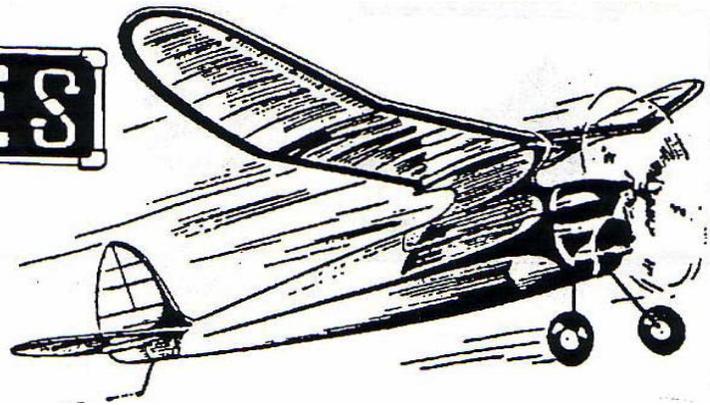


December 2008



Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158  
*Website address: <http://SCAMPS.homestead.com/>*

Return Address:  
Kevin Sherman  
1521 S. Normandy Ter  
Corona, CA 92882-4036



# GAS



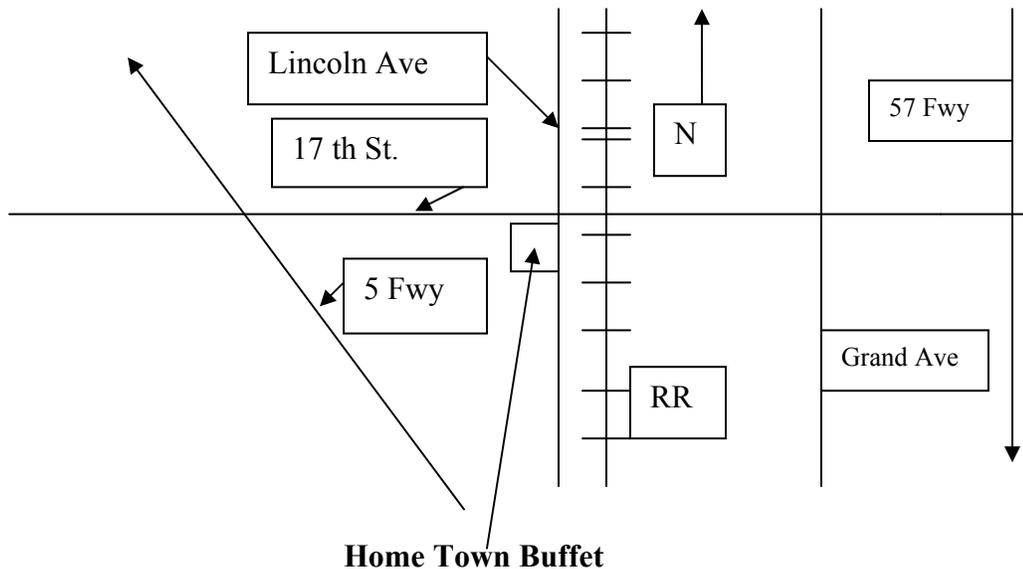
# LINES

## AMA 158 – Southern California Antique Model Plane Society – Sam 13

### SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President/Editor	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	ffgcw@roadrunner.com
Roster/Mailing list	Allan Arnold	(562) 860-1707	Allan.Arnold3@verizon.net
Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The SCAMPS' December Christmas meeting will be held **Thursday (First Thursday) December 4 at 6:00 PM** at the Home Town Buffet. Make note of the fact that it is to be at **6:00 PM this year**, an hour earlier than most previous years. **We want to thank Bill Creany**, who once again, made arrangement for our Christmas party. Directions to Home Town Buffet, 1008 E. 17<sup>th</sup> St. Santa Ana, (714) 541-3020: Exit 5 Freeway at 17<sup>th</sup> St exit and head east. Home Town Buffet is on the South side of 17<sup>th</sup> just before you get to Lincoln Ave. If you are unfamiliar with the area, it is always advisable to look at a detailed map.



Happy Thanksgiving and we will see everyone at the Christmas Party.

**Renew Your SCAMPS' Membership TODAY!!!**

**REMEMBER TO PAY YOUR 2008 SCAMPS' DUES SO YOU WILL NOT MISS A SINGLE ISSUES OF GAS LINES. Please send payment to George Walter, 2412 Deerpark Drive, Fullerton, CA 92835. \$25 for regular mail, \$10 for E-mail newsletter.**

## SCAMPS Biz

Dust off your wallets; it is time to renew your membership to the SCAMPS. **This year, the dues will remain \$25 for snail mail memberships, and \$10 for E-mail memberships.** Our astute Secretary/Treasurer, George Walter got his calculator smoking crunching numbers to see how the club is doing. Here is a basic breakdown. Let's start with all the positives. George reports the club currently has 130 members, up from 78 just 5 years ago. We offer a free membership to those who CD a SCAMPS contest (excluding the monthly fun contests) and these along with the Life-Members, total 14. We had a great profit at our April Texaco meet of \$868. Now the opposite of positive: Postage has gone up three times since we set the price of snail mail members at \$25. We have also had an increase in printing expense. We were making a couple dollars on each snail mail member when we set the membership price at \$25, and now, with the increased expense, we are losing a couple dollars. We do not feel it is necessary to react this year, but it may be necessary to increase dues next year. Please help us out and send your dues in right away. Please send your dues to George Walter, 2412 Deerpark Drive, Fullerton, CA 92835. If you have any membership questions, you can E-mail George at [ffgcw@roadrunner.com](mailto:ffgcw@roadrunner.com) or call at (714) 528-0774. This is also a good time to renew all your "necessities" like AMA, Lost Hills membership, and all those magazine subscriptions one can't live without.

## Fall Annual Contest, Lost Hills, California

We arrived at the Lost Hills flying site Thursday evening, and found Ted and Sandra Firster already at the field. Also, Bud Romak's trailer was on the field. The wind was blowing a fair amount and while we slept the night, I awoke a few times to the sound of rain hitting the roof of the trailer. Anyone who has been on the Lost Hills field when it rains a lot will attest to how slick it gets. The weather report sounded dismal, and



Dan retrieves Hal's MG-2 Texaco

when we got up and around, we found out Bud was packing up and Carl Redlin who had just arrived was leaving too. With the threat of continued rain and wind, we decided to head out as well, making it a lot of work for a quick round trip. Was it a good call? I guess it depends on who you talk to.

Yes, it did rain some, and it did blow, but there was some decent flying, especially on Saturday. Those who camped at the field reported a very strong

wind Saturday night into Sunday morning. Sandra Firster said she looked out of their motor-home in the middle of the night and could not see Dan Heinich's EZ-Up awning that was only feet away. The dust in the air had created a brown-out condition for several hours. Attendees awoke Sunday morning to sand drifts up to 1 foot high, and grit everywhere it could get and also some damage from the wind to the EZ-Up canopies (see photo). It was reported that Sunday was breezy, but flyable for the brave. John Riese said he and son Mikey went up just for Saturday flew and left for home. I think that was probably the best plan of all.



Dan Heinich inspects wind damage to his canopy



Hal times Ted Firster's Trenton Terror

This year was the SCIF's turn to run the contest, and I have not received the results to post here, sorry. The San Valeers shared the contest date with us again and we will continue to coordinate with them for future events. By combining dates, free flighters are offered a nice variety of events, and both clubs have benefited from doing so.

### **SCAMPS Club Contest – Moffett Trophy rubber models 10-22-08 by Bernie Crowe**

This one was scheduled for October 15, but almost everyone forgot to bring their models, so it was mutually agreed to postpone it until the following week. At first, that looked like a serious mistake, because the weather forecast called for winds of 18 mph from 6 am to noon. We needn't have worried – as is often the case, the forecast was bogus. Though it was cold at first, the winds stayed low all morning and by 8:30 it was warming up to a beautiful flying day.

This time memory was in better shape and four flyers had brought Moffett models to fly. Bob Goldie and I had Joe Williams Moffetts which we have flown quite a bit, though mine was still not fully trimmed following a crash two months ago. Ted Firster had an "Upshot" which I believe is a George Schroeder kit (??) and Fernando had a "1938 Moffett Trophy Winner" though we couldn't remember who designed it. For those not familiar with this class a quick re-cap of the rules: 200 square inches max area including stab; cross sectional area at least  $150/L^2$ ; fuselage length no longer than wingspan; structure weight at least 50g/100 square inches. That's it! As much rubber as you want (or dare.) Oh, one more thing – the planes have to Rise-Off-Ground, but we waved that requirement for the Club contest.

I really hadn't sorted mine out after wrecking it with a motor burst a year ago and then crashing it while testing two months ago. I put up a test flight around 7:30 with about 2/3 max turns and got a good climb, followed by a slightly dipped glide that was obviously over-incidence but not by much. It did 3:08 to the ground so I figured it was ready to go. I saw Fernando fly his down at the other end of the line but did not observe the whole flight. Ted Firster put up a test and then called for a timer for his first official. I timed, and the plane did not get much altitude and was down in 54 seconds. Ted said he was flying it on 30g and we agreed it needed upstranding and maybe more rubber.

I wound for my first official and blew the motor at what I reckoned was around 85% turns. It came out of the blast tube cleanly and did no damage. With a new motor in place I wound to about 80% and launched with Kevin timing. The plane climbed well going South-West, and got good altitude, about 200 to 250 ft I reckoned. As soon as the prop folded, the plane put its nose down and went into a vertical dive from which it never wavered. Kevin said the motor run was 59 seconds, and the time to ground was 67 seconds, so I reckon it was doing 25 to 30 ft/sec at impact. The result was a shortened nose-moment which I reckon will help stall recovery, but it's going to be difficult to wind (see attached picture) Amazingly the prop survived, but I was finished for the day.

The cause of this debacle was the stab jumping the stab platform due to the shock from the prop folding. Mine had done this before, and so had one of Bob Goldie's models, so it's a "feature". When the stab hops it not only gets an extra 1/8<sup>th</sup> inch under the LE of the stab, on my plane the TE of the stab slips off the incidence adjuster screw, so it suddenly gains about 10 deg of incidence, which upsets the trim slightly. Hence the dive. It's fixable – talk to me if you decide to build one of these beauties.



**Bernie Crowe's Damaged Moffett took him out of competition**

Goldie flew an official as I was going to get the pieces of mine, and I heard someone say he'd short-DT'd. Some serious ass-kicking is in order for this, we'll have to arrange that punishment next week. Still, he did 157 seconds which was the best time so far. Ted flew again, but without much improvement and only scored 50 seconds. Apparently Fernando made an official, but his timer John Donelson thought he said it was a test flight and so didn't record the time. John said it was

his fault and suggested we record the time as official. I asked John what the flight was and he said “7 minutes” which sounded more like a political promise than an actual time so we recorded zero. Remember, it’s the flyer’s responsibility to ensure that his flights are timed and recorded properly.

So Bob Goldie ended up with 157 on a single flight to win, Ted totaled 104 on two flights for second, I had 67 seconds, of which only 8 were glide time, and Fernando had 7 minutes but didn’t get diddly-squat for his efforts.

As I’ve said before, these little planes are rockets. With an airframe weight of about 75g and 40g of rubber they go near vertical. And with light wing loading and thin modern wing sections they can glide very flat and slow. Definitely a kick. Try one.

## **What’s A Flyer to Do?**

Now that we are actually getting some winter-like conditions in “Sunny” southern California, and the contest season is winding down for the year, what is a contest flier to do? Well, if you are up for a one day hop, the answer is going to the Southwest Regionals in Eloy, Arizona. For those who have never attended, the field is nice and it draws numbers comparable to the SAM Champs. This is one of the longer running contests with the January 2009 contest being the 59<sup>th</sup> incarnation. Some simple math on that one means the contest dates back to before Sal Taibi bought his ’56 Chevy. The contest is always run in a top notch fashion and that is why it continues to succeed and draw us back. For you computer savvy readers, you can get information of the Internet at <http://www.aalmps.com/swintronu.htm>

The contest will be held on January 17-19, 2009 at the Eloy Arizona flying site. There are three contests running at the same time, AMA/NFFS/SAM Free Flight; The Randy Archer Invitational FAI Free Flight; and the SAM RC Old Timers. There will be a swap meet at the field at 3:00 PM on Saturday afternoon at the AMA official’s area. Sellers can set up at 2:30 but must supply their own tables. There is no charge to sell or buy. There are three events for SAM free flight power flyers, “Powerhouse only”, OT Pylon and OT Fuselage. OT Rubber events are plentiful as are AMA and Nostalgia. The contest is Cat II. For more information, contact Contest Director Al Lidberg, 1030 E, Baseline, Suite 105-1074 Tempe, AZ 85283 or (480) 839-8154 6-10:00 PM MST only please.

## **Winning is Never Easy by Bernie Crowe**

I had a great time a few weekends back celebrating my birthday with my kids (the first time it's been just them and us for twenty+ years) and competing in the SW FAI Challenge at El Dorado Dry Lake in Las Vegas.

Preamble: I spent Thursday evening wiring up the new Scorpion motor I had just received and had re-shafted, and getting the new ESC wired to a switch, both as back-ups. I had to do some tweaking on the motor mounts Kevin Sherman made for me to get the parts to fit, but it looked OK and I figured I had a back-up motor in case I burned out the "Little Screamer." Hard to imagine, but it's always good to be prepared. I did not get chance to test-run the Scorpion because the only mount I've got is the airplane, and I didn't want to take out the working system so late at night. Nor had I ever used the new DualSky ESC from 2DogRC.

We all drove up Friday morning (my Birthday) all except our youngest son Phil, who was already in LV at a convention for his company Intova. Had a great meal and lots of laughs that night, especially at the cards my kids gave me. Saturday we went out to the field and I registered for F1Q the next day. Put up one test flight and it did 5+ minutes from 20 seconds, so I put it away. There was only one other entry in F1Q, Dick Wood, despite all sorts of promises to Bill Booth Jr. about



**Bernie Crowe awaiting some of those up drafts!**

other entries. I got out one of our old P-30 Square Eagles, and persuaded son Paul to fly it for old time's sake. This was one of the planes we used to fly in our annual "Crowe Fly" contest at Christmas every year. None of the kids had flown since the last one in 1987, so they were rusty! Paul went through the whole routine like it was yesterday, even remembering to remove the blast tube! He launched straight up, though, and the "Eagle" power stalled twice, windmilling like a helicopter until the torque bled off, and then climbed sedately away. It glided well and flat, and just wouldn't come down. I timed his flight at 5-1/2 minutes (hadn't bothered to put in a fuse!) and he was stoked. I put up a flight with the NosWake "Maxie" since none of the kids had seen it fly, and they wowed at the feathering prop as the Maxie did about 4-1/2 minutes easily.

At noon we left the field and drove to the Hoover Dam and took the tour there - most of my kids had never been. The new 1200-ft high highway across the gorge is making progress, and it's stunning! That night we rendezvous'd with son Phil in Vegas and walked the strip. Paul hadn't seen LV for about 25 yrs so he was amazed. I hate Vegas and I had soon had enough. I was getting blisters from walking all day and getting hypoglycemic from eating irregularly, so we dived into the nearest affordable eatery - Denny's! Somewhere along the way I either lost my cell phone or had it "lifted" in the crowd, but didn't know that until we got home, though. We quit about 11 pm tired as dogs. Not the way to prepare for a contest the next day!!

Sunday we were up at 5 am and on the field by 7:00. I prepped the plane and set up my tracker with new batteries, but it wouldn't work. Checked the batteries and one of them looked "moldy" right out of the blister pack - measured .36V! Put in a whole new set, and finally got a signal. Checked the motor run and backed off a couple of seconds to make sure I didn't get an over-run. First round was to be a "Cappuccino" fly-off round - 20 seconds motor run, time to the ground, 15 minute window, so I couldn't afford to screw up. Re-checked the tracker and it was dead again! Decided to go without it as the drift was low. Dick

Wood flew first and his plane climbed well and got good height. I launched about 15

seconds after him and got more altitude and found buoyant air. I was down at 5:27 landing less than 100 yards from the launch point, about a minute longer than Dick, I was told. Dick mumbled something about having "locked up second place" to my son Mike, but it's never over 'til it's over!



**CD Bill Booth Jr. suggesting a launching site for F1Q, "See that mountain range."**

Round 2 went immediately at 8:30, and I maxed easily. It's hard to do less than 2 minutes off a 20 sec motor run, but Dick's plane transitioned badly and stalled all the way to the ground for a 67 sec flight. In my opinion 2 minute maxes are silly, but they traditionally fly "F1Q Lite" at this contest, and maybe this is why. I swapped batteries and went out for Round 3 at 9:15. Started the motor and it made horrible noises and stuttered and coughed, like it did at Perris about 5 weeks ago. I stopped it, and then tried again, and this time it ran for the full 20 seconds in my hand, so I decided to go with it. It climbed out fine, and then barked harshly and stopped at 9 seconds. Somehow it squeaked out the max, but all was not well. I thought of putting in the Scorpion but considered it unwise to swap out the electrical system in the middle

of a contest. Instead, I changed the battery and did a couple of test runs, and the motor ran for 20 seconds both times. It was noisy and "notchy", but it always has been. I decided to stick with it.

Round 3 was at 10:00 and I went as soon as the horn sounded. The "Quark" climbed steeply away for a few seconds, then coughed and stopped at 6 seconds. Recovery was poor, and it was down quickly. It glided into the launch line and I ran out to catch it before it hit any of the stooges, but it was turning away from them and I didn't want to give up even a second, so I let it go. I turned around and watched it glide right into the base of a thermal pole and bust a hole in the leading edge of the wing. Great. I got 57 seconds, I think. It's comforting to know that I can do almost a minute from 6 seconds run, but now I had a damaged airframe and a non-functioning power system, so that dampened some of my enthusiasm. I also had less than 40 minutes to fix everything and test fly the airplane!

All the way back to the car I thanked Kevin Sherman for the motor mounts that made it possible to fit the Scorpion to the old plane, and thanked my lucky stars that I had persevered the night before and got the motor wired ready for insertion, when I was tired and really wanted to go to bed. I got the ESC panel off quickly and, with son Paul watching and playing "helper", got the broken motor out. The Scorpion went in perfectly, as did the new DualSky ESC panel. But when I tried to fasten the motor to the existing motor bracket with the set-screw, it wouldn't "bite" because I had forgotten to drill a dimple in the new mount. I rushed over to the CDs desk and got Bill Booth to loan me a .080 drill bit; Bill has everything in his kit! I tried drilling the dimple using the drill bit in my pin vise, but wasn't making much progress and time was running out. Lee Hines was watching all this and he went over to Bill Booth and came back with a cordless drill. Bill really *does* have EVERYTHING in his tool kit! We had the dimple drilled in no time flat and the motor mounted. Put in a battery and switched on, and the new motor ran perfectly (for the first time in its life as far as I was concerned!) and so SMOOOOOTHLY!

I turned my attention to the broken wing. The LE was pushed in and the ribs and sub-spars in back of the break were toast, but the main spar was intact and the wing felt solid. I think I could have flown it "as is" if I'd had to. I pulled the LE out with a piece of bent wire and CAD it as well as I could. The polyspan covering was a mess, but I had no time to do anything about it. I put the wing on as it was and went behind the cars for a test flight. With a new motor of unknown power I should have done a short motor run test flight, but there wasn't time. I stuck it in the air and watched. It went up smoothly, on pattern, and climbed faster than before! And, it glided just fine despite the damaged wing covering. Talk about getting lucky!

Paul grabbed the stop watch and we ran out to the flight line, me thinking I had to get a flight in before the end of the round (it's easy to get confused now that I'm REALLY old!). As I fired up the motor the horn sounded, and my heart sank as I launched, thinking I had missed the round. In fact I had just launched right at the start of Round 4, which is where I was supposed to be! So I had repaired the broken wing, completely replaced the electrical system (including some last minute machining) and test flown the plane inside of the allotted 45 minutes! The plane climbed out fast and smooth and got much more altitude than it had been getting on the "Screamer" motor. The transition, however, was terrible. It stalled off the top of the climb but quickly recovered. I said "shit" under my breath, and George Batiuk looked at me with a twinkle in his eye and said, "Yeah, but you *should* do 2 minutes from there!" It did.

Round 5 was an anticlimax after all this. The plane maxed easily. I didn't see the final scores but I knew I had won. The early morning fly-off flight wasn't needed as a tie-breaker, but they award a cute little Cappuccino cup as a "trophy" for the winners of these rounds. The primary trophy was a very nice Martini glass, so my spouse was happy - no more plaques!

When I got home I dismantled the Little Screamer expecting ball bearings to fall out, but it looked fine. I had rotated it at the field, and the shaft did not appear to be badly bent, though the prop wasn't tracking true and that was causing some vibration. I pressed out the shaft and checked it in the lathe using a dial gauge. The run-out was just about a thousandth. I put in a new piece of shaft material, and was horrified to see the magnet bell wobbling back and forth as I turned it. The front of the bell was distorted and the plain bearing which formed the press-fit for the shaft was misaligned. Apparently the slight bend in the old shaft was just offsetting the bearing misalignment and compensating for it, but only when they were lined up perfectly. I guess the bell was moving on the shaft due to the magnets touching, and so the problem would come and go, unpredictably! Not very good for reliability!

Anyway, despite all the stress (or maybe because of it) I had a great 70th Birthday and had a great time with my kids. Can't ask for any more!

## **SCAMPS November 12 Contest by Gary Sherman, CD and Competitor**

We arrived at the field about 7:15 AM, unloaded, set up, and the contest was on. When asked when the contest would be over, I answered, "When everyone is done flying." That is usually around 11:00 or 11:30. Remember this is an informal contest. The events were A/B/C Pylon, Hand Launch Glider, and Catapult Launch Glider. In A/B/C Pylon I whipped the competition - Joe Jones finished with a score of only 456, Ron Thomas with a mere 526 and me Gary Sherman with a whopping 529. Those three seconds I won by seemed like an eternity.

The hand-launch and catapult events attracted several seldom seen faces to the Perris flying site. In Hand Launch Glider Lee Hines won flying only four of his 6 official flights with two maxes and a 50 second flight for a 290 second total. Dick Peterson was second posting his six flights with the three best totaling 201 seconds. Michelle Ray took one flight of 26 seconds for third place.

There were some great flights in Catapult Launch Glider. Stan Buddenbohm showed the way with three maxes totaling 360 seconds. Lee Hines was second with 343 seconds, and Ralph Ray came in third with 290 seconds. These guys flying the glider events wanted it to be a little more serious than our usual loose contest and asked me to set an ending time. It was decided 11:00 would be the end of the contest. This means the model must be launched before contest time ends and the time can be turned in after quitting time. I also learned a little about the rules of HLG and CLG doing the CDing. I really didn't know they were allowed six official flights and the sum of their three best was used for their score. So, the idea that contestants and potential CDs learn from these monthly events is working.

During the contest there was a lot of fun flying going on, rubber, gas, electric. Ray Peel had a good first flight and made good progress trimming a new Paris Special. John Riese made good progress trimming his Zomby (until the tail came off under power (something about forgetting to rubber band the front of the stab after making an adjustment). I had a good time, and the weather was perfect. Thanks for taking it easy on me as a first time contest director.

### **ABC Pylon (3 flew)**

- 1) Gary Sherman, 529
- 2) Ron Thomas, 526
- 3) Joe Jones, 456

### **HLG (3 flew)**

- 1) Lee Hines, 290
- 2) Dick Peterson, 201
- 3) Michelle Ray, 26

### **CLG (6 flew)**

- 1) Stan Buddenbohm, 390
- 2) Lee Hines, 343
- 3) Ralph Ray, 301
- 4) Tom Smith, 223
- 5) Charles Primbs, 167
- 6) Michelle Ray, 164



**Allan Arnold launches his New Ruler at Perris**

## **Tip of the Month by Fernando Ramos**

Here is a short hint that might be useful for us modelers: Scotch has two products that many of you may not be familiar with. One is what they call Removable Tape, and the other is Restickable Glue Stick. First off the tape...it looks like any other of their Scotch brand tapes except that it has very low tack. This tape works ideal when masking off for painting because it is so thin in thickness that it will leave a very fine line. The beauty also, is that there is no fear in tearing tissue using this tape for masking. Masking over tissue with a tape of high tack is always an adventure because it is so difficult to remove it without damaging the tissue. The disadvantage is that it will not go around curves at all in the width it comes in. There is a solution I have found. I sometimes cut the width down to 1/8" making it possible to go around some shallow curves. Still won't make tight turns, but it is a very useful product for taping off a paint pattern on tissue.

When overlapping when covering, there has to be some trimming involved regardless what material is used for covering. My technique is to lie some of the fancy tape midway on the thickness of the longeron or stringer. I follow this with 1/4" masking tape directly over the fancy tape. When the covering is glued to the other half of the longeron or stringer, I can use a sharp razor blade and a straight edge and make my cut over the layers of tape without cutting onto the covering that is already glued on. You might ask, why not just use masking tape. After trimming with the razor blade the tape pulls off easily not tearing the tissue. You might think that this over kill, but it works very well.

The second product from 3M is Restickable Glue Stick which is ideal for cutting out parts using Xerox copies of templates etc. Most similar products are either permanent or sticky and messy. With this, just coat the back of the Xerox (pattern) and place on the balsa sheet. Cut out the part and remove the template from the balsa and you will note that there is no sticky residue left on the balsa. Just remember one thing. As soon as you coat the backside of the template, replace the cap on the stick. It dries out real quick. Learned that one the hard way!



### Interesting Tidbit

Anyone watching the USC vs. Stanford football game might have seen a Tight-end for the Stanford Cardinals make a TD catch late in the game with a familiar name to modelers. It seems Austin Gunder, who has been on the US Junior FAI team twice flying FAI power, is also a senior tight end for the Stanford football team. Bernie Crowe sent an E-mail confirming it is one-in-the-same, and noted what an achievement it is to excel in modeling, football and school. Way to go Austin. Here is some data from the Stanford web site:



**HIGH SCHOOL AND PERSONAL DATA:** One of the top high school prospects in the state of Pennsylvania at both tight end and defensive end...all-Northeast selection by SuperPrep...recorded 65 tackles and five sacks on defense while catching 12 passes for 250 yards in a run-orientated Wing-T offense at Red Lion HS...also kicked PATs and kickoffs...first team all-county and all-district...York County Defensive Player of the Year...had 50 tackles, four sacks, 11 catches and three touchdowns as a senior...three-year letter-winner in basketball...two-time model airplane world champion...won top honors in the Czech Republic in 2000 and Slovakia in 2002...National Honor Society member...earned his bachelor of science degree in mechanical engineering and is currently working towards his master's in aeronautics and astrophysics.

### Events Calendar

**December 4 – SCAMPS Christmas Party, Home Town Buffet, (FIRST) Thursday 6:00 PM**

**December 17 – SCAMPS Club Contest, Gollywock Mass Launch and Modern ½ A Gas, Perris, CA, CD Ron Thomas 2009**

**January 17-19 – Southwest Regionals, Eloy Arizona, CD Al Lidberg**

\*Indoor Flying at Grove Community Church, Riverside 2<sup>nd</sup> Wednesday of each month, 12-2 p.m. Contact Ted Firster.



Gary Sherman's 1/2 A Powerhouse in flight



Fernando Ramos with his new Red Zephyr. Very Nice!



Another Masterpiece from John Nuovo!



Me with my new 1/2 A Mavericks



Two King Harries and look, they have models!



Fernando's Model sits in the stooge ready to be wound

**Remember to pay your SCAMPS' membership dues today!**