

Servo Chatter

July 2011

Official Newsletter of the SCCMAS "Tomcats"

Field Location: 10250 Monterey Road, Morgan Hill, CA 95037

www.sccmas.org

AMA Club Charter #110

See Airshow 2011
photos on pages 14,
15 and 16.



Upcoming Event Schedule

RC Swap Meet, Aug. 6, Saturday.....See page 17

Pattern, Aug. 20, Saturday.....See page 18

Next member's meeting: *Saturday, July 30, at 5 PM.*

Location: SCCMAS field. 10250 Monterey Road, Morgan Hill, CA 95037.

Visitors Welcome at the Skypark.

Cover photo: Spitfire , owned and
flown by Jim Boes. Harold Davidson photo.

Governing Board Members* and other Volunteers of the S.C.C.M.A.S.

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On Site Field Telephone		408-776-6844	
SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	

****AMA Intro Pilots.** These pilots can fly non-AMA members once, certain restrictions apply.

Next member's meeting: Saturday, July 30, at 5 PM.

**Location: SCCMAS field. 10250 Monterey Road,
Morgan Hill, CA 95037.**

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.

Visitors always welcome.

BTW, occasionally we have a surprise auction. Usually a good deal to be had. If you would like to auction a plane or engine, etc., bring it to the meeting.

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Flyin' Fast - President's News By Michael Luvara

I wanted to address a couple of brief issues this month.

First off, please remember that with the summer weather comes the risk of dehydration at the field. Always make sure that you drink plenty of fluids at the field on hot days. If you happen to put a plane down in the field, be advised that there are a lot of ticks out this year and even the possibility of snakes. Make sure to watch where you step and check yourself for any ticks before leaving the field. (See page 14. Ed.)

Secondly, I want to issue another reminder about our flight boundaries. This means not flying outside of our red-zones, especially the pond area. We cannot stress this enough. Please help us by flying within the boundaries. Take a spotter with you to help guide you and advise you about your flight path. Secondly, remember that we always have to yield to full scale traffic, regardless of their altitude.

Third, it tends to come up on occasion as to the SCCMAS's form of organization, so I thought I'd put a few words here. The SCCMAS board is comprised of 5 volunteer individuals who are appointed by the governing board and who work together to make decisions for field operations and infrastructure. Outside of the governing board, we have numerous volunteers who fulfill many roles, including newsletter, training, etc. We do not operate by the Roberts Rules of Order whereas voting occurs and things are done by consensus. Often times, I get questions why the field has cer-

tain safety measures in place, why things are done a certain way, etc. This may be different than what many are used to in the R/C hobby. Consider the SCCMAS like many organizations that you may join to use their facilities (gym, golf course, etc). One pays dues to utilize the facilities and the facility managers do their best to meet the needs of the members/patrons. I realize that you may not always agree with the decisions that we make, however, the SCCMAS board has the safety and best interests of its members in mind when it comes to operations. We will not sacrifice safety over convenience or a person's personal preference when it comes to anything at the field. We have a 25+ year history at the field that is hard to beat and look forward to many more years of operation at the field.

We are currently looking for an individual who would like to take over operations of the SCCMAS website and continue to support what items we have there, along with improving items that are outdated and in need of repair. If you are interested in this volunteer position, please contact me at mike@sccmas.org or 408-292-1212.

Our work party on June 18th was a resounding success. Thank you to the following individuals who worked hard to clean the field up: Don Coulter, Dave Salac, John Costas, Walter Colby, Ron Marier, Lee Hudson, David Schurtz, Katie Schurtz, Bob Ingram, Rod Schurtz, Dan Neal, Bervin Britt, Russ Matesso, Tim Jones, John Ribble, Juanita Ribble, Mike Legett, Norm Sly and Don Bogart. Thank you so much for your hard work!

By the time you receive this issue, Airshow 2011 will be over. We're currently working hard on making this event a successful one. I want to thank everyone involved with the show, from the pilots, static display personnel, those manning the snack shack, bbq, scouts helping with the parking, field preparation, etc, etc, etc. It is impossible to thank everyone individually, but you know who you are. Thank you!

Until Next Issue,

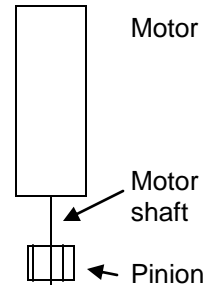
Michael





From the Editor

By Pat Rose



Micro Heli Repairs

At the members' meeting on May 19, a member and I were talking about his "toy" heli, flown in the house. It didn't take long before this little heli was disabled, and one set of the two rotor blades was not turning. In case this has happened to you, here is the probable cause and fix: When the heli is crashed, the pilot fails to shut down the power fast enough. The blades are held in an immovable position while the rotor motor continues to spin. The itty bitty little pinion gear, on the tip of the motor shaft, has heated up and moved off the larger gear that turns the rotor shaft(s). The pinion gear is still there, just in the wrong position to turn the rotor gear.

With the heli power turned off, use a very thin and sharp tool to reach in the body of the heli and gently push the pinion gear back into place where it belongs. I've had one small heli that never seemed to have this problem, while another one needs pinion gear adjustment every couple flights. In case it is lost, these pinion gears can usually be purchased from the manufacturer over their web site.

I would guess that this problem is widespread, even more common than broken rotor blades.

The second most common problem, I guess, is the adjustment of the vertical spin axis. The symptom of this problem is the spinning of the heli as soon as it takes off. It should not spin. There is an operator adjustment at the transmitter, sometimes not obvious and sometimes not well explained, to take care of this problem. Just be sure that the control is centered before turning on the heli. Adjust to counter this spin.

Junior Age Contributors

I know that kids (any one under the age of say 30) have difficulty relating to the "ancient" guys that normally contribute to this newsletter. I therefore invite any junior member to voice an opinion or interest in this hobby of ours. Your photos and/or text would be welcome.

How to send in your photos.

Simply attach a jpeg file to an email and send it to me at patroserc@aol.com. You can also just plop your photo file into your message. Either way works. Rather than sending in a lot of photos, just a few, say 3 or 4, would be nice.

Editors's Opinion: FYI, Eagle Eyes clip-on sunglasses are the real deal. At a cost of about \$30 from Amazon.com, they perform much better for me than the \$10 variety clip-on sunglasses that I commonly use to fly. ●

Work Party Photos by Michael Luvara



Work Party Photos Continued.



Bervin Britt

Dennis Ebertowski, Tim Jones, Bervin Britt, Russ Matesso



Members' Meeting Minutes by Pat Rose

SCCMAS meeting on May 19, 2011

46 people present at the meeting.

Reports given by Michael Luvara, Pat Rose, Steve Smith and Mike French.

Michael has not had time to organize summary of member inputs. Heli fun-fly was a big success—Dave Nevis was CD.

Pat requested members send in their favorite photos for publication in Servo Chatter. (See editor's column).

Mike French reports he has three new trainees.

Steve Smith gave his usual contest report.

Someone reported that the SCCMAS currently has 339 members.

Michael gave report on new heli flying area. Michael said it is acceptable for heli area users to place carpet on the ground to facilitate wheel chair access.

New Members

Nick (Noonkester?), one year with the club.

Sharam Sharazi from Bayside. Sharam flies both helis and fixed wing.

Show and tell

Dave Shirley Sr. presented his Mach 1 built from a kit.

Matthew Smith displayed his TRex micro heli.

Rod Schurtz presented his Great Planes Waco. Weighs 12 pounds. Son David did the test flight.

Don Coulter presented his MQ9 Reaper model. Powered by a 40 size electric motor.

Dumb Thumb

Lynsel Miller test flew Dan Petrof's 1/3 scale cub. Somehow Dan caused aileron reversal in the radio setting. The next weekend, while Lynsel was preparing to fly the same plane, he forgot to give the controls a quick check just before take-off. Now that's dumb! Lynsel the unanimous winner this month.

Auction

A large delta style plane was auctioned. The bidding was exciting with your editor making several bids until the price reached \$50. Finally, Bervin Brit won the bidding with an offer of \$65.

Raffle

Radio won by **Michael Radu**. Don't forget the donuts for the next meeting.

The following won all kinds of tools, switches and glue. My apologies if I missed your name.

John Adams, Tim Stalke, Norm Sly, Ron Marier, Bervin Birtt, Randy Warkentin, Kyle Alegrete, Michael Luvara, and Dave Shirley.

Members' Meeting photos by Pat Rose.



Steve Smith giving the contest report.



Don Coulter demonstrates center of mass measurement device. Tim Jones helps.



Below: Matthew Smith making his case for a second dumb thumb award.



Don Coulter shows his MQ9 Reaper.





Club Training Planes

Training

By Mike French

An Exceptional Period For Club Donations

Approximately once a year, SCCMAS is contacted by a club member wanting to clear out his shop of unused resources, an individual who wants to donate planes of loved ones who have passed away, or simply a member of the community who can no longer store their RC equipment. This past month SCCMAS has been exceptional in that two individuals have left planes and materials to the club which will be used to support our air show. Mike Papiri gave SCCMAS a new Hobico Nexstar with a OS Max 46 and with a DX5 Spread Spectrum Transmitter. Katherine Charlesworth gave SCCMAS a SuperTigerSky Lark 40 also with an OS Max 46 and a FM Synthesizer Controlled Transmitter. Both gave our club other support materials as well. Mike also donated a Fox 46 still in its original packaging. We have received tools, chargers and other materials, all of which will be turned over to Paul Hasselback for his revue for use in our club's raffle.

Adjacent is a photo of one new trainer donated to the club. It is tail numbered 12. The club currently has three trainers which are located in the storeroom for club flight instruction. There simply is no more room available

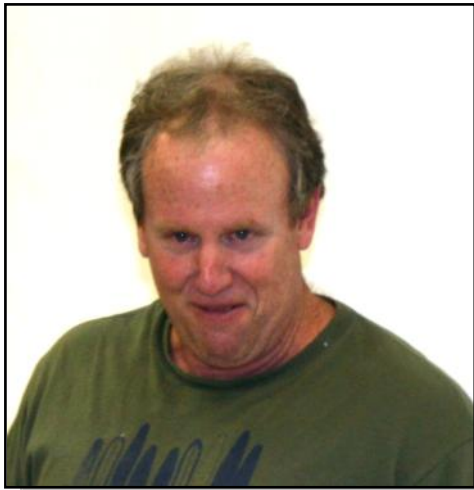


for additional plane storage so the new trainers shown will be recorded as a club asset, bagged and stored in the training coordinators garage until required by the next air show or needed as a plane replacement should one of the existing three trainers become inoperable.

Rich Cassata has donated his time in bringing these planes to operational status and standard club marking format. For this we thank him greatly. The plane has been flown and is ready to serve the air show's public flight training program. All the club's trainers are a result of public donations and we now record five as club assets. All will eventually be used to support SCCMAS flight training.

We thank those who have given SCCMAS these resources and their support. - MF

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Contest News

By Steve Smith

With the annual Airshow now behind us, myself and others in-

involved in the preparations for this prestigious event are able to return to a normal life again. The annual Airshow is a way the SCCMAS gives back to the community every year and educates the public about model aviation. The 2011 Airshow had one of the largest turn outs I've ever seen with over 3500 spectators attending both days. On Sunday the count exceeded 1800 spectators; wow! The shack was extremely busy both days, even on Sundays. Tim Jones and myself had to do a food run to keep up with the demand. Once again the popcorn machine was hit and the Delta Dart building booth was packed both days. People staying at the field Saturday night were able to view the spectacular night flying aircraft. A special thanks to all of the Airshow volunteers, this was a lot of work. In February 2012 the Airshow planning process starts again.

Since the last newsletter several events have taken place at the field. On Saturday May 14th the SCCMAS had a booth with a static display and a noon flying demo at the San Martin Wings of History Fly-In. Thanks to Dan Petroff for pulling this together and all of those club members who came out to promote the SCCMAS and R/C model aviation.

On Saturday June 11th, the skies were filled with Warbirds at the annual Warbird Fly-In. Open to all types and sizes of R/C Warbirds from park flyers to IMAA scale aircraft. This was a fun filled day of flying, where R/C Warbird enthusiasts came together. I wasn't able to attend this year's event, but what I heard

was very positive. A special thanks to Lynsel Miller and Mike Radu for making the Warbird Fly-In a success.

Yet another public display for the SCCMAS at the Reid HillView Airport day on June 26th. The SCCMAS had a booth and static display promoting the club and R/C model aviation. At noon time the group put on an R/C flying demonstration with the lawn mower, electrics, sport aircraft flying, helicopters and Mike Luvara buzzed the field with his F-16 turbine jet. Thanks to all of those club members who came out to promote the SCCMAS and R/C model aviation.

Looking forward, several events are on the calendar. The summer Swap Meet will be on Saturday August 6th. Opens at 8:00 a.m. and winds down around 1:00 p.m. 10'x10' spaces are \$10. Get there early for the best spots. Some vendors and bargain hunters show up as early as 5:30 a.m. Spaces are on a first come, first served basis. Bring a table and chair just in case. Coffee and donuts in the morning followed by a BBQ. Additional information is available at www.sccmas.org.

On Saturday August 20th, the SCCMAS will host the pattern day. You will see the smooth flying of some the best pattern flyers in the area that will compete in several classes. Ever wanted to fly pattern but really didn't want to invest in another special type of aircraft? You don't have to have a pattern ship if you fly the sportsman class. Any type of aircraft is welcome to compete in this class. Come out and try something different. Contact Luke Peng for more pattern information and the sportsman pattern sequence at lsipeng@comcast.net. See the www.sccmas.org events calendar for additional information.

Contest continued on page 11.

Contest continued from page 10.

Remaining Events for the 2011 Season

August 06	Summer R/C Swap Meet
August 20	Pattern Contest
September 10	Electric Fly-In
October 15	Sport Warbird Race
November 5	Fall R/C Swap Meet
December 4	Toys-For-Tots

Mark your calendars for Saturday September 10th, charge those batteries and get those electrics ready for the annual Electric Fly-In. Come out and fly with other R/C electric powered aviation enthusiasts. All types of electric aircraft are welcome, propeller, EDF, helicopters, park flyers, larger models, etc. Bring an extra extension cord and plug strip for those chargers. Contact Mike Radu for more information at radu@mac.com or go to the www.sccmas.org events calendar for additional information.

This has been another busy event year. Vol-

unteers are always needed at the events. Additional help is needed in the shack, burger flipping, pylon judges, lap counters, helpers for field preparation, etc. If you would like to help at any of the events contact Steve Smith at contests@sccmas.org.

See you at the field,

Steve





Treasurer's Report

By Jim Patrick

SCCMAS Profit & Loss

Cash Basis April 16 through June 30, 2011

Ordinary Income/Expense

Income

Contest entries	2,231.00
Food sales	479.00
Membership dues	1,502.50
Vending machine	680.00
Total Income	4,892.50

Expense

Bay Alarm	135.00
Dues and Subscriptions	-50.00
Food	683.32
Garbage service	379.34
Insurance	
Fire Insurance	996.13
Total Insurance	996.13

Licenses and Permits	105.00
Postage and Delivery	78.05
Repairs and Maintenance	
Building Repairs	138.04
Total Repairs and Maintenance	138.04

Sanitation service	1,098.47
Supplies	562.72
Taxes	10.00
Telephone	191.43
Trophies	198.05
Utilities	
Gas and Electric	410.71
Total Utilities	410.71

Total Expense	4,936.26
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Net Ordinary Income	-43.76
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Net Income	-43.76
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The Heli Guy

Dave Neves Reports

No report this month. o



Memorial Day Fly-in at Castle. Left to right: John Andrews, John Mota, Lynsel Miller, and Daryl Rolla. Paul Steiner photo.

William J. Murtha Jr.

Feb. 28, 1965—June 3, 2011, Resident of Campbell

Bill passed away suddenly in his family home in Campbell with his dog Millie by his side. Beloved son of Bill & Linda of Campbell, brother of Julie Geraci & Ellen Rivera Gardner (Colin) of Gilroy. Dearest uncle of Tim, Ryan & JP. Oldest grandson of Colleen Porter. Loving nephew and cousin of many. Beloved friend of Mamie Lopez & family of Sunnyvale.

Bill was born in San Jose and raised in Campbell where he attended St. Lucy School (79), St Francis High School (83) and graduated Cum Laude from SJSU (94). A proud member of the elite St. Francis football team #72, CCS Champs (82) with a record of 24-2. Bill was a member of the **Tomcats Flying Club**. He enjoyed building & flying gas airplanes and foamies & fishing with his Dad at a very early age. He was also an avid diver. Bill was an Inventory Control Specialist working for UPS (7yrs), Fedex (5) & Ingram Micro (5).

The above extracted from the San Jose Mercury News.

Ticks and Lyme Disease By Harold Davidson

The subject of any disease is boring unless one has it. But, in our case being so close to all the grass we have at the field, reading about the disease is worth a moment. Lyme disease is transmitted predominately by the tick nymph which when engorged with blood is about the size of a pin head. The nymph's feeding period is about 3 to 4 days. Only 7% of the cases are contracted in to be the first day. The longer the tick stays on one's skin the more apt the disease is transmitted.

Per the California Lyme Disease Association (CALDA), "Lyme disease is an illness that can infect any organ of the human body, including the brain, heart, joints and nervous system, and is caused by a spirochete (say "SPY-ROH-KEET") named *Borrelia burgdorferi*. It is transmitted to humans by the bite of an infected tick. A tick cannot jump. It climbs on a host who comes in contact with it.

The recommended way to remove a tick is with tweezers or a special tick-removing tool. Grasp the tick as close to the skin as possible and pull straight out. Don't squeeze, twist, burn or squash the tick or allow any blood to remain on your skin.

There are 47 tick species found in California. Only the western black-legged tick (which has been found at our field), is known to carry Lyme disease. They are active year-around, especially when it is wet. To avoid ticks, stay away from tick infested areas. The Nymphal ticks live in leaf litter and can be found in our gardens, firewood piles, picnic areas, logs and tree trunks. The precautionary measures include a tick spray containing permethrin on your clothing, DEET on your skin and by checking yourself for ticks often and for several days after being in a tick-infested area.

What are the symptoms? This is where it gets depressing. There are so many symptoms that the disease is called the "Great Imitator". It can look like many other diseases. Some of the symptoms are chronic fatigue, flu-like illness, rashes, facial paralysis, depression, insomnia, migraines, joint pain and swelling, nausea, numbness and symptoms of mental illness.

For further information go to www.lymedisease.org.

**Chris Luvara flying
his big Corsair at
Airshow 2011.**



Airshow 2011 is in the books. Pat Rose photos.



Opening ceremony
parachute
jumper,

The
SCCMAS
president,
Michael
Luvara.

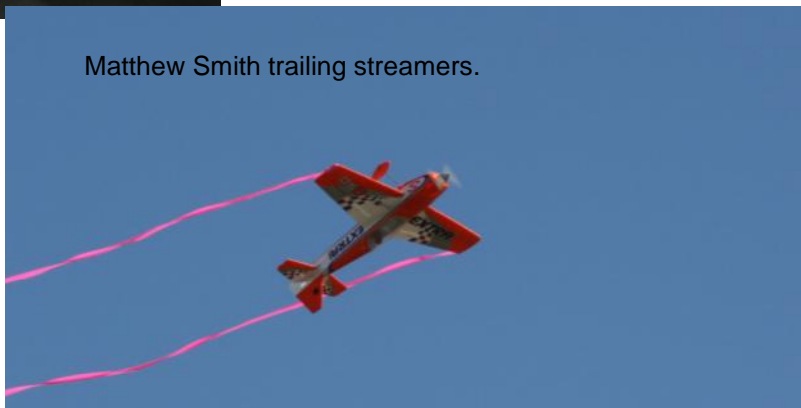


Editors comment: A few key people that I know of, including Michael, Steve Smith, Don Coulter, Tim Jones, Mike French, and Dave Neves put in hundreds of total hours of personal time to make the Airshow a success. Then there were the untold number of pilots who spent gobs of their time prepping and testing their planes and helis.



Lawrence Tougas in attendance.

Matthew Smith trailing streamers.



Airshow 2011



The hunt is on. Snoopy after the White Baron.



So close yet so far.
A lucky photo shot.
Ed.

Michael Luvara pilots
Snoopy.

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 - August 6th

8:00am - 1:00pm

Come join us at the SCCMAS field for our Summer 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 served 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 Fall Swap Meet on 11/05/11

**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

Pattern at Tomcats

Date: 8/20/2011 Saturday

Place: SCCMAS flying site at Morgan Hill, CA

Classes: 401, 402, 403, 404, and 406

Landing fee: \$25 for all classes except the
Sportsman (\$20)

Pre-registration preferred

CD: Luke Peng

Co-CD: Kevin Sung

Tel: 650-575-9207

e-mail: lsjpeng@comcast.net



Field opens for practice on
Friday, 8/19/11. AMA required

Santa Clara County Model Aircraft Skypark
(see back for map and directions)

SANTA CLARA COUNTY MODEL AIRCRAFT

SKIPARK

SCCMAS

DONUTS AND
COFFEE IN
THE MORNING!

CONTEST DIRECTORS
STEVE SMITH AT
STEVEJSMITH2001@HOTMAIL.COM
AND
MICHAEL RADU AT RADU@MAC.COM

SEPTEMBER 10TH

Electric Fun Fly-In

BRING YOUR:

AIRPLANE
EDF JET
3D AEROBATIC
HELICOPTER
AND ANYTHING THAT FLIES
WITH ELECTRIC POWER!

SCHEDULE:

9:00AM OPEN REGISTRATION
9:30AM PILOTS BRIEFING
NOON SHOWCASE ON RUNWAY/LUNCH
2:30PM AWARDS AND RAFFLE
8:30AM - 3PM ELECTRICS ONLY
3PM TO SUNSET OPEN FLYING

PILOTS:

FEE IS \$10.00 WITH
ONE RAFFLE TICKET,
CURRENT AMA
BBQ, HAMBURGERS
HOT DOGS, SODA AND
WATER IS EXTRA FEE.



DIRECTIONS

From Morgan Hill & Gilroy Take the Cochrane Avenue exit from Highway 101. Proceed west on Cochrane to Monterey Road (0.8 mile). Take Monterey Road north approximately 2.6 miles. Just after Live Oak, turn right at the entrance to the "Mam Brothers, 550 Monterey Rd." You'll see our 8'x10' sign at the entrance to the driveway (between high power lines). Proceed down this 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 101 or 85, take the Bernal Road or Bailey Ave exit, west to Monterey Road. Proceed south on Monterey Road 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. There is also no U-Turn allowed at the Live Oak intersection. Turn right on Live Oak, cross the R/R tracks and make your U-Turn there. Proceed back onto Monterey Road, northbound (0.8 mile) to the entrance to the "Mam Brothers, 550 Monterey Rd." (see above).

NOTICE: The speed limit on the private road to the field is 15 MPH. Bicyclists, joggers and rollerbladers have the right-of-way. Do not pass a bicyclist or



Warbird Race

October 15th, 2011

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.**



FOR RULES AND INFORMATION, CONTACT JAMES GALE @ 408-507-8186 OR VISIT WWW.T34RACING.ORG

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
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of up to 160mph.

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Pre-registration of Frequencies required

Hard Hats REQUIRED

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– limited hook ups.

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Fax: (408) 379-1652
Web: www.djhobby.com

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Your Hobby and Crafts Shop

Ron Marier and Walter Colby at the work party. Michael Luvara photo.



Next members' meeting: Saturday, July 30, 5 PM.

**Location: SCCMAS Field,
10250 Monterey Road, Morgan Hill, CA 95037.**

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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