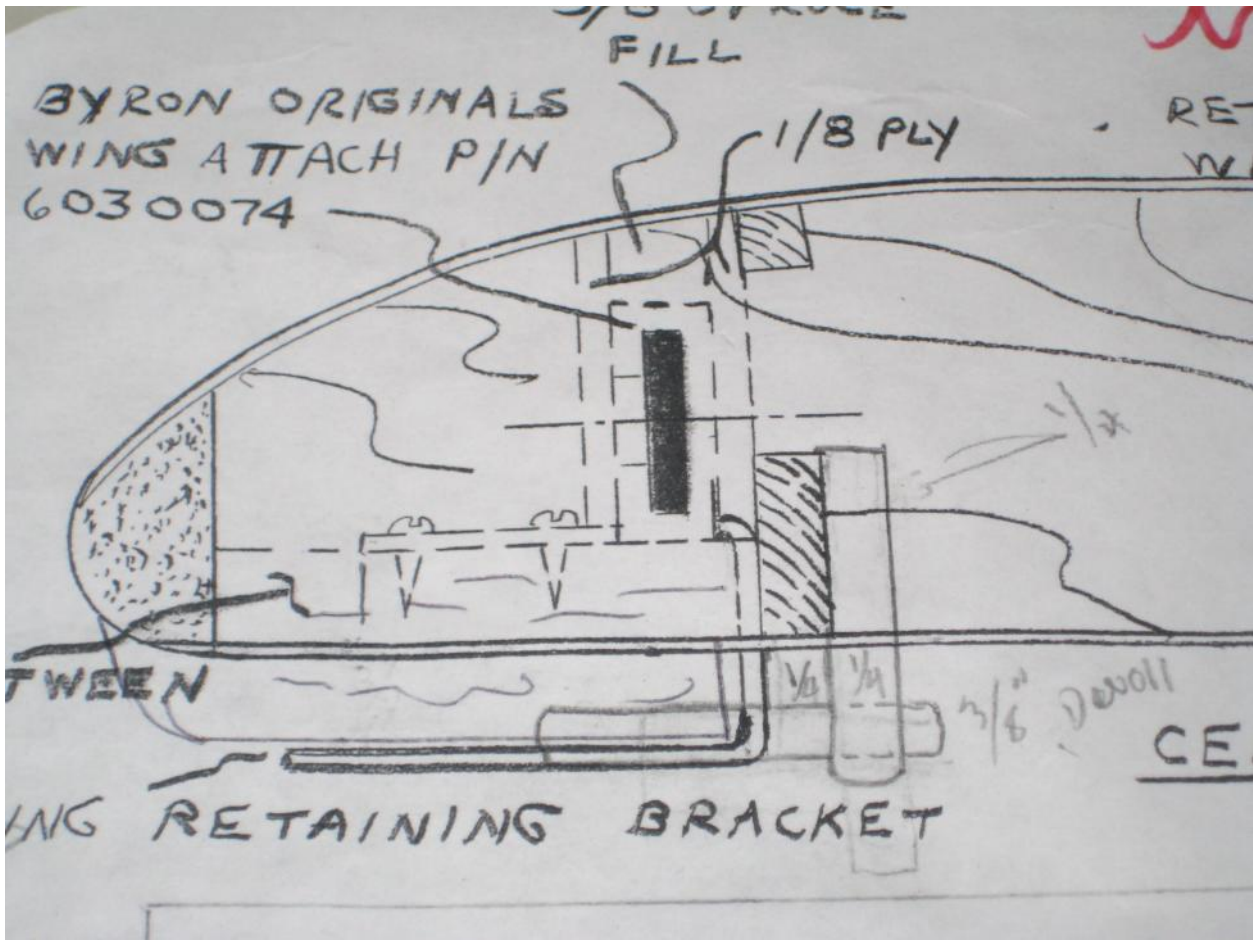


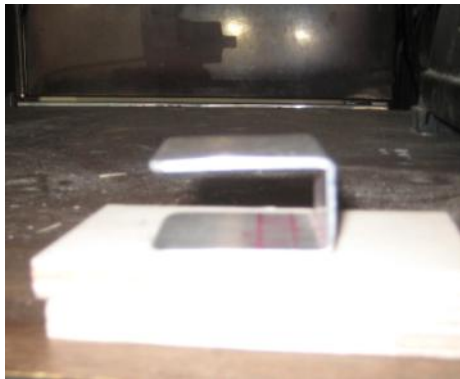
Figure 1

Building continued from page 13.

Using a red felt-tip pen, I marked off where to bend the aluminum strips. In Figure 2, I put each aluminum strip in the vise and aligned the red felt pen line with the vise. Next, I took a hammer and bent each aluminum strip until it looked right. Next came the challenging part. To make the second bend and not inter-

ferre with the first bend, I made a spacer between the two bends. See Figure 3. I used oak hardwood for the spacer which was cut 3/4." The 3/4" spacer was placed where I wanted to make the second bend. See Figure 4.

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Finished wing hold-down bracket.

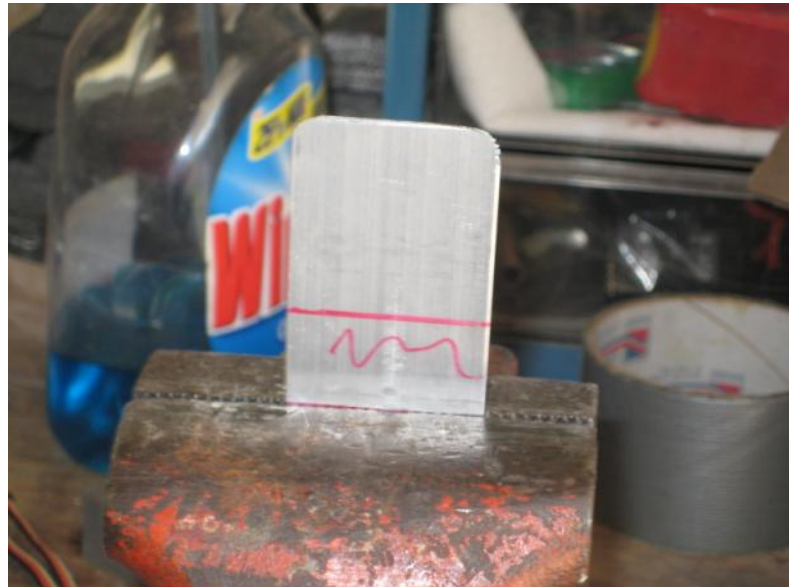


Figure 2



Figure 3



Figure 4

Dantley Davis Flies His Big Extra 260

Dantley Davis flies his big Extra 260 on a dark, windy, and wet afternoon.

Dantley will be flying his Extra and his jet during the Airshow on July 11/12.

Pat Rose photos.



Don Coulter's Kingfisher Makes Maiden Flight.



Tim Jones providing support for Don Coulter.



Kent Kollings photos.



Balancing an APC Sport Propeller

Pat Rose

Right: Balancing a prop requires a few tools. Shown at right are balancer, clear spray paint, sand paper, micrometer, prop reamer, and APC propeller. Check micrometer by fully closing it—it should read zero.

If prop has the usual hard landing damage, smooth the tip of the prop using the sand-paper. Match the tip contour on the longer end of the prop.



Left: Micrometer used to check propeller drive shaft diameter. In this case it measured 0.313 inch.

Right: Micrometer used to check prop reamer diameter. In this case it measured 0.314 inch (nominal 8 mm). This step of the reamer was used to ream out the prop drive shaft hole to the correct diameter. Note that reamers are available in both “SAE” and “Metric.” In this case the metric reamer was used.



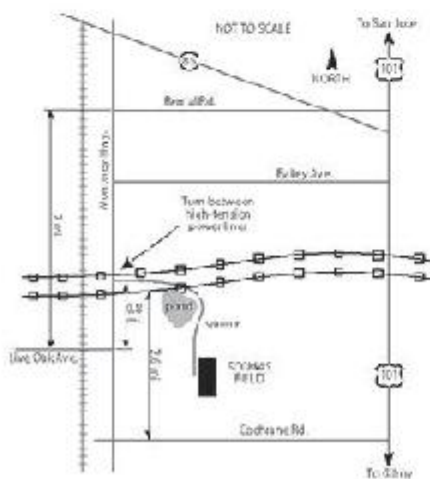
If one side of prop dips down, remove material from the heavy side using the sand paper. To add weight to the light side of prop, clean prop then spray a little clear paint on the back of the light side.

Left: Finished product. Prop balances level when sufficiently balanced.

Warbird Fly-In 2009

Saturday June 6th

Tomcats field Morgan Hill



Open to all AMA members with any size of R/C Warbird aircraft; prop or jet from any era; any engine type; gas, glow, electric, turbine.

Awards for best in class WWI, WWII, Modern, Electric and best of show.

Registration: 9:00AM

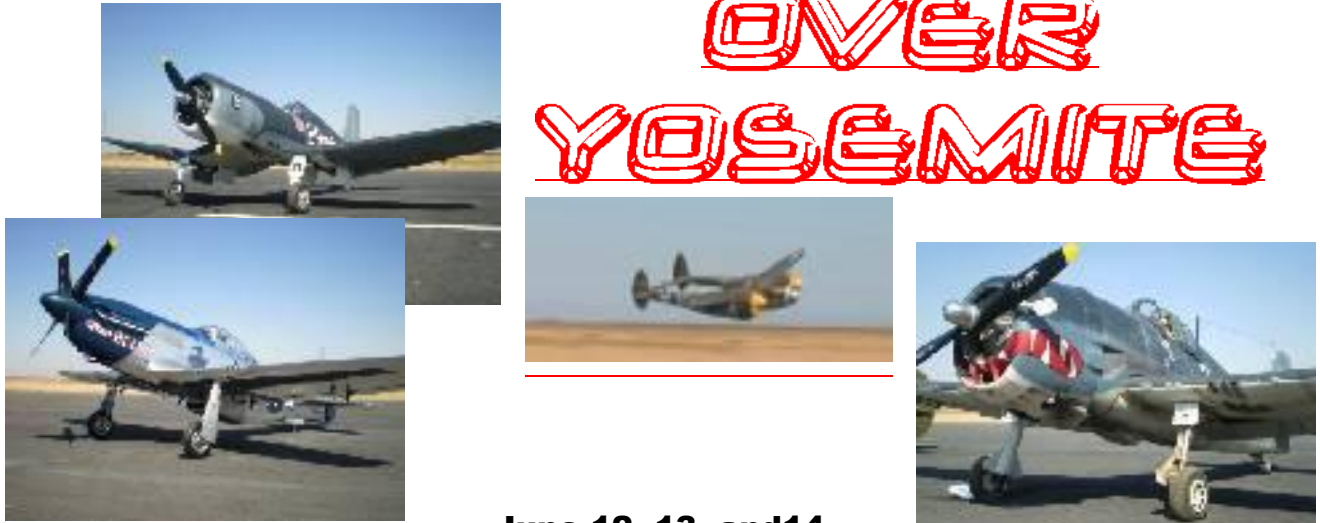
Entry Fee: \$15

Noon time BBQ

Awards: 3:00PM

More information is available at www.sccmas.org

WAR BIRDS OVER YOSEMITE



**June 12, 13, and 14
Fresno Radio Modeler's Field**

**We have a 75 ft by 650 ft runway with over 10,000 ft of shaded pit area.
You would not believe how much area we have to fly over!**

Pilot's fees are only \$25.00. AMA card is required to fly.
Scale military aircraft in full military markings are welcome!

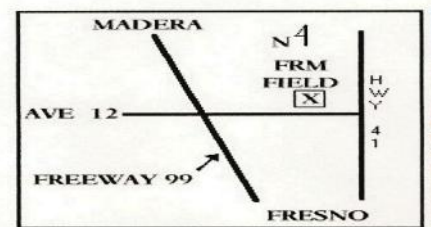
**Of course! Our snack bar will be cooking breakfast and lunch Saturday
and Sunday. Have a wonderful Tri-tip dinner Saturday night!**

Trophies will be awarded for the best of the best!!!!!!

**This event has been growing over the years, so come see what you have
been missing.**

**Questions will be answered by emailing Randy at warks62@hotmail.net
Or contact Matt at mattalaray@sbcglobal.net**

**Our field address is: 38403 Ave 12
Madera, CA
93636**



The Santa Clara County Model Aircraft Skypark Presents a Radio Controlled

Airshow '09



July 11th
& 12th
9am-3pm

FREE Admission!

more info at: www.sccmas.org

- TURBINE JETS • HELICOPTERS • RACING AIRCRAFT • AEROBATICS
- GIANT SCALE WARBIRDS • ELECTRICS • CONTROL LINE
- SNOOPY'S FLYING DOGHOUSE • GLIDERS • FAMILY FUN
- TRY YOUR HAND AT FLYING • FOOD, REFRESHMENTS & MORE!
- LIMITED SHADE & SEATING AVAILABLE

Airshow 2009 is brought you by the Santa Clara County Model Aircraft Skypark, Santa Clara County Parks and Recreation Dept, Sheldon's Hobby Shop (San Jose), Penn International Chemicals, California Hobbies (San Jose), Flying Fortress Hobbies (Gilroy), HobbyTown USA (Sunnyvale & San Jose), D&J Hobbies (Campbell), Aero Micro (Santa Clara) & RC World of Planes (Sunnyvale)

The SCCMAS is located in Morgan Hill, Ca - For more information call (408) 292-1212 or visit www.sccmas.org

For more info:

email: airshow@sccmas.org

web: www.sccmas.org

phone: 408-292-1212



Bring the whole family! Come and enjoy a fun filled day full of Radio Controlled excitement. See flying like you've never imagined possible, try your hand at flying and take home your own free balsawood glider! *supplies limited

- 9:00 Pre-airshow Activities
- 10:00 Opening Ceremonies
- 10:05 Gliders and Slope Soaring - Along with aero-tow demonstrated by the South Bay Soaring Society.
- 10:30 Electric Flight - See these quiet, graceful, yet powerful flyers in action.
- 10:55 Control Line - Check out the best in control line combat and aerobatics
- 11:15 Fly Fast & Turn Left - Experience racing action as many high speed racing designs fly the course at over 150mph.
- 11:45 Trainer Demo - We'll show you just what a "buddy box" is, and what it takes to learn to fly.
- 12:00 Lunch Break - Check out the airplanes up close and talk with the pilots. You can even try your hand at flying R/C with an instructor and a trainer plane! (FREE)
- 1:00 Snoopy vs the Red Baron - Snoopy's flying doghouse goes head to head with the Red Baron.
- 1:15 Things that Shouldn't Fly - Flying Witches, Stop Signs, Cars and more.
- 1:30 Giant Scale Warbirds - Witness WW2 Warbirds such as Corsairs, P-51s patrol the skies along with many other 1/5 scale or larger aircraft
- 1:45 Helicopter Flying - See scale and aerobatic helicopters put through their paces doing things that seem to defy gravity.
- 2:15 High Tech Jets - Witness 200mph action as real turbine powered jets strut their stuff.
- 2:40 Aerobatics - Watch the Bay Area's top aerobatic pilots put their aerobatic machines through IMAC, Pattern and out of this world Freestyle sequences.
- 3:15 Airshow Conclusion

Directions to the Skypark

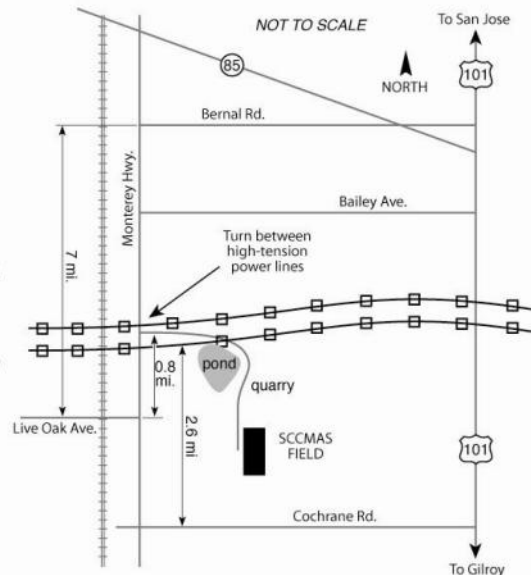
HOW TO GET TO THE SKYPARK:

From Morgan Hill and Gilroy: Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.6 mile). Take Monterey Road north approximately 2.5 miles. After passing Live Oak, turn right at the entrance to the Dole Packing Company. You'll see our 8' x 10' sign at the entrance to the driveway (between the high-tension power lines). Proceed down the private driveway and through the first gate. Follow the road to the right around the pond and continue to the field.

From San Jose: Traveling south on either Highway 85 or 101, take the Bailey exit from 101, west to Monterey Road. Proceed south on Monterey Road, 3.5 miles to Live Oak. You will have passed the field entrance on the other side of the road, but there is no opening through the divider. Turn around at Live Oak and proceed back on Monterey Road, north-bound (0.8 mile) to the entrance to the Dole Packing Company and the private driveway to the field (see below). Notice: The speed limit on the private road to the field is 15 mph.

Carpooling is encouraged, and a shuttle will be provided for those who park in our overflow lot off of the entrance road.

The SCCMAS field is located at 10250 Monterey Road, Morgan Hill and is a facility of the Santa Clara County Parks and Recreation Department
*Schedule is subject to change without notice, including the addition of fill-in acts.



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



7367 MONTEREY STREET, SUITE 101, GILROY, CA
 Phone: 408-842-0450
 jim_everitt@verizon.net
 www.flyingfortreshobbies.com

HobbyTown USA
 World's Largest Hobby Store Franchise!

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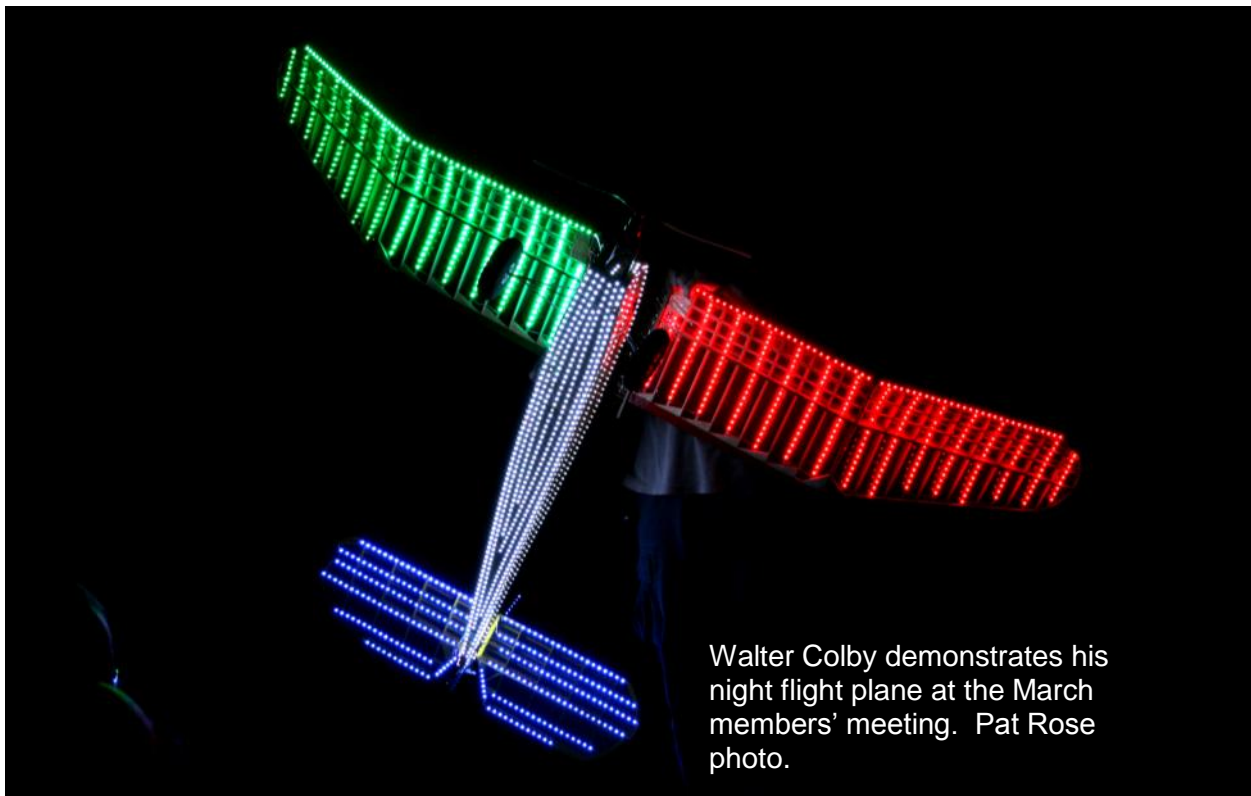
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Walter Colby demonstrates his night flight plane at the March members' meeting. Pat Rose photo.

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.



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Next meeting: Thursday, May 21 at 7 PM. Location: Hayes Elementary School at 5035 Poston Drive, San Jose, 95136. Member Michael Radu to present a finishing technique using the iron-on fabric covering Lozenge Camouflage from Arizona Model Aircrafters. He will be including the entire process of converting an ARF into a personalized aircraft.