

# Servo Chatter

September 2010, Issue #138

Official Newsletter of the SCCMAS "Tomcats"

Located in Morgan Hill, CA

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

AMA Club Charter #110



**Upcoming Contest Schedule:**

**October 2, Sat., Warbird Race**

**November 6, Sat., Swap Meet**

**See page 16.**

**See page 17.**

**Next meeting: Thursday, October 7 at 7 PM. Location: Hayes Elementary School,  
5035 Poston Drive, San Jose, 95136**

**Cover photo: Stearman. Michael Radu at the controls. Jim Patrick 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

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Thanks to Don Coulter and Lynne Stover for the Tomcat restoration. PR photo.



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

I have a few, short, but important items to talk about in this issue of Servo Chatter, ranging from other

clubs, to safety and the District 10 election.

First off, many of you know how difficult it is to maintain and keep an R/C field in the Bay Area. Housing and development takes over much of the open space. **Bayside R/C club in Fremont** is ceasing operations at their field on Sept 31, 2000. The SCCMAS has extended an invitation to the Bayside R/C club members who are being displaced with the loss of their field. Included in this issue is a copy of the letter that we have sent to their membership, informing them of our offer. (See page 12.) Please take a moment to read this over and of course, welcome any Bayside members to the SCCMAS field with a friendly smile and help them where you can. We need your help in welcoming them to the SCCMAS. Remember that we're all modelers with a common goal in mind – keeping our flying site and enjoying our hobby.

Secondly, I have a couple **safety issues** relating to flight operations. On the weekend of Sept 19th, we had an unfortunate incident at the field where a member's hand contacted a propeller of an electric aircraft in the pit area. While not life threatening, this is a **SERIOUS** matter. The issue is that we need to revise our electric aircraft procedures and treat them differently than many are currently doing. Since these aircraft can spontaneously start and are armed simply by connecting a battery, this is a serious issue to deal with. There is to be NO arming or running of electric aircraft outside of the start up area. No propellers should be turning outside of the start up area. Just as gas motors are not to be running anywhere but the taxiways or start up area, the same is for electrics. Far too many members are being lax with these procedures. Electric aircraft are just as dangerous as gas aircraft, if not more! Arming any electric aircraft outside of the pit area will not be tolerated, period! We appreciate your cooperation on these matters. I am getting complaints that aircraft are still **flying too far out** (towards 101), over the ponds, and too high. All of this is unacceptable

and places our facility at unacceptable risk. If I, or any board member personally witnesses any of these instances, stern warnings will be issued. Remember, flying is a privilege, not a right!

Bayside R/C also has loaned us a set of bleachers while they search for a new field and given us many **large tables** for pitting on. Please **DO NOT** use our picnic benches for fueling aircraft. Use these benches. I have received numerous complaints about fuel being spilled on the benches and people soiling clothes, not to mention it just making a mess. This also means **NOT** spilling fuel on our new tarmac. We are seeing way too many instances of fuel being carelessly spilled on the tarmac. While many clean it up, it still does damage to the surface! Even though we are recommending these new benches, it is **NOT** a license to spill fuel on them. Please help us keep the facility clean and use some common sense.

Third, in order to fly **SOLO** at the field, you must have first received a **check-off** from a check-pilot and have your "wings" on your card. If you have not yet done so, please schedule to have your paperwork signed off. This is an important part, as one is not allowed to fly solo without this endorsement.

With a lot of Bayside members migrating to our field and our members requesting a separate helicopter area, we are looking at converting the area north of the RV area to a **dedicated helicopter flight area**. This is still in the planning stages and we are working with the county to make this happen. Please bear with us as we work towards it.

Lastly, there's an unprecedented battle going on for the **position of AMA District 10 Vice President**. The two candidates are publishing statements and campaigning hard for this position. I think it is great that we have two people competing for the spot and who are passionate about the hobby. This campaign will make District 10 better in many respects. The SCCMAS does not endorse any candidates, but we are publishing each of the candidate's campaign statements in this newsletter for your review. (See pages 14 and 15.) We ask that you take time to review each campaign statement and vote for who you feel will lead AMA District 10 to a position in the best interest of the hobby. Please vote this year!

Until next issue, Michael ●



## From the Editor

By Pat Rose

dip a wing (among other things) on landing. The wingtip of the plane that is the heavier side is continually getting scuffed and torn up on landing. To check the lateral balance may require two people. One person supports the rear of the plane in the rudder hinge area and the other person balances the front of the plane on the prop nut. Lift the plane and watch the heavy wing dip. Add stick-on lead weight in small increments to the light wing tip until there is no longer a dominant heavy side.

### **Trimming a Trainer**

I suggest the following trim adjustments on a new trainer, i.e., high wing plane. An example of such a plane would be the Telemaster 40. By "trim" I mean making adjustments to the plane that make the plane easier to fly (goes where you point it) and has fewer bad habits. Hopefully, you may find some value in my experience, so here goes. The sequence of making the trim adjustments does matter.

### **Center of Gravity**

The first "trim" adjustment on a plane is the CG. This adjustment is usually performed in the workshop. Try to achieve CG balance by moving the battery, receiver, servos, and etc. without adding any weight to the plane. These adjustments can require a lot of creativity to come out right. I would recommend the plane builder (ARF or kit) to use the CG recommended on the plans. Move the CG past the rear limit of the recommended range and watch out, your plane may have some nasty snap habits. I've done this once by mistake and wound up performing a snap on landing. Ouch! The plane landed upside down.

### **Lateral Balance**

This adjustment is also performed in the workshop. This is the adjustment I believe that most new builders miss. A plane that isn't balanced will

### **Engine Up/Down Thrust**

A plane that is not properly adjusted for up/down engine thrust will have some exciting habits on landing when the throttle is adjusted back. Usually you should not need to make this adjustment. But just in case, here is the procedure.

To check for engine up/down thrust, fly the plane in the up wind direction from left to right or right to left with full throttle. Just before the plane is directly in front of you, chop the throttle to idle. The plane should continue to fly without pitch change. My last U-Can-Do had a nasty engine down thrust built into it so that on landing, with engine adjusted to idle, the plane would balloon up and I would have to fight the plane and apply down elevator. It was obvious that engine down thrust was holding down pitch; when the throttle was cut, the plane's trim flew the plane up. To solve the problem, I loosened the screws that hold the engine mount to the firewall enough to slide in small pieces of 3 x 5 card stock between firewall and lower engine mounts. To achieve multiple layers, accordion fold the paper. Some people use metal washers. The U-Can-Do required several attempts at this adjustment because the plane was built with way too much down thrust. Don't forget to use a small drop of blue thread locker on the engine mount screws to keep things from coming apart. ●

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**Next meeting: Thursday, October 7 at 7 PM. Location: Hayes Elementary School,  
5035 Poston Drive, San Jose, 95136.**

**Future meeting dates: November 18, January 20, March 31, and May 19.**

**Raffle prizes** will include a 2.4 GHz Aircraft Receiver, a kit, adhesives and lots of other stuff. Remember, the person who wins the receiver can trade for store credit or exchange for another brand of receiver.





## Secretary's Report on the Members' Meeting By Dean Sala

Meeting Date: 07/31/2010  
Time: 6:30  
Club BBQ and meeting at the SCCMAS field  
Attendance 85

### Training comments:

Mike French  
Airshow training event was successful. Need more training pilots

### Officer comments:

Steve Smith  
Events mentioned that already happened: Flea Market, Pattern Contest, Electric Flying  
New Event: Warbird races in October.

Mike Luvara  
Old style SCCMAS jackets available. Talk to Babe if interested.  
Pay attention to your flying altitude.

### Other Comments:

Luke Peng  
Very interested in recruiting pattern pilots to join in with them on their events. You can use any plane you want. We will train and coach you as well. This is lots of fun and challenging.

Rick Maida  
AMA has recognized the SCCMAS as a great club. He then gave us a plaque from the AMA. Thanks Rick. (There are leader club patches for those who need them in the snack shack.)

**Dumb Thumb:** Don Coulter  
Tried to touch his Stick on the runway inverted. Ended up doing an inverted touch down!

At this point there was a coyote at the end of the runway and everyone stood up to look at it.

### Dumb Thumb Runner Ups:

Reggie

At the airshow snoopy was shot down by Red Baron!

Paul Steiner: Pulled up too early.

Matthew Smith  
B-25 Spiraled in. Not sure if this was Matthew's plane or not. There were too many other dumb thumb stories to mention. See Matthew if you want to hear them all.

### New Club Members:

None to Report

### New Solos:

None to report

### Show and Tell:

Matthew Smith  
Banana Hobbies aerobatic 3D plane, running a 1000 mAh battery. Added LEDs for night flying.

Steve Tillman  
Extreme Flight Edge 540T 48", paid \$179 for the plane. Mentions that it is a nicely built, high quality plane and is very light weight.

Mike Leggett  
Top Flite P-47 electric conversion. 3000 watt motor, 10000 amp hour battery.

Don Coulter  
Brought a beautiful C130 Hercules. The original kit was in Coast Guard colors. He painted over the monocoat with blue and white. Looks fantastic. Uses 4 electric motors, weights 20.5 pounds, painted props. He flew it at the electric fly in.

### Raffle:

John Ribble Spektrum Receiver  
Bervin Britt Nitro Car  
Cliff Birdin Air Hogs Foam Glider  
Mike Rado Tomcats Hat  
Don Coulter Reamer  
Mike Sheahan Tomcats Hat  
Dave Cronwall Prop Balancer  
Luke Peng Tomcats Hat  
Kyle A. Not sure what he got

●

Members Meeting photos by Pat Rose.



**Above: Lots of Food.**



**Above: Michael Luvara leads meeting.**



**Above: Tomcat Cake prepared by Don Coulter's daughter.**

**Below: Don Coulter gets the Dumb Thumb award.**







## Training

By Mike French

### Airshow Flight Training

The flight training event this year at the SCCMAS air show turned out to be one of the most successful that I have participated in. We processed 83 people on Saturday and 69 people on Sunday all within one hour on each day. I believe our success stems in part from the control of each flight station obtained from the flight assistant. The flight assistant really ran the show. He was given a timer that hung around his neck with the instructions that he was to monitor the flight time of the pilot's plane and advise him when it was time to refuel as well as time the duration of the training that each student received. In this way we could process as many as students as possible within the limited noon time period. It was the pilot's sole responsibility to fly the plane safely despite the lack of experience of each trainee. With the pilot focused on the plane, we had but one training aircraft fatality during the entire two days of the event. This was a new record. Having the assistant serve to communicate with the crowd controller, prepare the next student to fly his turn at the flight station and act as the team's spotter worked well. It was a demanding task for those that participated in this role, but it served the flight training program well.

Each year we try to improve our air show's flight training program because it has shown success in attracting new students and club members. This year the air show was instrumental in signing several new members. One new candidate came to me with cash in hand, asking to whom he has to give his money. It was a little startling but I directed him to our treasurer.

It is easy to understand the risks associated with trying to train the general public. Many parents of very small children came expecting to have their young kids fly a plane. It is hard for many people to understand that controlling RC planes is expressly a challenging task. The general suggestion given to all the instructors was to have each

student simply attempt to fly the plane horizontally around the pattern. If they can keep the plane airborne, that would have been an amazing success. Not many succeeded. The greatest challenge for the instructor is to cope with the unexpected control moves of the trainee. He does not know from moment to moment what drastic control inputs are going to be applied. The instructor must expect the worst and assume control almost even if there is no eminent jeopardy. For the majority of the time, the pilot's intuition is correct and recovery must start immediately after the plane has made some severe maneuver as directed by a confused student. This is the basis for the suggestion of keeping the planes as high as possible to allow ample time for recovery. Next year we are seeking a no trainer fatality record. Difficult, yes. Achievable, I believe if ample pre-event pilot coordination is provided and the constant awareness and support of the station assistant is present. - MF ●





## Contest News

By Steve Smith

The trees at the field are shedding leaves and mornings are growing cooler. It's time to start keeping a jacket in the car. Yes, fall is here! Since the last club meeting, several events came and went. On August 5<sup>th</sup>, the annual summer swap meet was one of the best summer swap meets in years. The early traders arrived at 6:00 AM for the best bargains. By mid morning, the pit area was packed with buyers and sellers from all areas. Bargains abounded. If you missed this one, don't worry, we have another planned for the fall.

On September 4<sup>th</sup>, the annual Electric Fly-In was in high gear. The skies were busy all day with electrons being released into the air. This was our 'spare the air' day. By 10:00 AM all six flight stations were occupied, and this went on for hours. This event attracted R/C Electric model enthusiasts from all over the Bay Area. With the excellent weather and turnout, everybody enjoyed a fun filled day of quiet flying and chatting with fellow electric modelers. The event concluded with a pilots' raffle that included a Spectrum radio, planes, tools and other R/C goodies. I would like to thank Mike Radu for coordinating this event and making it a success.

Get those warbird racers down from the rafters. On Saturday October 2<sup>nd</sup>, the SCCMAS will host another sport Warbird pylon race. Four classes of racing: Modified .46; Stock 75; 120; and Unlimited. Trophies will be awarded for 1<sup>st</sup> thru 3<sup>rd</sup> place in each class. The WM T-34 is legal for the 46, 120 and unlimited classes. The same California Sport Warbird Series rules apply. Come out and enjoy an action packed day of racing and fun.

The racing fee is \$20. Registration is from 7:30AM to 8:30AM. Pilots meeting at 9:00AM. Racing will start at 9:30AM. On-site donuts and coffee will be served in the morning followed by a BBQ. Frequency registration is required. Contact James Gale at [t34racing@yahoo.com](mailto:t34racing@yahoo.com) for information. Rules and additional racing information is available at [www.t34racing.org](http://www.t34racing.org).

Mark your calendars for the final R/C Swap Meet of the year at the SCCMAS on Saturday November 6<sup>th</sup>, rain or shine from 8:00 AM till 1:00 PM 10'x10' spaces are \$10. Covered table space is limited and available on a first-come first-serve basis. Bring your own tent and table just in case and we will find a spot for you. On-site donuts and coffee will be served in the morning followed by a BBQ. More information is available at [www.sccmas.org](http://www.sccmas.org).

The final event of the year is the annual Toys-For-Tots Fundraiser – Bob Whitacre memorial Fly-In on Sunday December 5<sup>th</sup> from 9:00 AM to 1:00 PM The entry fee is any NEW un-wrapped toy. Place the NEW un-wrapped toy in the box and you're in. Don't miss it, come out and enjoy a fun day with fellow modelers starting with a FREE pancake breakfast at 9:00AM. Additional information is available at [www.sccmas.org](http://www.sccmas.org).

See you at the field,

Steve Smith





Airshow photos  
courtesy of Jim Patrick.



Reggie Dell-Aquila at the controls.







Raffle Booth





# Seen at the Field



Rich Cassata and grandson A.J. Pat Rose photo



## Letter Sent to Bayside R/C Club

Dear Bayside R/C Club President, Pete Kontorinis and Bayside Club Officers:

I wanted to convey to you that the SCCMAS has decided to extend usage of our R/C flying site to Bayside members for free of charge until the end of 2010. In the past, when our field was shut down due to flooding, Bayside was gracious enough to allow SCCMAS members usage of their facilities. Given the fact that Bayside does not have a new site secured at this time, we feel that this opportunity will allow your membership to have a chance to enjoy their hobby while the search continues for a new field. If at the end of 2010, the member wishes to join the SCCMAS, then they can simply apply for a 2011 membership.

What we will ask of any Bayside member wishing to take us up on this offer is the following:

First, download and print out our two page appli-

cation form. [http://www.sccmas.org/pdf/misc/SCCMAS\\_Membership\\_app\\_08\\_release\\_form.pdf](http://www.sccmas.org/pdf/misc/SCCMAS_Membership_app_08_release_form.pdf)

Fill out the required information and sign the waiver. Supply a copy of their current AMA insurance and proof of current Bayside membership. They may then submit the application to the address via mail or in person at the field to a governing board member. Before flying, these new members will need an orientation and "check off" for solo flight, so it may be best to do this at the field on a weekend. We will issue a temporary card, good until the end of the year. A good start for this process would be to come to our next club meeting on Thursday, Oct 7th and we can take care of much of this there.

If you or any member has questions, feel free to contact me. We look forward to being able to help your organization's members out through this arrangement.

Regards,  
Michael Luvara  
SCCMAS President

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## Shop Organization By Paul Hasselbach

The other day I was searching for a piece of spring steel for a project that I was doing. I usually put my spring steel in one or two drawers in my work bench since I never made a place to store wire. There was no organization in putting this wire away. I just know that the spring steel is somewhere in my bench

drawers.

The solution was to purchase mailing tubes to store the wire. I made a trip to FedEx store and purchased some mailing tubes to store brass tubes, push rod wire, throttle cable wire and plastic guides, and one tube for 36 inch wire and another tube for shorter wire pieces. I collected my spring steel in various places in the garage and sorted the wire out according to length. ●





# Treasurer's Report

By Jim Patrick

SCCMAS  
Profit & Loss  
July through August 2010

Jul - Aug 10

Ordinary Income/Expense

Income

Apparel sales	39.00
Contest entries	490.00
Donations	48.00
Food sales	3,358.00
Membership dues	920.00
Airshow Raffle	964.00
Swap meets	370.00
Vending machine	1,362.00
<b>Total Income</b>	<b>7,551.00</b>

Expense

Advertising	493.30
Bay Alarm	135.00
Computer supplies	76.46
Contributions	350.00
Equipment Rental	1,799.30
Food	2,691.60
Garbage service	379.34
Office Supplies	40.80
Postage and Delivery	315.16
Printing and Reproduction	353.42
Raffle supplies	650.87
Rental fees to County	312.00
Sanitation service	1,798.82
Supplies	793.77
Telephone	
Internet	139.90
Telephone - Other	183.64
<b>Total Telephone</b>	<b>323.54</b>
Trophies	76.31
Utilities	
Gas and Electric	700.10
Water	351.18
<b>Total Utilities</b>	<b>1,051.28</b>

**Total Expense** 11,640.97

**Net Ordinary Income** -4,089.97

**Net Income** -4,089.97

## Lawrence Tougas Campaign Statement

I want to thank your Officers for allowing me to present myself, so that you can make an informed decision when you cast your vote for AMA District X Vice-President this September.

I was a candidate in last year's District X election. I ran against our interim Vice-President Jim Giffin. When the votes were tallied in a District with 28,000 members there was a 34 vote difference between Jim and me. It was a virtual tie but as I've told everyone those 34 votes did count and Jim was our new VP and I wished him all the best.

Normally Jim would be serving his three year term, but sadly one month into his term he passed away. We are now conducting a special election to determine who will lead District X.

I've been modeling since I was a child. I've built and flew free flight, control line, and radio control models. I've spent my whole life involved in aviation. It was this love of aviation that prompted me to secure a Bachelor's of Science in Aeronautical Engineering from the University of California. I also have a Commercial Multi-Engine Pilot's License.

I have been a Design/Project Engineer for 23 years in the Aerospace Industry. I have worked in the Defense Industry, and am currently working at a major domestic airline. In addition I have owned and operated my own business and understand the skills need to be a successful entrepreneur. I know how to market my products, which I think are the skills that our local clubs need to employ to market themselves to their communities to win and retain flying sites.

There are three primary goals that I will pursue as your District X Vice-President. First is to help clubs keep and obtain new fields. Next is to leverage the power of the Internet to cover District events and issues of interest to the membership. Last and certainly not least I would like to develop an AMA owned field in District X for the benefit of our membership. I have additional information on my website at;

<http://ama-district-x-election.blogspot.com>

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It was a joy to visit your field in. I enjoyed watching your open house and noticed how much effort went into making good connections with your community. Your ballots will be coming this month with your AMA renewal please be sure to vote.

Sincerely,  
Lawrence Tougas  
AMA 232



## Michael Brown Campaign Statement

Campaign statements are written to tell voters about a person's qualifications for the position they for which they are running. The voters want someone who has the right experience, the right qualifications to do the job for them and the organization to which they belong. I have written to you talking of the many years of my volunteering experience. I have told you about the many club officer positions I have held, and of my volunteering as a Contest Director, an Intro Pilot, Leader member and the IMAA's National Safety Officer. How I continue to help other clubs put on events, work with school kids, fly for retired living homes and I am on the AMA's safety council and much more. Actual experience I have earned over the many years volunteering, helping our clubs and our members.

This past year I have been working to help clubs keep or get new flying fields and I was just successful with a new club getting a new place to fly. I have continued District X, The Newsletter a publication I started before I became your Vice President and one I plan to continue long into the future. Next year we will start the new District X fly-ins. I am doing them in part as a thank you to the members for supporting the AMA and for such a remarkable safety record, but also because the money saved from not having a separate booth at Ontario will easily cover their costs (look at the last District newsletter for more information).

Now it's up to you, the members of District X to vote. Remember, when looking at the qualifications, (*you will look won't you*), you need to be looking at qualifications for the person who will run the largest district in the country. You are choosing the person who will vote on rules and regulations that WILL affect you and your club. That can only be a person who has been there and done the job. I have said many times, I am not a waive a flag and vote for me kind of guy, but campaigning is part of this, the worst part I must say, but I can honestly tell you I have the qualifications for this job. I know what to do and what needs to be done. I am the ONLY candidate who can say that. How can I be sure? Because I have been your District X Vice President all year. I just need your vote to continue.

I'd like to thank my supporters in advance.

Michael Brown Your District X Vice President.

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Rubber powered RC plane flown at Palomar RC field in San Diego. Joe Buko built and flies his rubber powered plane. See <http://www.palomarrcflyers.org>. Pat Rose photo. Your editor flies at this field several times a year.



# Warbird Race

October 2nd, 2010

SCCMAS Field, Morgan Hill, CA



## **Hosted By :**

The Santa Clara County Model Aircraft  
Skypark – “Tomcats”

Entry Fee: \$20

Registration: 7:00AM – 8:30AM

Pilots Meeting: 9:00AM

Racing Begins: 9:30AM

**15% Fuel provided for the Stock  
Warbird Class only.**



## **Four Classes:**

### **MODIFIED .46 WARBIRD**

**475 sq in min / .46 engine / T-34 allowed**

### **STOCK WARBIRD**

**W.M., TWM or VQ Warbirds / O.S./Tower  
Hobbies/Super Tigre .75 engines only**

### **120 LIMITED WARBIRD**

**Any .90 or 1.20 Engine  
550 sq in min / T-34 allowed**

### **UNLIMITED WARBIRD**

**510 sq in min / max 1.6 engine**



Come see Radio Control Sport Pylon  
Racing at its best. See aircraft push speeds  
of up to 160mph.

AMA insurance required

Pre-registration of Frequencies required

Hard Hats REQUIRED

RV Parking available by appointment only  
– limited hook ups.

FOR RULES AND INFORMATION, CONTACT JAMES GALE @ 408-507-8186 OR VISIT [WWW.T34RACING.ORG](http://WWW.T34RACING.ORG)

# 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 - November 6th

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

Come join us at the SCCMAS field for our Fall 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.

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

**On site Coffee and donuts in the morning  
followed by a BBQ.**

Maps and additional information available at [www.sccmas.org](http://www.sccmas.org)





**SAM**  
SALINAS AREA MODELERS

AMA ACADEMY OF MODEL AERONAUTICS  
*Enjoy Model's Joy*

AMA Required

**ANNUAL "VOLTS FLY" ELECTRIC FLY IN**  
**Sat. Oct. 16, 2010**



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

**BRING YOUR JETS, CHOPPERS, BIPES, FOAMIES, SCALE PLANES  
ANYTHING THAT IS ELECTRIC POWERED**



**LANDING FEE \$10  
(INCLUDES LUNCH)**

**SPECTATORS FREE  
LUNCH AVAILABLE FOR \$7  
OPEN RAFFLE**



**DAWN PATROL AT 8:30 AM**



**SAM Field  
Chualar River Rd. Chualar**



**RAFFLE SPONSORS**

**Robin's Hobby, Glendale, Ca**  
[www.robinshobby.com](http://www.robinshobby.com)  
818-240-2093

**St. John's Attic**  
Small Tools and Accessories  
831-442-5050



contact: Dennis Stanley [dennydenco@razzolink.com](mailto:dennydenco@razzolink.com)

Self contained camping available by prior arrangement

# California E-Jets



**Saturday October 16th 2010**

**Oakdale, CA**

**R/C flyers Unlimited**

**Registration Opens at 8:30**

**Entry Fee \$35**

**On site camping (no hook ups)**

**Contact: Ronnie Romiti 925-876-6685**

**CD: Jose Macias 209-464-5313**

**Trophies for best scale edf, best sport edf, and pilots choice**

**Open to all AMA insured pilots with any size electric jet, EDF or propeller.**

**Pilots raffle sponsored by Tam Jets and Xtreme Power Systems**

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**Toys for Tots-Whitacre Fly-In**  
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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.**

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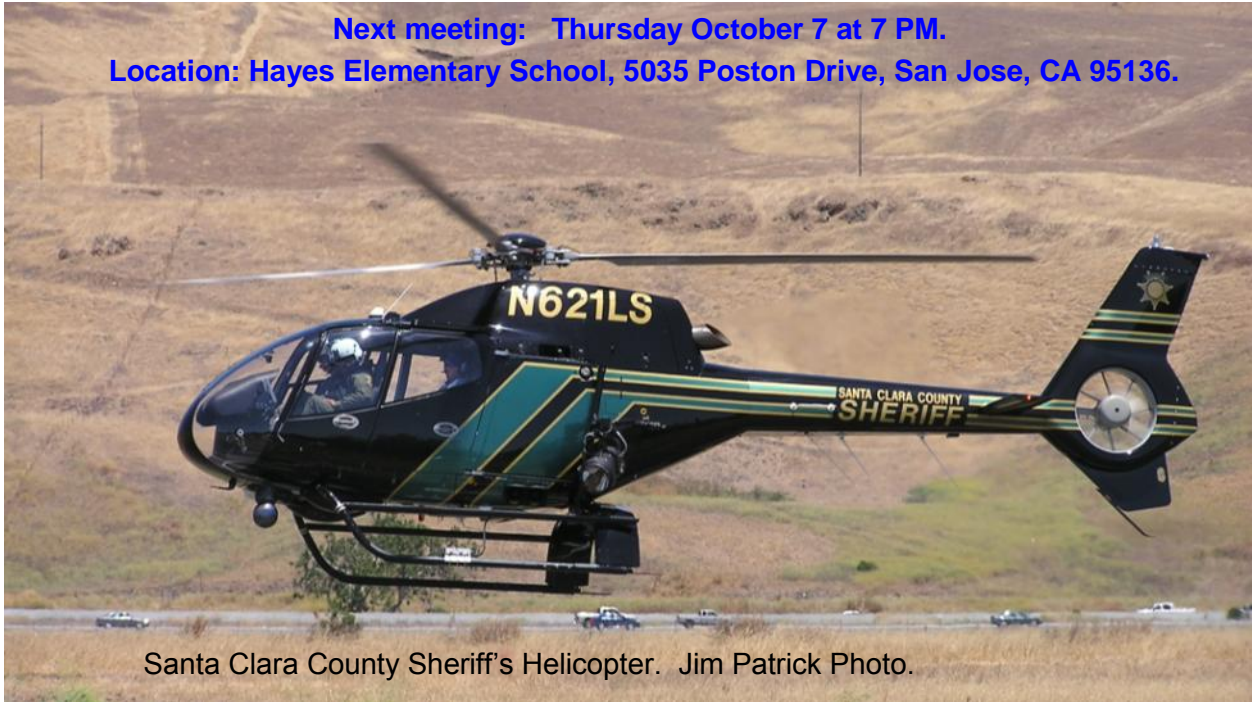
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Next meeting: Thursday October 7 at 7 PM.  
Location: Hayes Elementary School, 5035 Poston Drive, San Jose, CA 95136.



Santa Clara County Sheriff's Helicopter. Jim Patrick Photo.

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