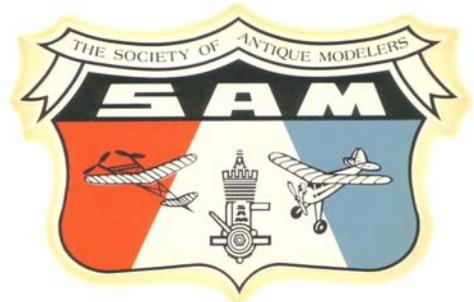
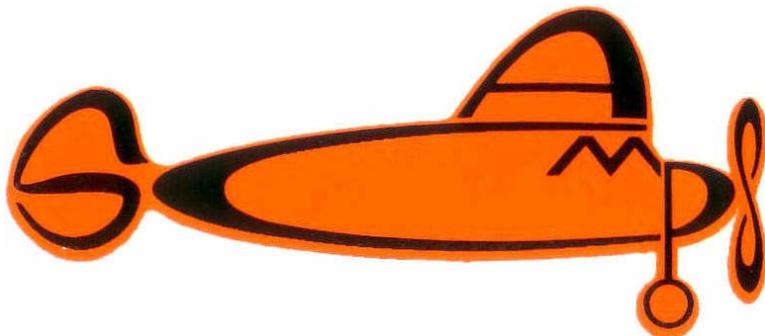
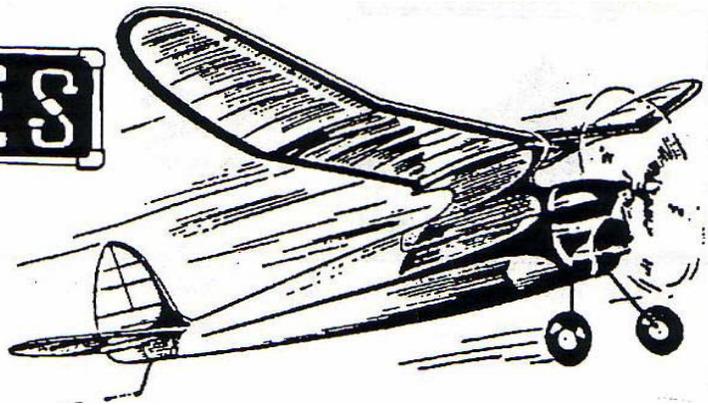


March 2008



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 South Normandy Terrace
Corona, CA 92882-4036*



GAS



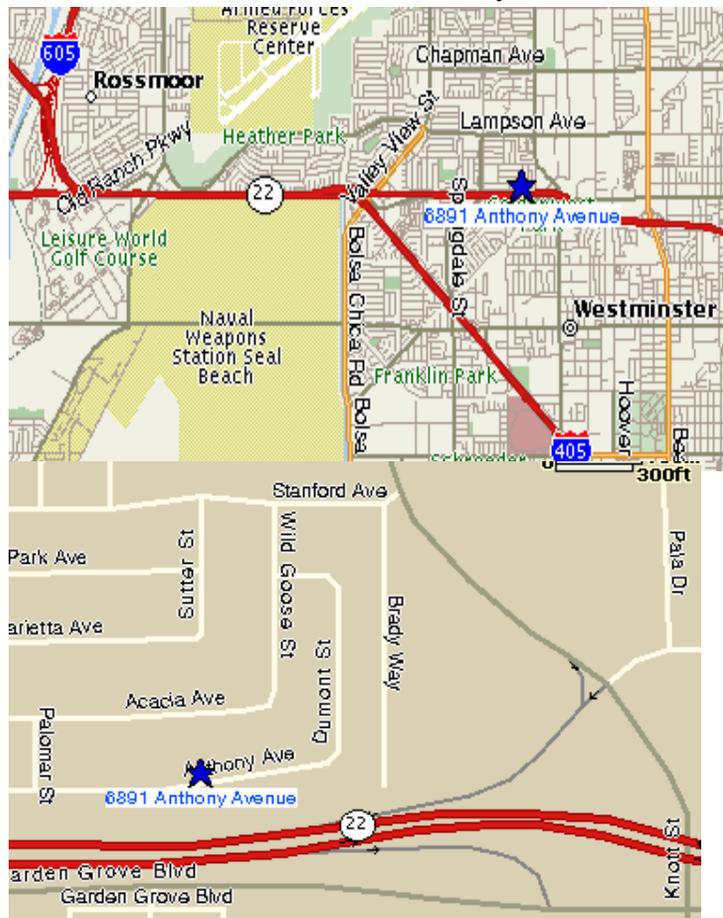
LINES

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

SCAMPS Officers

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Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The SCAMPS' May meeting will be held Friday, March 7, at 7:00 PM. The meeting will be at the home of Dick Drake. From the 22 Freeway, take the exit Towards Knott Street/Golden West Street for about .2 miles. Turn left onto Garden Grove Blvd for about .1 miles. Turn left on Knott Street for .37 miles. Turn left onto Stanford Avenue for about .1 miles. Turn left onto Wild Goose Street, and a quick left onto Park Avenue. Park Avenue becomes Dumont Street and Dumont Street becomes Anthony. Dick Drake lives at 6891 Anthony Avenue, Garden Grove, CA 92845. You can contact Dick Drake at (714) 893-4359. **If you are unfamiliar with the area, it is always advisable to look at a map first.**



SCAMPS News by Kevin Sherman

Priority Notifications—Our next meeting will be hosted by Dick Drake, March 7 at 7:00 PM. The SCAMPS host our second contest of the year, March 9. It is at our Perris, CA field and Hal Wightman and I will CD the Annual Taibi Contest (see flier). Next months' SCAMPS' Fun Fly Contest will be held March 19 and will feature Jimmy Allen and A/B Nostalgia Gas. Come out and play! Then, in April (April 12-13), we will have our third contest of 2008; the SCAMPS Texaco/SCIFs Kick Off at Lost Hills, California. It will again be held in conjunction with the San Valeers contest, so there will be a full slate of events.

Monthly Contests

Our monthly contests seem to be catching on; evident by the participation we are enjoying at most events. Some months have been better than others, but for the most part, they have been successful. During our inaugural year (2007) of holding these contests, we were not sticklers for making sure each model met the event parameters. That was actually one of the few complaints we heard about; some models were not legal and should not have been allowed to fly. In year one, we were looking for participation. Bernie Crowe and I discussed our policy, and decided it would be a disservice to all if we did not follow the rules exactly, even if it meant losing a model in an event. Part of this is meant to be a learning experience, and it is important that each potential entrant be responsible for knowing if his model is legal. That means in power events, the model must have a legal engine (I.E. in old timer, it must be on the SAM engine list as a legal old timer engine), and the model should also be on the SAM Legal Gas Design list. For Nostalgia, the engine and the model must be legal according to Nostalgia rules. Bottom line, we want to have a contest that is fair for everyone. Make sure the model you are planning to fly meets the rules. If you have any question, you can refer to the SAM site online at <http://www.antiquemodeler.org/index2.html>, the NFFS site at <http://www.freeflight.org/index.htm>, and AMA rules can be seen at their site, <http://www.modelaircraft.org/>. You can also ask your fellow flyers for their knowledge. Caution, do this at your own risk!

Where to Buy Fullerplast

We got a surprise a few months ago when we went to buy Fullerplast from our normal supplier, Fullerton Paint in Fullerton California. We were told by the manager, what they had on the shelf was the end of the supply. They had several gallons of Satin and one gallon of Gloss. We bought a few Satins, and the one gallon of Gloss they had. We have been VERY happy using it as a fuel proofer on our models over nitrate dopes. We have shot it on tissue, silk and Polyspan with excellent results. The news that the only known source of Fullerplast was drying up caught us



Cartoon by Hal Wightman from 2007 SAM Champs



Fullerplast Gloss with Catalyst from Van Dee

completely off guard. When we got home, I immediately went onto the Internet and started researching the product. What I found is that Fullerplast had been used by one of the major guitar manufacturers as a wood sealer and sometimes as a finish product. This guitar builder looked to be the main source of the use of Fullerplast for many years, and it looks like they no longer use it. That is probably why it is not readily available like it had been. Also, it looks like a couple of the manufacturers making the Fullerplast over the past few years, were infringing on patent rights, and are no longer allowed to make it. According to everything I was able to find out, there is only one source for Fullerplast now and that is Van Dee.

Internet searching led me to Van Dee Decorating Center, 205 S. Federal Hwy., Stuart, Florida 33994-2003 • (800) 749-8263. They have a web site at <http://www.van-dee.com/clear.htm> where Fullerplast and the catalyst needed to go with it are listed for sale. Just to make sure it was a legitimate source, I ordered a Gallon of Gloss, and one catalyst. In about 5 days, it showed up and looks exactly like the stuff I had bought in Fullerton, just different branding. It even has the same part number. So at least for now, it is still available should anyone want to order it.

February Club Contest

We had an anomaly at our February club contest. I did not send out the usual E-mail reminder for the contest, and several of our regular Coupe and Nostalgia flyers were not in attendance. The weather was ideal, and it is really too bad more people weren't there to enjoy it. It was cool in the morning, with a general breeze towards the freeway. As it warmed up, the drift became very light, and almost non-existent at times. In C Nostalgia, Joe Jones flew his Taibi Racer powered by a Fox 35 Combat Special. Joe put in flights of 124 seconds, 130 seconds and 116 seconds, for a total of 370. He was the lone entry in the event as was Allan Arnold in our Coupe event. Allan Arnold was flying a Bordon Coupe and maxed out with three 120 second flights. Hopefully, participation will be back to normal next month.

How to Build a ½ A Texaco Powerhouse

My dad built a ½ A Texaco Powerhouse with the idea of putting together a "How-to" article on the model, from building techniques, to covering and flying. He is not really a writer, so he asked me to re-write it from his notes. We tried to incorporate as many pictures as possible and as many details as possible. It is always difficult to explain every aspect of building and anticipate questions which might arise, but the article is fairly comprehensive and should be a great source for beginners. The article will be put on our SCAMPS web site soon at <http://scamps.homestead.com/> and also should appear on the SAM web site at <http://www.antiquemodeler.org/index2.html>

Twin Pusher event added to Taibi Contest

At our recent Haggart Bowden Contest, I was asked to add a twin pusher event at our Taibi contest. I guess if a guy goes to all the trouble to build one, we ought to offer more than one event per year to fly them. So, as a late addition, Hal Wightman and I decided to add Twin Pusher as an unofficial event. If possible, I will have signed awards (signed by Sal Taibi) for the top three places. Entries will be free, and merchandise prizes will not be awarded in Twin Pusher. For all other events, we will offer award certificates signed by Sal, and merchandise prizes supplied by Allen Heinrich of Aerodyne. Twin Pusher Mass Launch will probably take place at 8:30 AM.

A Conjunction of Unusual Situations by Hal Wightman

A very unusual association occurred a couple of weeks ago at the Perris flying field. Hal Cover had his new rubber model out to begin trimming and I came by his truck to take a look at it. He had brought the plans out with him as well as the reference materials. He was showing me an anomaly he had discovered regarding the set of plans from which he had built his Wakefield 1939 Elimination Winner. It was from the March 1940 issue of Air Trails, but it was an almost exact duplicate of a model called the 1938 Moffett trophy winner written by Roy Nelder and published in the December 1938 issue of Air Trails. The only differences he could see between the two sets of plans was one less spar in the stab and a single blade propeller instead of a two bladed propeller otherwise the wingspan, areas and fuselage were the same. Even the shape of the sub rudder was the same.

He pointed out the designer of the plane he had built was Gene Chaille. GENE CHAILLE? I could not believe it. I know him. Well as Paul Harvey says... and the rest of the story... My oldest brother is 16 years older than I and he and Gene Chaille went to high school together in Miami, Florida back in the late 30's. They now live about 5 blocks from each other in Miami and still socialize together. I had been in contact with Gene about two years ago after hearing from my brother that he was still flying models. (Gene had retired from Eastern Airlines as a pilot many years ago). This past

August, I was in Miami visiting my brother and went over to Gene's to meet him. He showed me some of his planes. He currently flies RC sailplanes, but has an OT gas model he designed in 1941 called The Herald that he also flies RC. I decided that I would contact him by email and try to get to the bottom of the similarity of the designs of the two rubber models mentioned above. I sent him the picture above showing the plane along with the two Hals and told him my surprise at seeing his name as the designer on the set of plans at the field. Here is the major portion of his email back to me.

"Boy you bring back the past for sure.

As best I can remember (must have been 15 when I built this one= 16 when I won in Detroit). The Moffett must have been where I saw this plane but I don't really remember this. I know AT (Air Trails) asked for the plans and paid me \$100. I sent the rough outline on shelf paper that I drew on and built on. They then drew the plans and wrote the article. I was thrilled with that much money. A lot then. "I flew the same model in the Wakefield in NY later. Think I told you, on the way to the flying field, on a bus, a tool box fell off the overhead rack and took the tail off my model. I was to fly first for the USA but now Dick Korda took my place. That was his 43 min. flight. It never got 300 ft. high or a block away. I did get mine back together and took 6th after all.

"Later an "old man" of 16 I did design and draw the plans for the Herald. (This was published in AT as well). It sure looks like Cover did a nice job. Better than mine, I'm sure. I did notice the prop. I cut mine in from the back so the hub was about 1/2 of his. I forgot the rules for gear but it was ROG. In a later model I used one landing leg in the center. You held the model on the ground with the gear over center to the front. When you let go the plane ROG and the gear folded back with a rubber band. Retractable Gear 1940 style.

"Wish Cover good luck with the model. Let me know how it flies. What kind of still air time does he get? I think my time in Detroit (with lift) was about 6 1/2 mins. Ended up in a tree. My friend went up for it. Got poison Sumack all over him. Now that is a true friend." Gene



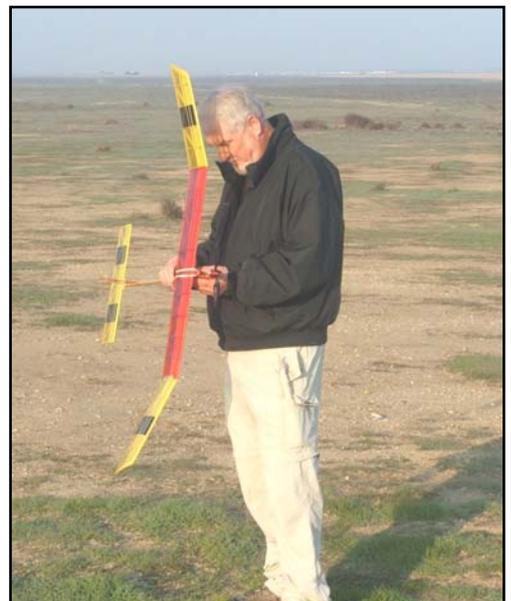
Hal Cover with his Wakefield 1939 Elimination Winner and Hal Wightman

Electric is Easy – Just Push the Button, right? NOT!! By Bernie Crowe

You've heard me rejoice at the simplicity of flying electric Free Flight. Turn it on, press the button, and let go. Next flight, repeat steps 1 through 3. Easy! But not so fast...

My sure-flying F1Q ship had maxed out and got me a first place at the Dual Clubs meet last September, but that win was tempered by the fact that the only other entry crashed in Round 1 and I was the only flier, so I was looking forward to flying against some competition at the South West Regionals contest at Eloy, Arizona, in January this year. My plane had been damaged twice since September, and the repairs had left it looking ratty and twisted, but it was still flying well enough to compete with the best, I thought. Bring it on!

The first disappointment at Eloy was that I was once again the only entrant. I was hoping Frank Pollard would be there, since he is the best West Coast F1Q flyer and up among the best in the Country, but it was not to be. The second disappointment was discovering that my LiPo batteries wouldn't work! The temperature on the field Saturday morning was 24F – better than the 13F the previous year, but still bl%\$\$ cold! – and I found that I couldn't get the motor on my F1Q to run for more



Bernie Crowe with an F1Q, Lost Hills

than a few seconds before it cut out, presumably due to the ESC cut-off voltage. I tried warming them in my pocket, and then under my armpits, to no avail. I even considered more drastic bodily warming measures, which we won't discuss here, but time was running out in the first round and I just had to go fly.

I got a six-second motor run in cold, still air, and made just over a minute. I kept working at the batteries and seemed to be making progress, but when I launched for my second-round flight, the motor quit after 1 second and the plane stalled into the ground. Fortunately there was no damage other than a broken prop, and it was an attempt so I could fly again. I went back to the car and worked like crazy to warm the batteries up, testing them from time to time to see if I could get a 25 sec run, but to no avail. I was still trying when the horn sounded for the end of the second round, and I had a big fat zero on the score sheet. My next flight got me a 12 second motor run and I dropped "only" 17 seconds on that round. Eventually, around noon, I managed to coax a full 25 second run out of the plane and got my first max.

I thought my woes were over, but not so. In Round 5 I had to switch to charging from the car battery because my field battery was almost flat. When the charge light went out I loaded the battery and walked to the line, only to register yet another sub-25 second run. The battery was not fully charged, and when I got back to the car I found that ITS battery was flat! I got a jump start for the car, and eventually got the LiPo charged fully, to score my second max in Round 6. The breeze was up by now and the plane went about a mile across three fields in the three minutes it was up. When I picked it up it had broken its back on the ploughed field surface. Game over for Eloy!

Since I was the only entrant I won, but I would have lost if anyone else had shown up. I've never seen anything published about the susceptibility of LiPos to cold, but I have had problems before in cold weather and I believe it is a major issue. In Eloy I had left my batteries with all my gear in the car over night, so they were deep-soaked cold. The moral is, sleep with your batteries! Keep 'em warm any way you can! Apart from losing the contest, I suspect that the LiPos incur permanent damage when run cold down to cut-off voltage.

The next contest was the Isaacson Winter Classic at Lost Hills only two weeks later. I started building a new fuselage for the F1Q and re-covered the wing and stab. Unfortunately there followed a week from hell that included two days without domestic power and a week of jury duty, and that put paid to the new model. So it was back to the bench with the tattered remnants of my old plane for some terminal surgery.



John Oldenkamp, Frank Pollard and Bernie Crowe, Lost Hills, CA

I glued everything in sight, twice. I finished up with a fuselage that was 12% balsa, 1% plywood, and 87% cyanoacrilate. I also finished up with a fuselage that was very bent and twisted. As soon as my jury service was concluded, I headed for Perris to try to make the old F1Q fly one more time. I had just one day left before I was to leave for Lost Hills. I got in ten or twelve flights with a fairly stable power pattern, but wickedly tight right glide turn. I gradually opened up the turn, and on the last flight (and I do mean last) the ship went left under power and then over and vertically downward. The plane was comprehensively destroyed, and the crash left the electronics system strewn around a large area. So I headed to Lost Hills that Friday with no F1Q to fly.

Larry Bagalini of Flight Tech had said he would bring a spare plane for me to fly, and true to his word, he had a plane

waiting for me as I walked onto the field in the hands of its designer, John Oldenkamp. It wasn't the plane he had promised; that one had been crashed on Friday, also. John said this one was the first F1Q he had ever built, and showed

me how to use the timer. I put up a test flight, but the plane never got above about twenty feet, and was down in less than a minute. John put the battery on charge overnight, and we hoped for better things the next day.

On the day of the contest Frank Pollard was on the field early and putting up impressive flights with his electric AstroStar. John brought the "Mule" as he called it and we tried again. It was a bit better, but certainly not competitive, probably due to a failing battery. We played with it for most of the first round period, but to no avail. Another of John's customers, John Delevoryas from San Jose, was also at the contest with his Oldenkamp F1Q. He had never flown it, and didn't plan to that day, so he loaned it to me to fly, with about 15 minutes left in Round 1. By the time we had it assembled and he had explained the timer settings to me, there was about six minutes left in the round. Tight!

Unusually, Round 1 was to be a four-minute max. With no time remaining, I went through the start sequence and gently lofted the plane into the air. It climbed away nicely, not very steeply but steady, and at the end of 25 seconds it was at a decent altitude. The plane had a pretty good glide, and it found a bit of air and milked it for all it was worth. I was elated to find that I had made 3:48 with a plane that I hadn't even seen until minutes before the first official flight. Even more surprising, Frank Pollard was having some difficulty with his timer, and his plane DTd early and was down well short of the 4-minute max.

Carefully picking air, I was able to max the next three flights, and the folks in our camp were beginning to smell victory. On Round 5, though, the plane started stalling when the motor quit, and though it started gently it soon developed into a full blown stall. The left tip was stalling before the rest of the wing, and this was causing the plane to open up the turn a lot. It flew out of the thermal, and was down in 2:17. The lead had suddenly vanished. Though John Oldenkamp, Frank Pollard and I all dropped some time in the closing rounds, Frank came out victorious. I was second, just 24 seconds behind Frank in a contest that racked up 1260 seconds or so, and John was third. I had fun, and I owe a big vote of thanks to Larry Bagalini, John Oldenkamp, and John Delevoryas for getting me into the contest at all!

So maybe electric FF isn't quite as simple as I thought, huh? I learned two major lessons in the first six weeks of 2008: always keep your batteries warm; and don't get called for jury duty the week before a contest!

SCAMPS Haggart Bowden Contest Report & Results by Allen Heinrich

The annual SCAMPS Haggart/Bowden contest is now history. The attendance was down but those that did show were treated to perfect weather all day. The temperature reach almost 80 and the drift was very light all day. The hottest contested event for the day was A.B.C. Nostalgia. Three flyers maxed out with four straight maxes. Ken Kaiser came through in the fifth round to win with his fifth max. Tom Carman came close by missing a max by 10 seconds and Don Kaiser took third with a 10 second shot.

John Ries is our new lawn mowing King. His Kloud King did not like taking off with the grass. It was seen ground looping and mowing down the weeds on numerous occasions. He finally change launch locations and the model took off fine with nice flights that gave him second in Haggart/Bowden.



Hal Wightman with his fleet at the 2008 SCAMPS Haggart/Bowden

I do want to thank all of the flyers that did show to make the contest a success. The winners are: (Sorry I forgot the time cards so I don't remember what everyone flew).

A.B.C. Nostalgia (6 flyers)

1) Ken Kaiser (Texan)	960
2) Tom Carman (Spacer)	950
3) Don Kaiser (Top Banana)	730

A.B.C. Pylon (4 flyers)

1) Gary Sherman (Strato Streak)	832
2) Ron Thomas (Alert)	819
3) Clarence Myerscough (Alert)	531

1/2 A Nostalgia (3 flyers)

1) Ken Kaiser	431
2) Tom Carman	379
3) Joe Jones	225

Large O.T. Rubber

1) Allan Arnold	137
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Perris Special (5 flyers)

1) Kevin Sherman (Perris Special)	540
2) Ron Thomas (Perris Special)	531
3) Milon Viel (Perris Special)	394

Haggart/Bowden (4 flyers)

1) Charlie Yost (Tom Boy)	37
2) John Riese (Kloud King)	119
3) Hal Whiteman	138

Small O.T. Rubber (3 flyers)

1) Bob Langdon	443
2) Bob Goldie	339
3) Roger Willis	258

A.B.C. Fuselage

1) Clarence Myerscough (Rambler)	535
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That's all there was. See you next year.

Events Calendar

March 7 - SCAMPS Meeting, Dick Drake, Friday 7:00 PM

March 9 - SCAMPS Taibi Contest, Perris CA, CD Hal Wightman, Kevin Sherman

March 19 - SCAMPS Club Contest, Jimmy Allen and A/B Nostalgia, Perris, CA, CD Fernando Ramos

April 5 - SCAMPS Meeting, Gary, Kay and Kevin Sherman, Saturday 1:00 PM Luncheon

April 12-13 - SCAMPS Texaco/SCIFS Kick Off Contest, Lost Hills, CA, CD Daniel Heinrich

April 16 - SCAMPS Club Contest, P-30 (all) and Modern 1/2 A Gas, Perris, CA, CD John Donelson

May 2 - SCAMPS Meeting, Milon Viel's Shop, Friday 7:00 PM

May 14 - SCAMPS Club Contest, 4 ounce Wakefield and 30 Second Antique, CD George Walter

May 24-26 - United States Free Flight Championships, Lost Hills, CA

June 7 - SCAMPS Meeting, Hal and Jane Cover, Saturday 2:00 PM luncheon

June 18 - SCAMPS Club Contest, (3 events) Commercial Rubber, Twin Pusher and C-Pylon, Perris, CA, CD Milon Viel

June 22 - SCAMPS Lotto/Twin Pusher Contest, Perris, CA, CD Hal & Jane Cover

July 11 - SCAMPS Meeting, Fernando Ramos, (SECOND) Friday, 7:00 PM

July 16 - SCAMPS Club Contest, 8 ounce Wakefield and Electric F1Q/E36, Perris, CA, CD Ted Firster

August 2 - SCAMPS Meeting, Joe and Linda Jones, Saturday 1:00 PM luncheon

August 4-8 - United States Nationals, Muncie Indiana

August 20 - SCAMPS Club Contest, Old Time Small Rubber, Modern ABC Gas, Perris, CA, CD Kevin Sherman

September 5 - SCAMPS Meeting, Walt and Betty Huhn, Friday 7:00 PM

September 8-12 - SAM Championships, Muncie Indiana

September 13 - Gas Powered Tether Car run and Collecto, Wittier Narrows Recreation Center

September 17 - SCAMPS Club Contest, Nostalgia Wake or Rubber and 1/2 A Texaco (5cc), Perris, CA, CD Joe Jones

October 3 - SCAMPS Meeting, John Donelson, Friday 7:00 PM

October 15 - SCAMPS Club Contests, Moffett and Old Time ABC Fuselage, Perris, CA, CD Bernie Crowe

November 1-2 - SCAMPS/SCIFS Fall Annual Contest, Lost Hills, CA

November 12 - SCAMPS Club Contest, HLG/CLG and ABC Pylon, Perris, CA, CD Gary Sherman

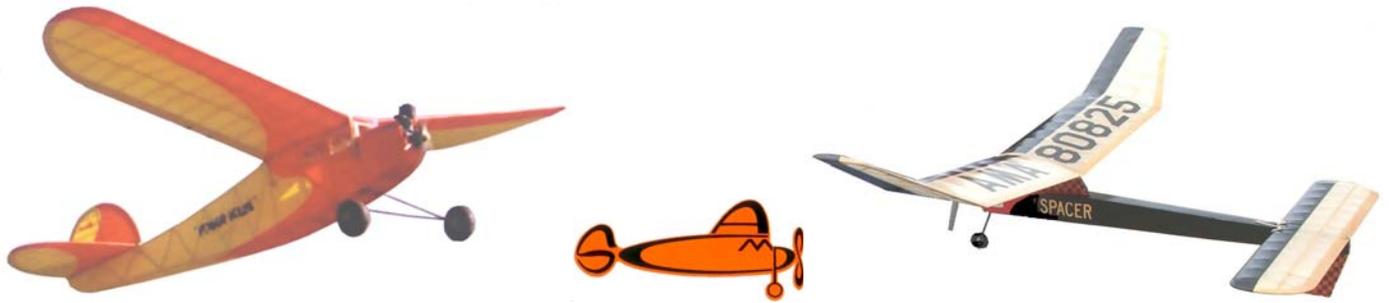
November 7 - SCAMPS Meeting, Alan and Fran Arnold, Friday 7:00 PM

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

December 17 - SCAMPS Club Contest, Gollywock Mass Launch and Modern 1/2 A Gas, Perris, CA, CD Ron Thomas

*Indoor Flying at Grove Community Church, Riverside 2nd Wednesday of each month, 12-2 p.m. Contact Ted Firster for details

Remember, your editor encourages submissions from all club members. We have had excellent articles submitted over the years and hope to get many more. You can send your articles and or pictures to: Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882-4036. Or E-mail: Julykevin@aol.com



SCAMPS 3rd Annual Taibi Contest

Sunday, March 9, 2008 – Perris, Ca

*****This will be an AMA Sanctioned Contest*****

*****Flying Starts at 8:00 AM and contest closes at 1:00 PM!*****

EVENTS:

- ***Powerhouse Only** (20 Sec. eng. run, Full size Powerhouse only SAM legal diesel & Spark Ignition only)
- ***Brooklyn Dodger Only** (20 second engine run, SAM legal diesel & Spark Ignition only)
- ***Perris Special** (15 Second engine run – Glow, Ignition or Diesel)
- ***ABC Old Timer** (Fuselage & Pylon combined 20 second engine run)
- ***Small O.T. Rubber** - Combined - (Stick & Fuselage)
- ***Large O.T. Rubber** - Combined - (Stick & Fuselage)
- ***Nostalgia Rubber** – (All Nostalgia rubber including Wakefield)
- ***ABC Nostalgia** (9 Second Hand Launch, 12 second VTO)
- * **½ A Nostalgia** (9 Second Hand Launch, 12 second VTO)

(Just Added – Twin Pusher Mass Launch, Bring Yours!!!)

***3 minute Max**

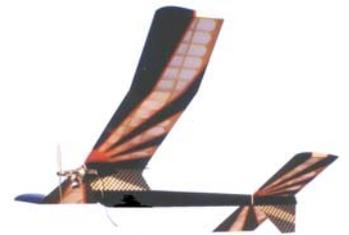
***All Old Timer Flights will be HAND LAUNCHED, no ROG**

***Nostalgia, HAND LAUNCH or VTO, no ROG**

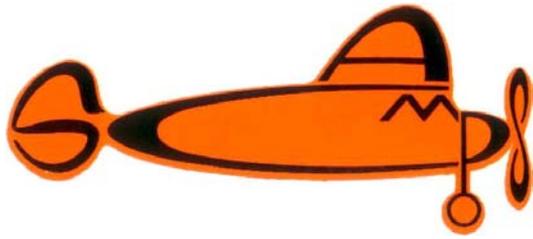
***SAM rules for standard SAM events**

***Entry fee is \$5 per event**

***Merchandise Prizes & Certificate Awards**



CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943



SCAMPS Texaco/SCIFS Kick Off

April 12-13, 2008 – Lost Hills, CA - A.M.A. Sanctioned Contest

---Run in Conjunction with the San Valeers Club Annual---

Saturday
7:30 AM to 4:00 PM

Sunday
7:30 AM to 3:00 PM

1/2 A Texaco

(8cc fuel, best one of three official flights, 7:30 AM to 10:30 AM any glow IC engine .051 or smaller)

Gas Scale

O.T. Small Rubber Fuselage

(3-minute max)

O.T. Large Rubber Stick

(5-minute max)

.020 Replica

(Engine run is 20 sec. ROG, 15 sec. HL, 3 minute max)

****A/B Pylon***

****C Fuselage***

4 oz. Wakefield

*****A/B Nostalgia***

*****C Nostalgia***

Twin Pusher Mass Launch (8:30 AM)

Dawn Patrol Texaco

(7:30 AM to 10:00 AM, best of 2 official flights 1/4 ounce of fuel per pound of model)

30 Second Antique

O.T. Small Rubber Stick

(3-minute max)

O.T. Large Rubber Fuselage

(5-minute max)

****A/B Fuselage***

****C Pylon***

Vintage Wakefield

(1938-1950, 8-ounce weight rule)

Pee Wee Antique

(2.2cc fuel, best of three official flights, any .024 or smaller IC engine)

*****1/4A Nostalgia***

****All Nostalgia Events, (9 Second Hand Launch, 12 Second VTO or ROG), 3 minute Max**

***SAM Power events to be flown using 2006 SAM Rules. 20 Second engine run hand-launch, 25 seconds R.O.G. 5 Minute maxes (weather permitting).**

Rubber ties will be broken by increasing Max times (weather permitting)

\$10 entry (includes first event), \$5 each additional event.

Merchandise awards 1st, 2nd, & 3rd all events.

SCAMPS Contact, Dan Heinrich (909) 593-5789 (E-mail AeronutD@CS.com)

SCIFS Contact, Rob Cobb (818) 896-2211 (E-mail Robcobbodjjobs@aol.com)