

# Servo Chatter

AMA Club Charter #110

**February 2016**



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

Official Newsletter of the SCCMAS "Tomcats"  
Field Location: 10250 Monterey Road, Morgan Hill, CA 95037

## News from the President



**H**appy New Years to everyone!!!! We are looking forward to 2016 as it looks like it will be a great year. I have been reviewing all the member questionnaires that were sent out with the renewal packages and it looks like we're doing a pretty good job. Of course, there's always room for improvement and we are taking measures to address all suggestions. So please, make sure you fill out and send in the member

questionnaire, if you haven't already done so.

I'd like to remind everyone that we are a volunteer organization. We rely on volunteers for all club functions. The annual Airshow planning is underway now and volunteers are needed for all aspects. Our first Field Maintenance day is coming up on June 4, 2016. If you would like to help in any way, please contact me or any of the board members, and we will put your talents to good use.

We are hoping to get more involvement from the members to join us for the general club meetings as well. We are always looking for topics of interest, videos, and even occasional special guest speakers. Our next club meeting is on March 12 at the Wings of History Museum in San Martin. If you haven't had the opportunity to attend a meeting there, you're in for a treat. If you arrive a bit early, you can get an informal free tour of the museum! I may even have another special guest speaker with some history of model aviation. I will send out an email notice once I have a confirmation from the speaker.

In case you hadn't heard, the Board has undergone some changes recently. Steve Smith has filled the vacant position of Vice President. Steve has been instrumental in just about all aspects of the club from day one and is a vital source of information for keeping the organization running smoothly. Steve has been our contest coordinator for many years and I understand he would like to pass that responsibility on for next year. Be sure to contact Steve if you might be interested in taking on that position. Tim Jones has filled the position of Board Member at Large vacated by Steve. Tim has the thankless responsibility of maintaining the membership roster, sending out renewals each year and making the club member cards. Tim is also our "handyman" of sorts. He has the knack of diagnosing and fixing just about anything that needs attention at the facility. Tim also maintains the soda machine including stocking it when needed.

The FAA has now started regulating our hobby. The AMA has conceded that they were unable to reach an agreement with the FAA regarding either an exemption for community based organizations or even being able to sync our AMA number with the FAA registration. The AMA has therefore suggested that we register with FAA and follow their instructions for affixing the registration number to all your aircraft. This number will be in addition to your AMA number that should already be on your aircraft. The AMA considers all RC model aircraft UAS (unmanned aircraft systems) and include "drones" in that category.

## From the Editor



**T**he new flying season is pretty close - you can say it never stopped except for the rain every once in a while. We all know how badly we need it and it is wonderful to see the field so green.

I usually spend a few hours a week in my workshop but the level of work projects are such that I have not had a chance to work on any plane for many months and as a result despite going to the field, I have not been able to do much flying. I hope you are having more success with your projects than I am at the moment.

One of the most satisfying things that I see on Sunday's is the number of young members, their level of enthusiasm and the fact that despite a lot of ARFs they are engaged in experimenting, building new planes, modifying their stable of planes and generally having a great time. Our youngest member Jack Franklin is just 5 years old and is a joy to watch when he is flying his mini quads and delightful to sit and chat with.

We need the young blood to keep the hobby going so please support them with your wisdom and guidance.

### Bahman

In essence, we have been flying "drones" all along. However, the multicopters have recently been tagged as drones, hence the confusion. Unfortunately, the recent actions of a few irresponsible individuals flying drones(multicopters) in an unsafe manner have forced the FAA to have all UAS register. Then the FAA could enforce regulations on the pilot flying in an unsafe manner. Hopefully the AMA will be able to negotiate some sort of agreement to have our AMA number suffice as FAA registration. In the meantime, I suggest all Tomcats members register by the February 19 deadline. At this point, FAA registration is not a requirement for membership at SCCMAS. However, that may change in the future if it affects the coverage for insurance. Please do not forget to renew your AMA Membership if you have not done so. Remember, if you have not renewed your AMA for 2016, you cannot fly.

Till next time, fly safe and have a great time at SCCMAS !!!

### Don Coulter

**Next club meeting is on Saturday  
March 12th at  
Wings of History Museum.**

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

President*	Don Coulter	408-690-3830	skydanz10@hotmail.com
Secretary*	Mike Leggett	408-839-1757	secretary@sccmas.org
Treasurer*	Jim Patrick	408-356-0817	treasurer@sccmas.org
At Large*	Michael Luvara		mike@sccmas.org
At Large*	Steve Smith		contests@sccmas.org
Newsletter Editor	Bahman Dara		servochatter@sccmas.org
Newsletter Deputy Editor	Cyndi Cogoule		servochatter@sccmas.org
Contest Coordinator	Steve Smith		contests@sccmas.org
Field Safety Chairman	Tim Stahlke	408-723-4878	safety@sccmas.org
Flight Instruction, fixed wing**	Peter Vogel***	408-782-4477	training@sccmas.org
Flight Instruction, heli	Dave Neves	510-673-4467	rcheliguy7@gmail.com
Webmaster			webmaster@sccmas.org
Raffle Coordinator	Paul Hasselbach		pwhassel@gmail.com
Field Maintenance	Walter Coby	408-710-4035	walterdotcolby@yahoo.com
AMA Intro Pilot**	Reggie Dell Aquila		
AMA Intro Pilot**	Mike Leggett	408-839-1757	secretary@sccmas.org
AMA Intro Pilot**	Peter Vogel		
Field Weather (automated)		408-776-0101	
SCCMAS Business Office		408-292-1212	
SCCMAS WWW address		www.sccmas.org	
* Governing board members.			



## SCCMAS 2016 Event Calendar

<b>April 2</b>		<b>Spring Swap Meet</b>		
<b>May 7</b>		<b>Mini Airshow/Antique Car Display</b>		
<b>May 14</b>		<b>South County Airport Open House</b>		
<b>May 20 - 22</b>		<b>Heli Jamboree</b>		
<b>June 4</b>		<b>SCCMAS Work Party</b>		
<b>June 25</b>		<b>Cubs and Cousins Fly-In</b>		
<b>July 9 - 10</b>		<b>Annual Airshow</b>		
<b>August 27</b>		<b>Pattern Day</b>		
<b>September 3</b>		<b>Summer Swap Meet</b>		
<b>October 1</b>		<b>T-34 / Unlimited Warbird Race</b>		
<b>October 8</b>		<b>Coyote Classic Bike Ride</b>		
<b>December 4</b>		<b>Toys-For-Tots</b>		



## Treasurer's Report



Jim Patrick



### SCCMAS Profit & Loss October through December 2015

#### Ordinary Income/Expense

##### Income

Contest entries	460.00
Donations	-350.00
Food sales	237.00
Membership dues	172.50
Vending machine	528.00
<b>Total Income</b>	<b>1,047.50</b>

##### Expense

Bay Alarm	135.00
Computer supplies	291.74
Equipment Rental	81.57
Food	253.04
Garbage service	758.73
Office Supplies	139.10
Postage and Delivery	592.00
Printing and Reproduction	181.96
Raffle supplies	415.87
Sanitation service	1,418.40
Supplies	199.15
Telephone	
Internet	359.92
Telephone - Other	282.53
<b>Total Telephone</b>	<b>642.45</b>

##### Utilities

Gas and Electric	529.54
<b>Total Utilities</b>	<b>529.54</b>

**Total Expense** 5,638.55

**Net Ordinary Income** -4,591.05

#### Other Income/Expense

##### Other Income

SCCMAS Banquet	1,790.00
<b>Total Other Income</b>	<b>1,790.00</b>

##### Other Expense

SCCMAS Banquet	2,586.98
<b>Total Other Expense</b>	<b>2,586.98</b>

**Net Other Income** -796.98

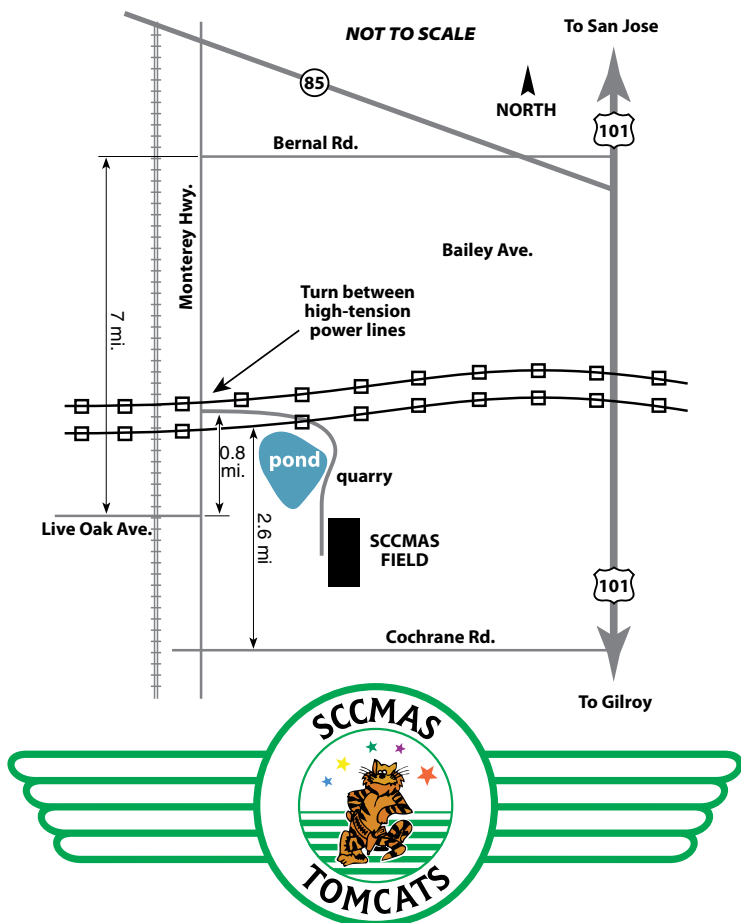
**Net Income** -5,388.03

#### Sites worth visiting

[https://www.youtube.com/embed/m0BQXuu\\_5Zw](https://www.youtube.com/embed/m0BQXuu_5Zw)

<http://www.dailymail.co.uk/news/article-3202341/Remembering-Britain-s-hardest-day-Spitfires-Hurricanes-skies-75-years-battle-scuppered-plans-Nazi-invasion.html>

[https://www.youtube.com/embed/pmptFkKSeYQ?feature=player\\_detailpage](https://www.youtube.com/embed/pmptFkKSeYQ?feature=player_detailpage)



SCCMAS (Tomcats) field is located in the county park and can be reached via Monterey highway



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

**AeroMicro**  
The Source of Electric RC Supplies

**Perry Lee**

2090 Duane Avenue  
Santa Clara, CA 95054  
U. S. A.  
Phone: 408-496-6699  
Fax: 408-496-6669  
info@aeromicro.com  
http://www.aeromicro.com

**PIC** Penn International Chemicals  
A Division of PIC Adhesives, Inc.  
A California Corporation  
PO Box 4202  
Mountain View, California 94040

**Reggie Dell-Aquila**  
President

(800) 722-GLUE  
(650) 322-1030 ph/fax

**SHELDON'S HOBBIES**

Store Hours:  
MF 10:00 - 6:00  
Sat 10:00 - 6:00  
Sun 10:00 - 5:00

2130 Trade Zone Blvd.  
San Jose, CA 95131  
408-946-3801

... for all your R/C and hobby needs  
[www.sheldons hobbies.com](http://www.sheldons hobbies.com)

2951 Monterey Rd  
San Jose, 95111  
408-269-5490

**City Diner**

Breakfast, Lunch, Dinner

**CALLIE GRAPHICS**

Custom Graphics  
for your R/C Models

No Job Too Big Or Small!

[www.callie-graphics.com](http://www.callie-graphics.com)



### Club Dinner Meeting

Marcy and I enjoyed the club dinner and meeting in December and I hope all those who attended did also. I did not take notes on who won what in the raffles, but a lot of neat stuff was handed out. A Tomcat meeting wouldn't be complete without giving out the Dumb Thumb award. Its not too often that only one person is nominated.... Just as unique as the mishap.

### AMA Expo Speakers Series

I was fortunate to be invited to the AMA Expo and speak about building the model of my Dads B17. I had never been to the Expo so the trip was a new experience in many ways. It was special when I drove up to the gate and they had my name on a list and let me drive right in. I had the B17 and my Ryan in the minivan with the rear door closed and only had to eat my knees a little for the six hour drive down. My assigned display area was just to the right of the main stage, with NASA to the left of it. Wow! I put up our Tomcats banner and ran a slide show of the builds continuously. I had Glen Miller music playing on the Ryan sound system and let folks

work the gun turrets on the B17. I gave the presentation on the B17 at noon on Friday and 4 PM on Saturday to attentive audiences. We moved the B17 onto the stage for the talks and I passed a few of the lighter components around to the crowd. The night time was just as enjoyable as the day as I got to go out to dinner several times with the AMA folks that organized the Expo: a hard working and entertaining bunch. They put me up in the Double Tree for the four nights, it was an all expenses paid trip. You can view a video of my presentation online on the AMA channel.

<https://www.youtube.com/watch?v=stx-efwFP4Q>

### Changing times

I found this SCCMAS Flight Training book while cleaning out my desk at home. It's a great manual and it must have been given to me when I joined. I don't know when or why we stopped handing them out to new members. There is a student flight log in the back with eleven separate sign-off items listed, each with a place for the instructor's signature. Our current sign-off procedure is much more streamlined. Maybe we can get the authors of the manual, Brian Nelson and Mike Luvara to talk about it at our next meeting.

### Air show 2016

If you haven't already, see Steve Smith about getting involved preparing for this years airshow. There's lots to do and July will come just as fast as ever.

Keep 'em flying

**Mike**





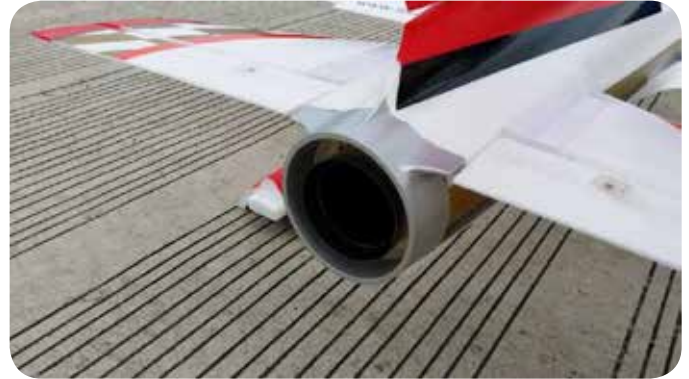


Who would have thought that you could install a jet turbine in a foam jet and successfully fly it? Well, it so happens that this is not only possible, but quite awesome! You get all the benefits of flying a jet turbine aircraft, (you will need your turbine waiver of course), without the heavy expense of a composite jet aircraft.

With a foam turbine jet, you will spend around \$3,000 to

get in the air whereas with traditional materials, you would be spending more like \$6,000 to get airborne. While \$3,000 is still quite a bit of money to part with, it is only half as much as before and the flight experience is well worth the expenditure. For this price, you get a flight ready jet with a fully operational and installed landing gear, brakes, landing lights, and great flight performance. The field assembly and teardown is very quick. Four screws attach the wings and you are ready to go - the servo connections happen automatically as you slide the wings on the wing rod.

This foam jet is surprisingly resilient in flight. It is a Super Viper which I have outfitted with a K60 turbine. The K60 puts out 6kg of "force" which is enough to propel the Super Viper through the air at around 160 mph (onboard GPS and telemetry). Now that is fast. The power to weight ratio with a full load of fuel (gas station diesel with 5% turbine oil) is almost 1:1 which creates the opportunity for some exciting verticals. You will burn about 1.3 liters of fuel with each flight and this should last you around six minutes with a minute left for go-arounds or other landing issues. I highly recommend this if you want to get into jet turbines. I purchased mine from [DragonHobbyUSA.com](http://DragonHobbyUSA.com). If you are interested, be sure to get the version with the King-tech turbine so that you can have access to turbine service in the US.



Drop by and ask me questions if you wish; I am usually at the field on Sundays.

**Sharam Shirazi**

AMA #624939



## Member Feature - Tale of an RC Flier

There it was. Right behind the glass display at a high end toy store. A beautifully camouflaged F-4 phantom. In the nose section, a nitro engine with a propeller. What an anachronistic construct. A propeller jet? Yet that was it for me. That's when I became infected with the rc airplane bug. That was more than 40 years ago.

A few years later, in the empty back parking lot of K-Mart in Milford, Ohio, a 1970's custom van is parked. A man is flying a Dirty Birdy pattern plane. He is putting on a show. Rolls, loops, hammerhead stall, vertical up lines, I'm seeing it all. By now, I'm 12 years old. I've got to get into this hobby. But how?

My parents had as much interest in this hobby as any of us do watching grass grow. Yellow pages came to the rescue. I found a local hobby shop and pressured my mom to take me there. The owner was quite helpful.

He told me about the local RC club, The Loveland Propbusters. While we were at the store, I forced my mom to buy me an airplane. She agreed and I walked out with a Cox Sportavia power glider. This plane had a Cox .049 engine with a spring starter. Control surfaces were rudder and elevator. I took it to the flying field. I watched a couple of club members struggle to start the plane and get the engine running smoothly.

One of them hand launched the plane. It had one throttle setting so you had to get it to a decent altitude before the engine ran out of gas or simply quit. Watching this plane slowly rise and listening to the pilot controlling it with the 4-channel Futaba radio, it became abundantly clear that this was no trainer. He landed the plane safely and gently suggested that I get another airplane. One that has more trainer characteristics. Sig Kadet 40 was recommended.

Ok. I can do this but only if I can convince mom and dad. Endless hours of arguing, nagging and finally my parents agreed to take me back to the hobby shop. Picked up the Kadet and some build supplies. Took the plane home and opened the box. Uh-oh, it's just a bunch of pieces of wood. How do I put this thing together? I set up a table in the basement of our house, and spent countless hours during holidays and weekends gluing the little pieces together.

I was going nowhere fast. I forced my dad who wanted nothing to do with this project to help me build it. His enthusiasm became apparent when a few weeks later, the plane was finished and ready for its maiden flight. Back to the field and I asked one of the club instructors to check out the plane before it flew. He flexed, twisted the wings a few times, then gave me a stare. He said, if this plane gets off the ground, the wings will collapse. Did you glue the ribs? I turn to my dad and asked the same question. Silence followed. I was disappointed and the hobby was effectively shelved. The final blow came when we had a house fire and my plane was completely destroyed in the basement.

College, medical school and endless years of post-graduate training did not give me the opportunity to get back into the hobby. All of that changed when my wife bought a Firebird

Commander for my birthday about 11 years ago. It was the first time ever that I actually flew an rc airplane. This was entirely self-taught so I had lots of crashes and fixes.

I moved up to a GWS E-starter and the hobby really took off from there. There was a group of us flying at RSA at lunch time and that's where I met Tim Stahlke who convinced me to join sc-mas. While my son, Keyon, knew about this hobby early on, he did not show much of an interest. He would look at my planes and say, "daddy's toys." That changed during the sccmas air show in 2012.

Keyon came to the Airshow and saw a pilot who was younger than him fly an electric airplane. That pilot was Nate Cougoule, the club's youngest member. He made an impression on Keyon. I was not convinced that Keyon really had an interest in this hobby but I was proven wrong. His first airplane was an Apprentice and he learned how to fly at RSA. He then joined SCCMAS in 2013 and we have been flying together every Sunday.

As Paul Harvey used to say: And now you know the rest of the story.

**Sia Vossough**







PILOT NO. \_\_\_\_\_

**REGISTRATION FORM**  
**2016 SCCMAS HELICOPTER JAMBOREE**  
**May 20<sup>th</sup> – 22<sup>nd</sup> 2016**

Please print legibly

First Name:		Last Name:	
Street Address:			
City/State/Zip:			
Phone Number:			

Please check appropriate boxes

All pilots must have current AMA membership

Registering as a Pilot: Pre-registration Fee: (received/postmarked before May 1<sup>st</sup>) \$15.00  
Late or Fee Paid at the event: (fee received after May 1<sup>st</sup>) \$20

Registering as a factory sponsored pilot: No Charge  
Do you plan to do a noontime demo? Yes No

Registering as a Vendor: No Charge  
Tables and shade cover available in the pit area.

RV Camping site: \$10.00  
10 sites available with electricity and water at each site (tent camping allowed on the grassy area at no charge)

Note: there are three reasonably priced hotels available at the Cochrane exit

Lunches/Snacks will be available for purchase from the SCCMAS club on Saturday: Hot Dogs, Hamburgers, chips, and soft drinks, etc.

120v charging stations will be available to those flying Electric Heli's

For More Information - Contact: Dave Neves, Contest Director, at  
[rcheliguy7@gmail.com](mailto:rcheliguy7@gmail.com) or

(510) 673-4467

Make Checks Payable to: SCCMAS  
C/O Dave Neves  
36607 Capistrano Dr.  
Fremont, CA 94536

PILOT NO. \_\_\_\_\_





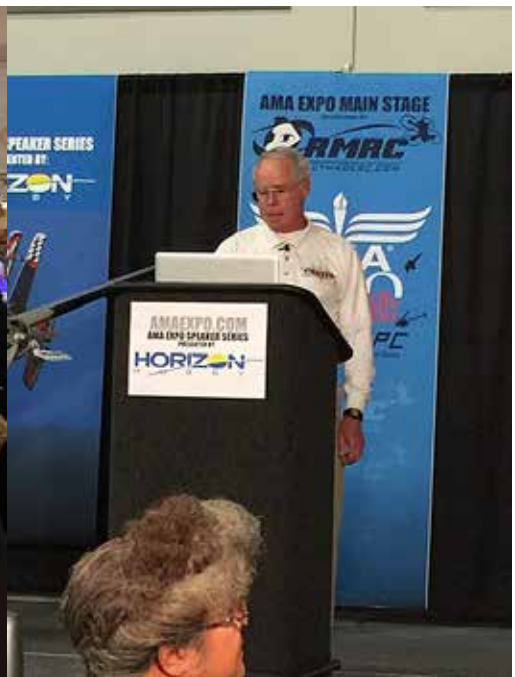








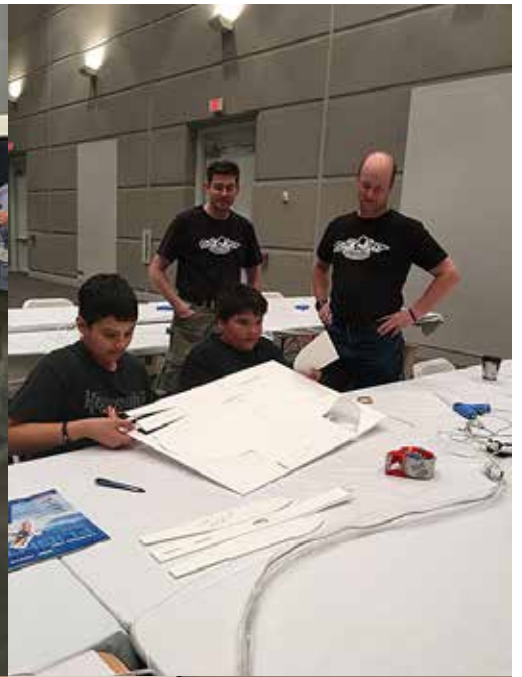
The guy in the red shirt was determined to photobomb us



Ben determined to be out of focus.....



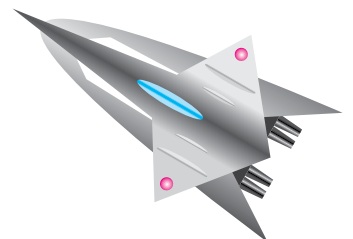




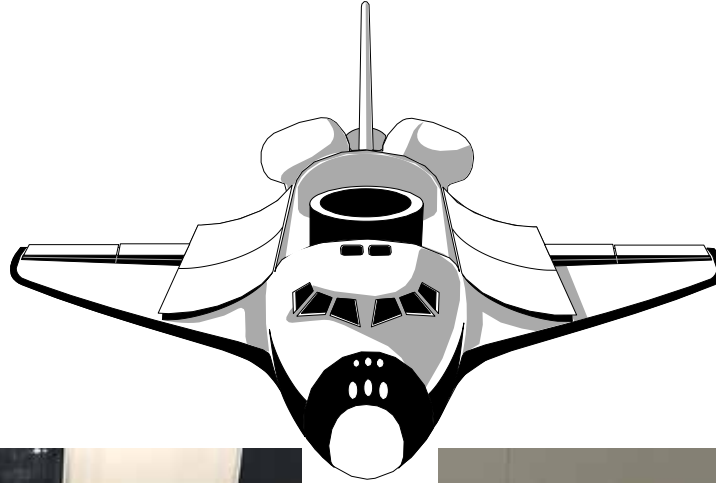
Prayers do get answered?











## In the Beginning

In the beginning there was balsa, Ambroid glue and Aerogloss dope. Actually, before that there was a Cox PT-19. This control-line trainer was held together with rubber bands. In the likely event of a crash it would come apart before being completely demolished. That, at least, was the concept. Hours of fun could be had with this airplane. It would sometimes take that long to get the .049 engine started. With a 1-1/2 volt dry cell cylindrical battery to light the glow plug, and a 1/2-pint can of Cox Thimble Drome fuel, you were set for the day (almost). It was good to have a spare glow plug and prop.

Fill the fuel tank, squirt a little more fuel into the cylinder and clip the spring starter over the prop. Back the prop a couple of turns and let go. Brrrrrrp. Brrrrrrp. Brrrrrrp. Over and over, until the little engine eventually came to life. What a thrill to hear that sound. It was an even bigger thrill when you could keep the airplane flying until the fuel tank ran dry. There were lots of rubber bands, and some spare parts needed along the way. Going home smelling of nitro-methane and castor oil was great. The "aroma" could never be washed out of denim jeans.

Then, one day came the epiphany. I was watching ABC's "Wide World of Sports" on our black and white TV. They were showing a model airplane event. One airplane was doing loops, then rolls and spins. I asked my dad why the control lines didn't get tangled up. He told me there were no lines. The airplane was radio controlled. **WHAT?** So began the story that continues today, more than fifty years later. I'm sure that many others had similar experiences.

The first attempt at RC flying for me was a Sterling Minnie Mambo, Cox Baby Bee .049, and single channel escapement radio (rudder only). See the included advertisement from 1966. The airplane was built and painted using the previously mentioned materials. A long rubber band was wound up as the energy source to move the escapement. Push the button on the transmitter and the rudder moved one direction. It would stay there until the button was released. Push it again and the rudder moved the other direction. It worked great on the ground. There was an issue with the long receiver antenna wire dangling about so I cut it shorter. Hey! I was only twelve years old. The only thing I knew about radios was that I could listen to Vin Scully broadcast the Dodgers on my transistor radio. This RC stuff was a whole new ballgame.

The early days of RC required patience and determination. Hours of building would eventually lead to a few short moments of "flying". Another orange tube of Ambroid and some time spent repairing the airplane would get me back to the schoolyard to try it again. I think at some point the airplane was more glue than balsa wood.

Persistence did eventually pay off. Radios, batteries, building materials, engines (and electric motors) have come a long way in the last fifty years. The smell of model airplane fuel still evokes wonderful memories. Oh, and for my day job I fly something a little larger, a 200' wingspan Boeing 777. Funny! The flight controls are fly-by-wire. I have come full circle.

**Lou Rodriguez**





**FREE** Attach ANY AD in this issue to your order — and get the same "deal" plus ALL the AHC bonus extras! And... WE GUARANTEE YOU MUST BE SATISFIED or YOUR MONEY REFUNDED IN 14 DAYS! For Service or Bargains, NOBODY but NOBODY can beat AHC! Attach any Ad to the order blank below!

**BONUS GIFTS, TOO!** ➡

# R/C SALE

**\*FREE SPECIAL BONUS OFFER**

Get all these AHC 'EXTRAS'

**FREE!** OF EXTRA COST  
WITH EVERY  
**RECEIVER**  
HEX OR SCREWDRIVER TYPE TUN-  
ING WAND (PLEASE SPECIFY) 10 FT.  
STRANDED WOOK UP WIRE, 3"x 3"  
RUBBER BINDER & SPL. SOLDER.

**FREE!** OF EXTRA COST  
WITH EVERY  
**TRANSMITTER**  
ONE R/C NAME PLATE, 64 PAGE  
GUIDE TO R/C, 1 CLEAR PLASTIC  
PARTS BOX, R/C HARDWARE: NUTS,  
BOLTS, AND SPACERS.

**FREE!**  **COLDERING IRON**

ORDER BOTH RECEIVER & TRANSMITTER AT THE SAME TIME & YOU GET EVERYTHING LISTED ABOVE, PLUS A FREE COLDERING IRON...**NO BONUS** WITH EQUIPMENT ALREADY SALE PRICED.....**FREE FREQUENCY** MONITOR WITH EVERY TRANSMITTER PURCHASED.....**EXCEPT SALE ITEM**

**CONTROLAIRE 5**  
**SINGLE CHANNEL**  
**RELAYLESS**  
**RECEIVER**

**798** **1398**  
**KIT** **ASSEMBLED**

3 VOLT RELAYLESS ALL TRANSISTORIZED, WEIGHS 5/8 oz. RECEIVER DOES NOT HAVE ANY NOTICEABLE SWAMPING CHARACTERISTICS, DIFFERENTIATES IT FROM MANY 3 VOLT RECEIVERS, IDEAL FOR OTD MODELS.

 **Sale**  
**R/C**  
**digest**  
**100**

Reg. \$2.00  
PUBLISHED BY MODEL AIRPLANE

## SAVE! WRITE FOR SPECIAL REDUCED PRICES

TELL US WHAT RADIO EQUIPMENT YOU WANT! WE WILL QUOTE YOU OUR UNBELIEVABLE LOW PRICE WHEN YOU WRITE...PRICES ARE LOWER THAN THESE FACTORY LIST PRICES...



**CITIZEN    SHIP**

**COMPLETE  
OUTFIT**

**ANALOG  
PROPORTIONAL  
SYSTEM**

250<sup>00</sup>



NAME	LIST PRICE
RÖMNER DIGITIME 4.....	425.00
RÖMNER DIGITIME 6.....	450.00
WIN-X GALLOPING GHOST SUPER- WET COILS WITH SERVO.....	119.95
WIN-X 3 CHANNEL DIGITIME 4.....	259.95
WIN-X 6 CHANNEL DIGITIME 4.....	409.95
EX LOGICUT SINGLE STICK.....	485.00
EX LOGICUT ANALOG.....	450.00
CAS DIGITAL 4.....	380.00
KRAFT PIST DIGITAL 6.....	469.95
WIN-X 3 CHANNEL DIGITIME 4.....	259.95
MICRO ANAYMIC DUAL STEERING.....	450.00
CONTROLAIR 8.....	500.00
WIN-X 6 CHANNEL DIGITIME 4.....	450.00
FAN 5 LINE FAIL CAP.....	459.00
CITIZENSHIP ANALOG.....	250.00
CITIZENSHIP DIGITAL.....	300.00
RÖMNER 72 NC SET.....	455.00



NAME	LIST PRICE
MICRO-AYONIC.....	49.00
LOGICUT 1/2 H. or 4.....	40.00
EX LOGICUT ANALOG.....	40.00
ORBIT DIGITAL.....	40.00
WIN-X 3 CHANNEL DIGITIME 4.....	259.95
RÖMNER 8.....	34.95
RÖMNER 8.....	39.95
KRAFT PIST DIGITAL.....	39.95
CONTROLAIR DIGITAL.....	39.95
CITIZENSHIP ANALOG.....	34.95
CITIZENSHIP DIGITAL.....	39.95
WIN-X.....	39.95

WRITE FOR OUR 'PERSONAL' QUOTATION ON THE SET YOU CHOOSE

**FREE BONUS**  
INCLUDES: PROPS, GLO ENGINE HAND-  
BOSS, CONSTRUCTION BOOK, SAND-  
PAPER, AKA LETTERS & NUMBER DE-  
CALS, AND NAME PLATE DECALS.....

ORDER COMBO J.R. FALCON  
R/C 2 \$4.95



VALUE \$9.93

37" WINGSPAN, FOR .049 ENGINE  
LARGE TAIL MOMENT FOR SMOOTHER  
FLYING, FOR SINGLE CHANNEL ...  
BABBEE BEE .049

\$4.98

BABBEE BEE .049  
NET. 15.00  
RT. 1.49  
PRICE 3.98

HISTORY...PAST AND PRESENT, PLUS A  
PEEK AT THE FUTURE! WRITTEN  
BY THE TOP FUTURE WRITERS  
AND FASCINATING AND FAST GROWING  
HOBBY...FOR BEGINNER & EXPERT!

ESCAPEMENT AND SERVOS

CITIZENSHIP  
MODEL SE-2  
COMPOUND ESC...  
RIGHT OF LEFT AT  
WALL OR  
SINGLE COAT. **\$7.95**

CITIZENSHIP  
MODEL PSN-2  
EXTRA SENSITIVE, FOR  
NIGHT/LEFT **\$5.99**

CITIZENSHIP  
MODEL SE-2-M  
NEW TRANSPARENT  
COMPOUND ESC, QUICK  
NIGHT/LEFT  
NIGHT/LEFT **\$12.95**

[illegible][illegible]

**ESCAPEMENT**  
FOR SINGLE CHAINSE  
SETS, GIVES RIGHT  
**\$5.95** LEFT RUBBER  
CONTROL

**BONNER TRANSMIT  
SERVO**  
**\$29.95**

TRANSMIT TRIM ONLY..... \$27.95  
AMPLIFIER ONLY..... 19.95  
ONBOARD SERV..... 12.95  
RE VARY COMP..... 7.95  
VARI COMP..... 8.95  
DUAL VARI COMP..... 18.95

**AMTRON**  
MODEL #12-SE  
NEW IMPROVED  
ESCAPEMENT..... **295**  
FOR RIGHT AND  
LEFT RUBBER

**SENSATIONAL VALUE**

SAVE \$26.45  
on this "SUPERHET"  
D-LUXE R/C OUTFIT

Here's what you GET!

**CITIZENSHIP**

TRANSISTORISED TRANS.....	80.
SUPERHET RECEIVER.....	14.
1/2" D.C. ENGLISH.....	14.
3" KRAEKERJAK AIRPLANE.....	14.
ASTRO COMPOUND ESCAPEMENT 3.....	2.
AMTRON SC ESCAPEMENT.....	2.
1 YARD SILK COVERING.....	1.
VEG 2 1/2" BLIND TANK.....	1.
2000' PROPELLER.....	1.
ESCAPEMENT RUBBER.....	1.
FOAM RUBBER.....	1.
TURNING BAND.....	1.
R/C BOMB.....	1.
R/C BOMB OF WIND.....	1.

**TOTAL VALUE \$101.45**

**SALE**  
**\$74<sup>95</sup>**



**SENSATIONAL VALUE**

SAVE \$19.03  
on this PEE WE  
R/C OUTFIT...

Here's what you GET

**SALE**  
**\$35<sup>95</sup>**



ASTRO PEE WE SET		40.00
RECEIVER.....		4.00
TRANSISTOR.....		4.00
BATTERY BEE, 340 ENGINE.....		4.00
STERLING MINUTE HANDS.....		2.00
ANTENNA 24 ESCAPATOR.....		2.00
6"WYLOW PROPPELLER.....		2.00
BATTERY BOX.....		.25
SWITCH.....		.25
HORN-UP WIRE.....		.25
FOAM ROCKER.....		.25
ESCAPATOR HUBBIE.....		.25
R/C BOOB.....		.25

**TOTAL VALUE \$54.98**

**1/2A SKYLANE**  
42" Wingspan  
For .040 Engine  
\$595

**Stalling CESSNA 180**  
40" Span  
.05-.35 Engine  
\$895

**MISS WORLD'S FAIR**  
For .010 to .020 engine  
30" Wingspan  
\$395

**R/C SHOESTRING**  
For .10 to .40 Engine  
54" Wingspan  
\$1795

**NAVIGATOR**  
\$1095

**J3 PIPER CUB**  
54" Wingspan  
For .05 to .35 Engine  
\$1095

**Jetco**  
For .074 to .10 Engine  
52" Wingspan  
\$1095

 **395**  
 MODEL 31-5  
 COMPOUND ESCAPEMENT, GIVES LEFT  
 & RIGHT RUDDER, PLUS A CONTACT  
 WHICH IS USED WITH A STANDARD  
 ESCAPEMENT FOR MOTOR CONTROL.

 **595**  
 REG. \$9.95  
 SINGLE CHANNEL ACTUATOR FOR  
 RUDDER AND ENGINE THROTTLE.

 **ROYAL**  
 PRODUCTS

 **No. 7**  
 RUDDER  
**1345** EACH  
 SERVO

 **No. 7A**  
 MOTOR  
 SERVO

SINGLE CHANNEL SERVOS

**ANCO SERVOS**

**ASTROMITE**  
44" Wingspan  
For .040 to .10 Engines

**89**

**[by MIDWEST]**

**B&N CUSTOM MUFFLERS**

MODEL ENGINE

V45	VECO 45	.....
V61	VECO 61	.....
ES0	ENYA 80	.....
M	MERC 40 & 61	.....
ST	SUPER TIGER 40, 51, 66,	.....
	AND 80	.....
STR	SUPER TIGER WITH HEAD	.....
	ROTOR 61 & 73	.....
RB	R&B 35 & 45	.....
FS0	FOX 55	.....

**10.95** EACH

**R C MODELS**

*Introducing*

**BUSTER**

48" WINGSPAN

For .15cc .35 Engine



**995**

Reg. \$14.95

**SALE**

**CHEROKEE**

50" Wingspan

For .40 to .51 Engine

**2595**

**VK Models**

**FALCON 56**


50" Wingspan

For .09 to .10 Engine




**1195**

JR. FALCON 37" SPAN For .049 4.05  
SR. FALCON 50" SPAN For .42 2.05

**CRYSTALS**  
 **289** EACH  
 26,805, 27,040, 27,000  
 27,140, 27,160, 27,200  
 CRYSTAL HOBBER...254

**NICAD BATTERY**  
 **PACK R1.45 ea.**  
 6 VOLTS 1 7/8" LONG  
 500 MA  
 HIGH DRAIN  
 WITH GOLDEN  
**1095**  
 TIPS, Reg. \$15.00

**CONNECTORS**  
   
 6 PIN FLAT... .49  
 8 PIN FLAT... .98  
 8 PIN PLUG... 1.10

**ORDER**  
**BY - MAIL FREE**

**UNI-CHARGER** FAST  
0-125 MA.  
0-1.25 AMP.  
**29¢**  
for 99¢ AS

**MA METER**  
\$275  
CRIG  
0-1 MA.  
0-1.25 AMP.  
MODERN WATER  
PROOFED PLASTIC  
BY 8 1/2" HIGH.

**RUBBER**  
CONTINUOUS RECEIVER  
**25¢**  
PRICE, RESILIENT &  
PROOF. A MUST  
5.6" x 5.2" x .025"

**AMERICAN**

[illegible]





**795** No. 2 RL (RELAYLESS) **1995**

**ELECTRIC FUEL PUMP**

**895**

IDEAL FOR 8/5 CARS OR EMPTIES TANK QUICKLY. MEASURES: 13 1/4" 15" 3 5/16".....

**CENTER 14**

<p><b>FUSEAL</b>    <b>50¢</b>          ADHESIVE BACKING,          INSULATING, FUEL PROOFS,          CUSHIONS, WIND, SEALS THE FUSEAL          AGAINST OIL, DIRT, ...</p>	<p><b>BONNOR</b>          4 PIN          1/2 SOCKET          SET</p>
<p><b>PENCIL          BATTERY</b>    <b>25¢</b>          ALUMINUM 2 CELL HOLDER,          3 VOLT POSITIVE CONTACT</p>	<p><b>ADJUSTABLE          CLEVELER</b>  <b>98¢</b>          PAIR</p>
<p><b>NICAD PENCILS</b>    <b>29¢</b> 6000 BEAC          REG. 1.25 VOLTS          3-200 6000 BEAC  <b>189¢</b> 6000 BEAC          REG. 1.25 VOLTS          500 MA</p>	<p><b>TRIM</b>            FOR BOARDS          SERVING</p>

**BAR**  
**PLUG**  
**ET**



**135**  
**PER SET**

**STABLE**  
**IS**



**BY WILLIAMS**

**BAR**  
**79c SALE**



**OWNER**  
**DS**

**#64 RUBBER**  
**BANDS**  
1/2 in.  
Box - 50

**99**  
**PER SET**

**For Model Wingo**  
**and Landing Gear**

**STEERABLE**  
**NOSE**  
**GEAR** 1/2 in.



**BY CG** **195**

**INCLUDING HARD**  
**AND NYLON DRAG**

**NICAD**  
**CHARGER**

**795**

**CHARGES UP TO**  
**20 HOURS**  
**UP TO 20**  
**HOURS**  
**PUT. ADJ. FROM 1**

**2nd. St. N**

**WIRE - FLEA**  
**WEIGHT**  
**49¢ No. 604**  
 MULTI COLOR: R/C FLEA  
 C COLOR: 44 27 27  
 WEIGHT LOOK UP WIRE  
 STRANDS, LIGT WEIGHT

---

**HYROMBECKER**  
**495 No. 7105**  
 AIR BRUSH  
 For Compressors  
 not exceeding 30 pounds

---

**R/C PENNANT**  
 FREQUENCY FLAG  
 70-105 BROWN  
 72-045 RED  
 72-105 ORANGE  
 72-145 YELLOW  
 72-195 BLUE  
 72-250 BLUE-52 MC WHITE

**25¢**

4 FLYING MODEL

## FLYING MODELS



## *Club Banquet*







More action at the field



# SCCMAS Cubs and Cousins Fly-In 2016



## Saturday, June 25th

9:00a.m. to 4:00p.m. \$10 Landing Fee

Open to all AMA members with any size Cub or equivalent cousin aircraft ; any color scheme, gas, glow or electric.

Awards for the most Cubs owned (they must be present), smallest flying Cub, youngest pilot.

**Volunteer events;** spot landing, one wheel touch-and-go, shortest takeoff, others.

Win an ARF Cub and other prizes for the top 3 places. Coffee and Donuts in the morning Followed by a BBQ.

CD: Bahman Dara

**More information is available at [www.sccmas.org](http://www.sccmas.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 - April 2nd

**8:00am – 1:00pm**

**SALE**

**BUY NOW!**

**NO PARK ENTRY BEFORE 7:00am**

**Come join us at the Tomcats field for our Spring Swap Meet. Buy or sell your R/C Related items.**

**No Pre-Registration needed.** 10' x 10' spaces, tabel space is limited and available on first come, firt served basis. Bring your own table and chair just in case.

**SCCMAS Field is open for flying.** Prevent accidents by removing the battery from all transmitters if you are planning to sell them.

**Mark your calendar for the summer swap meet on 09/03/16**

**10x10 spaces - \$10.00**

**FREE!**

**(No Commercial Sales, Booth Sharing or “Partners”)**

**On site Coffee and Donuts in the morning followedby a BBQ.**

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

## Have a Good Day!

A good RC pilot can demonstrate the highest levels of manual dexterity with the control sticks. The better pilot exercises good pre-flight planning and makes sound decisions while airborne so he can fully enjoy his flying experience. Everyone can agree that safe flying is more fun than crashing.

There are many factors that pose threats to a safe flight. Some of those factors include a pilot's physical and mental condition, the mechanical condition of the airplane, weather, and congested skies to name a few. Yes, these all apply to the RC pilot. Let's say you plan to fly your 60" wingspan "Whatsat" on Saturday. You charge the batteries on Friday, get a good night's sleep, awake to clear blue skies and calm winds on Saturday and head to the flying field. What could go wrong?

Here are some potential issues:

1. Did you actually check the voltage and battery condition after charging?
2. Is the airplane mechanically sound?

Engine and servos securely mounted.

Pushrods, clevises, control horns, and hinges secure.

Fuel tank and fuel lines checked.

3. Is your transmitter selected for the correct airplane?

There is still more to do before you take to the sky. "Situational awareness" involves observing and analyzing the world around you. Take a moment at the field to observe the following:

1. How many airplanes and pilots are here today?
2. What type of airplanes (performance capabilities) are they?
3. What is the flying style of the other pilots?
4. Which way is the wind blowing? How strong or gusty?
5. What is the sun angle?
6. What is your comfort level with multiple airplanes in the sky?

Apply these observations to decide when you will be comfortable taxiing to the runway for takeoff. You may choose to wait until the wind is to your liking or the airspace is less congested.

You're ready to go. Start the engine and do a run up to check the needle valve setting. Do a full control check before you taxi out. Observe the situation as you get near the runway. What direction is the traffic pattern? Where are the other airplanes? Is there an airplane on approach for landing? You verify all is well so you call "taking the runway". After a perfect takeoff and a few passes you have a sense that something may be wrong. Is the engine sagging or is there unusual noise or vibration? It doesn't matter what the problem might be. **LAND IMMEDIATELY.** You cannot troubleshoot while the airplane is in the sky. Problems never get better while airborne.

You manage to land and take the airplane back to the pits for further inspection. Unless you can absolutely identify the problem and make a proper fix, **TAKE THE AIRPLANE HOME.** You should have the tools and materials in your workshop to maintain or repair your airplane.

Our airplanes (and helicopters) are subject to vibration, high G loads in flight, mild to strong impacts on landing (even good

landings), bumps during transport, and general wear and tear through usage. Verify that your aircraft is airworthy before taking it out to fly.

Having a caller or spotter when flying is a good idea. It is nearly impossible to keep track of other traffic in the sky (especially quiet electric powered airplanes) when you are focused and concentrating on your own. The caller may convince you to land when a problem arises. He might even help with your decision to call it a day when appropriate. This is called Crew Resource Management in commercial aviation. The concept utilizes input from multiple crewmembers to make good decisions to prevent or correct threats to a safe flight. Failure to follow this procedure can lead to an undesirable outcome.

So now you've had a successful day at the field. Meaning: You're taking home the same number of airplane parts that you started with. As you load the last items into your car, someone comes by and asks "Whatsat airplane"? You reply, "Exactly".

Be safe. Have fun.

**Lou Rodriguez**

### Note from Don

**We will have a special guest attending our next meeting in March. Joe Bridi is the legendary designer of famous Kaos, Dirty Birdy and many others. Be sure to mark your calendar for this meeting. You don't want to miss it!**

**"Joe Bridi may be the most influential individual contributing to the world of radio control precision aerobatics from the 60's, 70's and 80's."**

**Joe, still residing in California, created many venerable designs including the Sun Fli series, Kaos series, Dirty Birdy and the UFO and enabled thousands of modelers access to these designs through his various manufacturing entities."**

**Rusty Dose  
Team Futaba**





## The SCCMAS R/C club announces our 6th annual Heli fun fly

Here are the details, hope you can make it.

**Date:** May 20th, 21th and 22nd 2016

**Where:** Santa Clara County Model Aircraft Skypark  
10250 Monterey Road  
Morgan Hill, CA 95037

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

Contest Director: Dave Neves (510) 673-4467  
[rcheliguy7@gmail.com](mailto:rcheliguy7@gmail.com)

### Event Details:

Open flying for all types of model helicopters, beginners to advanced, Scale, sport and 3-D.

View of SCCMAS tomcats field available on Real Flight.  
Virtual tour available at: <http://www.sccmas.org/virtualtour.htm>  
Web cams available at: <http://www.sccmas.org/webcams.htm>  
Current weather available at: <http://www.sccmas.org/wealth.htm>

Wi-Fi available to guests during event.

Event will be AMA sanctioned, so you must be AMA member to fly. No charge for spectators.  
Turbine helicopters welcome. Turbine waivers required.

Noon time demos available to factory pilots on Saturday from 12:00 to 1:00.

There will be an Auto contest for those who would like to participate.

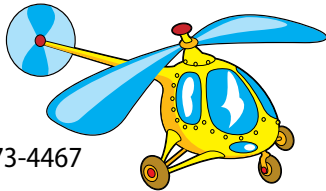
120vac charging stations available for electric helicopters.

Registration fees will be \$20 at the event and \$15 if you pre-register. Pre-registration will begin April 1st.

Vendors welcome at no charge. Display only, no retail.  
Lunch will be served on Saturday.

General Raffle prizes will be given away on Saturday at 1:00pm. Overnight camping available on Friday and Saturday night. Ten sites available with electricity and water for \$10.00 per night. Tent camping free. For those who would like full hookups, there is a RV campground only one mile away. Early camping will be available on Thursday night.

Three Hotels, restaurants and a large shopping center located only four miles away at highway 101 and the Cochrane road exit.



## In Memory

Dave Joyce joined AMA (981277) and SCCMAS in December 2011 shortly after stopping by our field on a Sunday with his wife Joy. He was signed off on March 21, 2012 and you may have seen him out there, some days with his crutches and some days without. During his ten year battle with cancer, Dave had to finally abandon the scuba diving, windsurfing and skydiving that highlighted his love for the outdoor life. Many operations and determination kept him with us much longer than the two years they said he had. Discovering the possibility of flying model planes and then becoming an RC pilot in his last few years proved a priceless accomplishment. His wife Joy called me to tell me of his passing last summer and to thank us, as the time he spent at our field meant so much to them. Their grandkids are still a little too young but his planes will be waiting for them when they reach the right age.

We also heard that Frank Banks, one of our long term members and a well known scale modeller passed away recently.

FAA regularly issues **NOTAM's** which restrict airways and we have recently witnessed a few of these. Here is what these thing look like. They mean business so when you get a notice not to fly please avoid any flying during the time period





## *A day at the field and around the bay*

Here is a collection of photos from the field. (Ed.)















# SCCMAS Field Rules

AMA Charter #110

It is of the utmost importance that we observe the safety rules of our particular sport. Everyone of us is hurt when carelessness causes an accident, and it most certainly hinders or endangers model aviation's progress. The safety rules are designed to provide guidelines that, along with common sense and good judgement, will ensure safe operations at the Skypark. It is to your personal benefit to make certain that no action on your part will result in an accident.

## The following rules apply to the SCCMAS Field:

1. All AMA published rules are in effect.
2. All Santa Clara County Park rules are in effect.
3. Members and guests are expected to conduct themselves in an appropriate manner, consistent with being in a public place—this includes refraining from the use of obscene or offensive language or gestures.
4. You are responsible for your aircraft at all times.
5. AMA coverage and current SCCMAS membership required to fly.
6. Accompanied guests with AMA coverage may fly one day before SCCMAS membership is required. Guest pilots must have filled out and signed a guest pilot form in order to fly. In addition, a SCCMAS member must sponsor and oversee the guest pilot for the day.
7. Owner's name, AMA number, and phone number are required in all aircraft.
8. All transmitters and receivers, other than Ham Bands, must be narrow-band.
9. Transmitters must be in the impound and turned off unless the frequency pin is in possession of pilot. Return frequency pin and transmitter to impound after completion of a flight.
10. No engine start-ups before 8:30 a.m or after dusk.
11. Closed-end type mufflers required (except racing aircraft).
12. No Formula One racing aircraft will be flown on weekdays or before 1 p.m. on weekends. This rule is to resolve noise complaints associated with competitive type Formula One engines.
13. No flying in the Red Zone area behind the Flight Line. (except helicopters hovering beyond the air-taxi line).
14. No landings or take-offs from taxiways or within the Red Zone (except helicopters hovering beyond the air-taxi line).
15. Landings from the right must be from a right hand approach. Landings from the left must be from a left hand approach.
16. Engine start-up in the designed start-up area (or at your flight station). Retain positive control of your aircraft until you pass the first white line on the taxiway. No start-up on the runway.
17. When other fliers are present at the flight line, no unannounced high speed passes closer than the far side of the runway.
18. Helicopters may be started in the normal start-up area. Main rotor may not be released until past the air-taxi line on the diagonal taxiways. All hover work shall take place over the grass outside of the diagonal taxiways at no higher than eye level. Once in forward flight, heli pilots shall stand at the appropriate flight stations, and fly the normal fixed-wing pattern in front of the Flight Line.
19. Do not leave your aircraft or starting equipment in the start-up area. Return your aircraft and equipment in the normal pit area between flights.
20. No alcoholic beverages allowed onsite. In addition, the AMA specifically states for its members, "I will not consume alcoholic beverages prior to nor during, participation in any model operations".
21. No hovering over the runway with fixed-wing aircraft while other pilots are present. All hovering to commence over the tall grass unless: (a) there is only one other pilot flying at a station and you have their consent, (b) there are two other pilots aside from you practicing the same hovering maneuvers. In (a) and (b), hovering must be commenced from the runway centerline out and maximum separation of flying aircraft must occur. No individuals to be underneath a hovering aircraft.
22. Fuel overflow containers are mandatory to prevent fuel from spilling onto the tarmac.

It is the responsibility of every member to observe the guidelines set forth. Should it become apparent that an individual is not meeting these guidelines or that common sense and good judgement doesn't seem to be prevailing, the individual will receive a verbal and/or written warning from a Club official. If further infractions necessitate, the Governing Board may take immediate action to protect the interests of the SCCMAS, including, but not limited to, suspension of membership privileges or termination of membership. With such actions, the AMA may be notified of the infractions and intentions of the SCCMAS. New members joining the organization who have previously received letters of reprimand or have been dismissed from this or other clubs, will be considered for acceptance by the Governing Board. Their membership will be considered probational for 180 days, if accepted.

Please use common sense and enjoy a great day of flying.







## CASTLE 2016 IS A GO!

Hi everyone. Ok the dates are set and the sanctions are through. Please mark your calendars. May 26-29 2016. Gate opens at 7am on Thursday May 26. REGISTRATION STARTS ON FEB 10TH.

LET ME SAY THAT AGAIN, REGISTRATION BEGINS ON FEB 10TH 2016. NO CALLING SCOTT MALTA UNTIL THEN PLEASE. BECAUSE HE WILL NOT RETURN YOUR CALLS UNTIL AFTER THAT TIME.

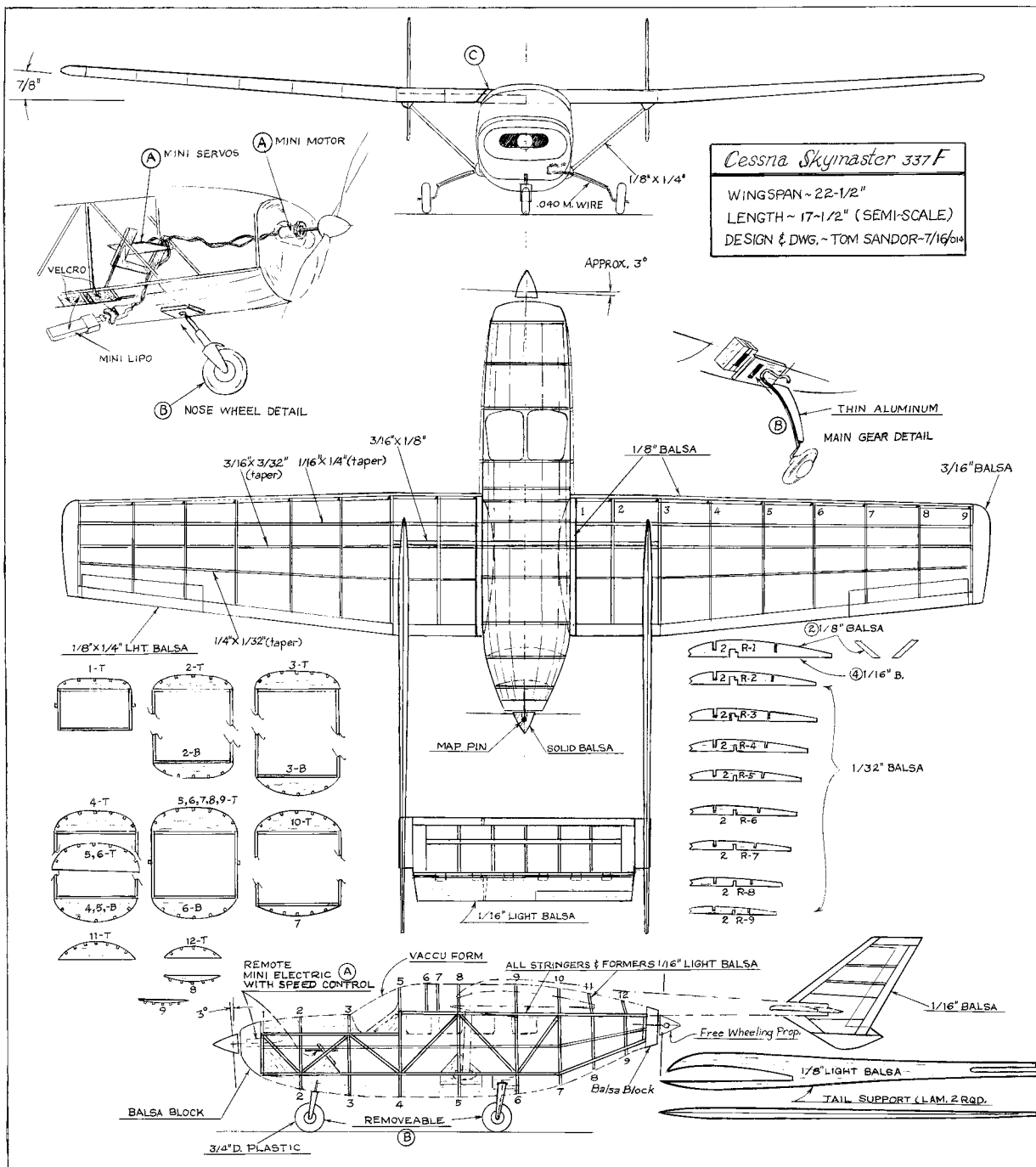
Only 148 days left. Remember Saturday is dress like a SUPER HERO day at the pilots meeting 9am. The kids will love it.

Check out the website for other info. <http://www.centralcamodelflyers.com>

See you all later.

STUDENT FLIGHT LOG				
Name: _____				
AMA No: _____				
Date	Flying Levels	Instructor's Name	AMA/DA #	Instructor Signature
	Level 1: Radio and flight preparation			
	Level 2: Aircraft familiarization			
	Level 3: Flight field familiarization			
	Level 4: Flight maneuvers			
	Level 5: Precision maneuvers			
	Level 6: Orientation maneuvers			
	Level 7: Take off			
	Level 8: Recovery from unusual attitudes			
	Level 9: Approaches to landing			
	Level 10: Emergency procedures			
	Level 11: Solo flight			

AMA is a non-profit organization and does not discriminate on the basis of race, sex, or age. All members must be at least 18 years old. The AMA/DA # is a unique identifier for each member. The AMA/DA # is not to be used as a license or permit to fly. The AMA/DA # is not to be used as a membership card. The AMA/DA # is not to be used as a proof of insurance. The AMA/DA # is not to be used as a proof of registration. The AMA/DA # is not to be used as a proof of anything else.







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

Next club meeting is on Saturday  
March 12th at  
Wings of History Museum.

Servo Chatter is published several times annually 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.