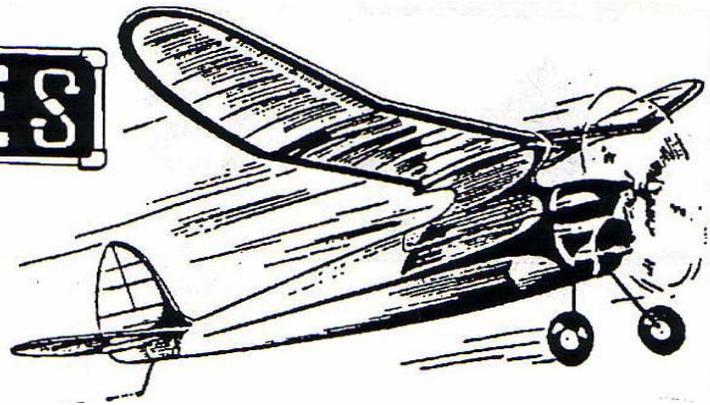


October 2008



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

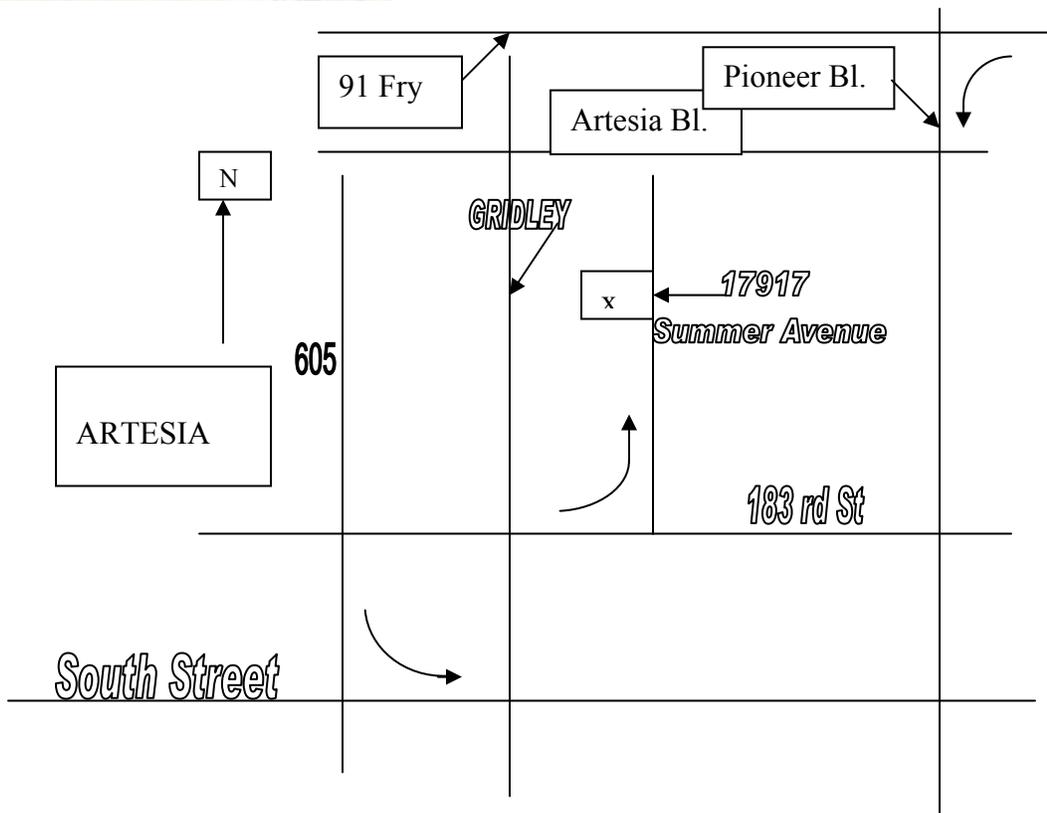
AMA 158 – Southern California Antique Model Plane Society – Sam 13

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' October meeting will be held Friday, October 3 at the home of Allan and Fran Arnold. Their address is 17917 Summer Avenue, Artesia, CA 90701. Starting time is our regular 7:00 PM. From the 91 Freeway, take Pioneer South to 183rd. Turn right on 183rd and then right on Summer Avenue. From the 605 Freeway, take South Street East to Gridley. Turn left on Gridley to 183rd. Turn right on 183rd and then right on Summer Avenue. If you need to contact Allan, his number is (562) 860-1707. Fran Arnold will be hosting the ladies, so everyone is welcome. Refer to a map if unfamiliar with the area.



Our Monthly Fun Fly Contest

We had a great turnout for our August monthly Fun-Fly contest, which featured ABC Modern Gas for power and Old Timer Small Rubber for the rubber power event. The turnout was strong even though a few of the regular club contest flyers are in Oregon for the contests there, including Bernie Crowe, Ted Firster, Tom Laird, Norm Furutani and others. We had 6 entries in the power event, and even though it was listed as modern, the most modern model was Jeff Carman's (newer version) Texan, with a K&B Torpedo in it. Jeff showed the way with 2 maxes and a 152 second flight for a total of 512 seconds. My Max III .35 powered San De Hogan was off trim, and made poor transitions, but was gliding well

enough to eek out a second place, with a total of 428 seconds. Gary Sherman flew his Veco 19 powered Spacer to a third place finish with a total of 425 seconds, and he was taking the 3 second less engine run (from VTO) and hand launching with 8 second motor runs. Ron Thomas was fighting the exact trim problem I was having and ended up in fourth place

with a 410 second total. Dick Drake flew an Orbiteer, and for some reason, it looped on his third flight and crashed. It had been flying very well. Allan Arnold entered, but had a mishap with a Starduster before posting an official flight.

In Old Timer Small Rubber, the Gollywock ruled the day. We had 8 entries, which is VERY good for a Wednesday contest. I took first with my Gollywock, with two maxes and a 167 second flight for a 523 second total. George Walter placed a close second with two maxes and a 127 second flight, for a total of 487 seconds with his Gollywock. John Donelson flew a Miss Canada to a third place finish with a 427 second total. Roger Willis finished fourth flying his King Harry with a total of



Gary Sherman launches Spacer, Ron Thomas times, Jeff Carman Photo

344 seconds. Hal Wightman flew his Gollywock to a fifth place finish totaling 328 seconds. Joe Jones flew his Gollywock to a sixth place finish with a total of 304 seconds. Hal Cover put in just one flight and was not happy with the way his Gollywock was flying and decided discretion was the smart move and put it away to trim it another day. Fernando Ramos also put in one official flight with his Wren. Thanks to everyone who came out and participated in the contest and to Milon Viel who was this month's Contest Director.

Because of the timing, this month we also have the results from the September contest, which was held September 17th. It featured ½ A Texaco for power, with a 5cc fuel allotment. Nostalgia rubber was the rubber event including Nostalgia Wakefield. Joe Jones drew the CD duties, and not only embraced the job, but did an outstanding job. If he were my student, he would have got a gold star! Moreover, he said he enjoyed the experience. When he mentioned that he liked



My San De Hogan VTO at the monthly contest, Jeff Carman photo

CDing, he was quickly hit up by others to CD more contests, like the USFFC! Joe found the spirit of which the monthly contests were intended. The vision was for our monthly contests to allow guys to get a taste of contest flying in a low key, low stress environment, and also for some to get an idea of what CDing is about and what goes into CDing. So far, everything has been great from all sides and kudos to Bernie Crowe for organizing this for us each month. Following is Joe Jones contest report.

September SCAMPS Club Contest by Joe Jones



We had great weather, a great turnout, and an interesting variety of airplanes for the September Club Contest! The early drift was a problem for the Texaco contestants but improved as the day went on. I counted about 30 cars at the field. There were 9 entries in ½ A Texaco (7 flew) and 5 entries for Nostalgia Wakefield & Rubber (4 flew).

Kevin Sherman's Lanzo Bomber won ½ A Texaco with an 827 second flight (13 min 47 sec) late in the morning that stayed close to the field. John Donaldson's Powerhouse was second with 517 seconds (8 min 37 sec) with a flight that DT'd very near the freeway. Allan Arnold's Lanzo Bomber was third. He had three very long chases but got the plane back each time. John Riese's Guff was fourth. Ted Firster's Trenton Terror was fifth. Skip Robb's Powerhouse was sixth. My

Powerhouse was seventh. We decided to require ROG because it is required at many contests. Some entrants had problems with the required ROG. *Editors Note: Since our field is not really suited for ROG take-offs, and it is a safety concern with models running all over the ground, I would suggest never requiring ROG at contest at Perris. We had one model get wrecked and almost hit Norm Furutani, two that wouldn't take off in the small patches of flat clear areas and another chose not to fly because of the ROG requirement. I have received several requests for getting rid of ROG for safety reasons, and agree 100%. These monthly contests are for all of us to learn and I think we learned that the ROG at our field is not a simple task. There just were not enough open clear spots for taking off plus we had several near misses with models barely getting in the air. Thanks to those who have voiced their opinion about this.*

Hal Cover's Yankee IV won Nostalgia Wakefield and Rubber with 3 maxes (2 min, 3 min, 4 min) and 153 seconds on the first 4 min fly-off round. Bernie Crowe's Maxie 23 was second when he did not max on the third flight (201 seconds). Allan Arnold's Boxall was third. His Texaco chases limited him to 2 flights. Kevin Sherman brought a brand-new Torontonion that he built within the last week. He maxed the first flight (2 min) but damaged the airplane and was unable to make more flights. We waived the ROG requirement for landing-gear-equipped aircraft because it is not required at most contests. Thanks to all who helped, timed, and participated. It was a great day!

½ A Texaco Results

Contestant	Model	Round 1	Round 2	Round 3	Round 4	Round 5
1) Kevin Sherman	Lanzo Bomber	467	379	827		
2) John Donelson	Powerhouse	179	517	dnf		
3) Allan Arnold	Lanzo Bomber	320	405	463		
4) John Riese	Guff	270	dnf	dnf		
5) Ted Firster	Trenton Terror	232	265	dnf		
6) Skip Robb	Powerhouse	223	dnf	dnf		
7) Joe Jones	Powerhouse	111	32	dnf		
8) Gary Sherman	Powerhouse	dnf	dnf	dnf		

Nostalgia Rubber & Wakefield Results

					Total	
1) Hal Cover	Yankee IV	120	180	240	153	693
2) Bernie Crowe	Maxie 23	120	180	201		501
3) Allan Arnold	Boxall	120	121	dnf		241
4) Kevin Sherman	Torontonion	120	dnf	dnf		120
5) Tom Laird	Torontonion	dnf	dnf	dnf		

Bernie Crowe hits the DL (Disabled List) at Oregon Contests by Bernie Crowe

We got to the field on Friday Aug 22, and signed up for F1Q in both the Tangent Classic and the NW FAI Challenge. The mini events were to be flown on the same day (Saturday), flying one flight in each event in 1-1/2 hour rounds starting at 8:00 am. The wind was blowing out of the North at a pretty brisk pace, so I put up a test flight with "Noah's Quark" using a 1 minute DT setting. The plane flew on-pattern and drifted downwind fast enough to give me a 300-yd walk to retrieve it. I hoped the wind would be less vigorous for the contest! I put it away and watched the "big boys" flying Wake, F1C and A2 glider for the rest of the day.

Saturday we were on the field bright and early to watch the fly-offs in Wake and Nordic from the day before. CD Pierre Brun was flying Nordic, so the start of the mini-event contests was delayed by half an hour. The only other entrant in F1Q was Frank Pollard, last year's America's Cup champ, and leader in this year's race. He was flying his two year-old electrified "Astrostar". The rules had been set at 15 second motor runs and 2-minute maxes in deference to the breeze. The wind was mild at the start of the contest and retrieval didn't look like a problem. The FAI flyers were commenting that there was lift around already, but that conditions were tricky.

Frank and I both flew our first flights within minutes of the horn sounding for the opening of the first round, and we both maxed comfortably, though I don't think I would have made three minutes. My plane will usually do three minutes from 15 seconds in comfort, but not here. On our second flights (the first ones in the *other* contest - confused yet?) the lift evaporated under Frank and he was down 3 seconds short of the max. My plane went totally off pattern and flew around in one large horizontal circle before quitting at about 50 feet. I was down 10 seconds short, and had already lost to Frank in the NW FAI Challenge contest. Not a good feeling after traveling over a thousand miles to get there!

Long time friend Patty Ulm did sterling duty timing for me all day as Frank and I ground out the remaining eight flights (four in each contest), with some going gangbusters in thermals and some barely squeaking out the max. On one of my flights a turkey buzzard tucked into wingman formation on my plane and observed it from a few feet away for a while, but finally peeled off without attacking it. I had some pretty long walks to retrieve the plane, and developed blisters on my right foot despite my trusty Iowa hiking boots. Fortunately Sondra Firster came to my rescue with band aids from the SCAMPS FirstER Aid kit. At the end of the day Frank Pollard and I were maxed out in the Tangent Classic contest, and CD Mike Roberts decided we would have a fly-off on Sunday morning at 7:30 using a 10-second motor run and timing to the ground - no max.

Sunday dawned cooler and partly overcast, with the wind blowing from the South. I checked my batteries and set the motor run to ten seconds, checking it for accuracy. Out at the flight line, I had my timer check the run again, and the motor quit at six seconds. My other battery was back at the car about 50 yards away, and with a ten-minute window for the fly-off I knew I had to hustle. I started to sprint to the car and there was a loud "pop" from my left groin and I felt as though someone had hit me with a baseball bat. Torn hamstring muscle. I hobbled to the car and back and got the plane "fueled" and checked just as the horn blew.

I watched the thermal streamers and some of the FAI flyers, and could see that there was some lift. More than anything I wanted to avoid any downers. It looked good and I launched into it, and Frank followed immediately afterwards. Both planes climbed well. It's amazing how high an F1Q can get in 10 seconds! We both leveled out at about the same altitude and began moving quickly downwind. After about a minute I could see that my plane was going up in lift, and was now about twice as high as Frank's plane, but his is a superb glider and I knew it wasn't a gimme. Mine crossed the road as I hobbled painfully after it, still a lot higher than Frank's, and got above a dark black area where the corn stubble had been burned. It was flying out there with a Coupe (F1G) and both planes started bouncing around in some really turbulent air. My heart sank as I watched my plane swoop down out of the sky and lose altitude very quickly. Out of the corner of my eye I could see Frank's plane still gliding stably just across the road, much closer to the launch area. I lost sight of my plane but knew it was down first. Bummer.

Pauline and I started the long walk towards the farm complex where my plane had disappeared, about a mile away on the top of the hill. It was so painful to walk that I knew I'd never make it, and we turned back to get the car. Ted Firster offered me his bike, but before I could get on it Frank returned with his plane and offered to go get mine. I gave him my "last seen" line, and we stood around for maybe ten minutes, but Frank returned without it. He said the stubble in the far field was really tall and suggested we take binocs to aid the search. I got on Ted's bike, and found out that hurt almost as much as walking! We negotiated the road and rode off across the field towards the farm buildings. We both spotted the plane at the same time - much closer than I had thought (isn't it always the way?) and way to the right of my "line."

So I lost both contests but not my plane, and had a great day flying head to head with Frank Pollard. I had registered in the third contest (yes, Virginia, three contests in two days) to fly Mulvihill, but by now the breeze was steady at about 6 to 7 mph. Even a 5-minute flight in Mulvihill would have taken my plane over the hill, and I knew I had to better 6 minutes to win. With my damaged undercarriage I decided that sanity was the better part of stupidity and called it quits. Had a great time, saw a lot of old friends, and enjoyed the competition immensely. Long way to go, but lots of fun, and we made a mini-vacation out of it.

The 59th Annual Southwest Regionals Model Airplane Championships

The 59th Annual SW Regionals will be held on 17, 18, 19 January, 2009 at Eloy, Arizona. AMA - NFFS - SAM Free Flight: Now running all 3 Days! - This is a National Cup 'Exempt' contest! - NOTE: These Special Events -e36 Electric on Sunday -Jetex/Rapier on Sunday + Carlo Godel Postal Contest for Rapier models -SAM rules Twin Pusher Mass Launch at 11 am on Sunday -Taibi POWERHOUSE event on Monday -Tomboy all 3 days Contest Director: Al Lidberg, 1030 E. Baseline, Suite 105-1074, Tempe, AZ 85283. **Phone 480-839-8154 6-10PM MST Email: aalmps@aol.com**

Due to concerns over liability and abuses in the past, we must require: 1. That you have a 2009 AMA license or a receipt from the AMA or a contest director showing you have paid for current membership. You can pay for your license at the site, and we will give you a receipt. 2. That ALL fuse dethermalizers employ a positive extinguishing device (snuffer) 3. That all models entered display the modeler's AMA license number If you do not comply with items #1, 2 and 3, you will not be allowed to fly on the venue of SWR.

SAM Champs' "Power Champion" Report by Larry Davidson

The attendance was down from previous Champs, probably because of the gas gouging prices. I would estimate there were only around 150 entries as compared to over 200 other years at Muncie. When I got to the field on Sunday and saw Ron & Sue Thomas, Ron told me that he folded up the wing on his Playboy SR. Pylon when it quick DT'd with the engine running. What a way to start the Champs for Ron.

Monday, the weather was great with not too much wind. I flew my new Foote Westerner which climbs like a rocket and glides fantastic. The problem with the trim was that I could only use a 9 second engine run instead of the allowed 16 seconds because it had a trim problem that I could not work out before the Champs. After a 9 second run the plane would start to go left and then have a bad transition. I put three flights at the 9 second run and easily maxed out. The plane would stay at the transition altitude until it DT'd. On the 4th (flyoff) flight, Bob Benienstein said I launched it too flat and it built up speed and leveled out under power and then started stalling when the engine quit. I missed the Max (a bummer) and a bad start for me. Wound up in Third place (3) points! Then flew my "B" Dodger w/ O&R .29 and maxed out and won first place. I'm not sure but I think Ron flew his Ascender and got second place. I think this was the flight where he had an overrun.

Tuesday, another good flying day with 7-10 MPH wind. I flew my Alert with the ED Hunter .21 and won First place. Then flew my Ascender in "A" Fuselage, ED .19, maxed out and on around the 5th flight, did a static test on the timer, thought I had the right mark and wound up with an overrun. Ron had an overrun the day before and when I told him about the overrun, he said "YOU HAD ONE TOO???" I told him I did it purposely just so he wouldn't feel alone! I also tried to sell him a bridge in Brooklyn!

Wednesday the weather was similar but breezy. I flew my Alert with the ED.19 and won first. Then flew my New Brooklyn Dodger w/ O&R .33 and won first with it.

Thursday was another nice day and I, flew my old beat up Rambler. The wind was blowing towards the R/C area and on around the third flight, it DT'd and landed on the road.

You know how a Rambler comes down like a brick in the DT mode and when I got back and checked it out, there was damage on the fuse under the stab. I CA'd all the cracks, twisted it to check the strength and felt it was strong enough. I pondered whether I should do a test flight but decided it was probably going to be OK and got another max. The thermals were fairly easy for me to pick out that day too. On the next flight, it DT'd right behind the flight captain at the R/C black top runway and broke it again just behind where it broke before. Glued it again and put up another max. Wow, things were going real well for me and a bummer for Ron. Wound up winning that event too.

The only event scheduled on Friday was Old Ruler which I didn't plan on flying but it was a rainy day and the Free Flight was called off. I felt bad for Ron because he works hard at it like I do and luck was not with him. I told him he would whip me again in Vegas like he did last year! All in all, a great SAM Champs. *Editor's Note: Congratulations to Larry for winning the Power Championship and keeping the title in the SCAMPS' family!*

Tip of the Month by Fernando Ramos

Ever had your taughtening dope turn amber, even in an unopened can? I learned a trick about this from Allan Heinrich a long time ago, but I would like to expound on it just a bit. First off, I don't even know if many of you old timers even uses this dope, but it is real useful in several different way. Some background might be in order. In the days that fabric aircraft were covered with cotton or linen, you couldn't use an iron to take out the wrinkles; therefore, the use of taughtening nitrate dope was a necessity. The problem arose when too much was used and the fabric would begin to distort the stingers etc. after it dried. Thank goodness for Dacron and polyspan. How can we use taughtening nitrate dope? It is ideal to use on the bottom of the wings and horizontal stabilizers. Since both of these structures tend to bend upward after doping, this dope helps alleviate that. Of course, weighing down the structures while drying is also a big help. This dope also comes in handy when a wrinkle pops up after tissue covering. It might take several coats, but they usually disappear.

If you choose to try this dope, buy in quart sizes only and take it out of the can and place it in a glass jar. For some reason, this dope reacts with the metal can, and not only does it turn amber in color, it hardens and has to be thrown away. In a glass jar it will keep for a very long time. The real bad news is...the cost. I just bought a quart at Aircraft Spruce, and the cost was just over \$14.00! It is now \$33.25 a gallon. Of course that isn't just for the taughtening dope, but all dopes. Randolph is considerably higher than Certified. I am sure glad I am not refinishing full-size aircraft any longer.

Events Calendar

October 3 – SCAMPS Meeting, Allan & Fran Arnold, 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, John Donelson, 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 ½ 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.

Nelson Head for Cox .020

Editor's Note: Joe Jones sent this to me. It is something he picked up on SAM Talk: "Guys our prayers have been answered. Bob Mattes, bobmattes@charter.net has developed a head for the Cox TD .020!! Now you can tell Estes and the scalpers on E-bay to go pound sand!! Bob's head is much like the head Doug Galbreath sells for the TD .049; it adapts a Nelson flat coil plug that sells for \$4.50 to the TD .020. Bob's head comes with the clamp that is needed for the plug also. Lots of you guys out there have already found out you don't just take a burned out Cox head, drill and tap it with a 1/4 - 32 for a standard glow plug and get anything close to the RPM that you get with the Cox head. Bob's head matches or exceeds the RPM of the High compression Cox head and is a heck of a lot cheaper than what the scalpers are asking!! Bob's head has probably saved the .020 Replica events for SAM and the AMA Payload event. Drop Bob a line; tell him Free Fight Hank in Omaha sent you."

*Follow up: "I just received this from Bob Mattes in regards to his heads and web site. **Free Fight Hank in Omaha** I have found that they are quite sensitive to compression and one must carefully measure and set the clearance. One needs to do a couple runs to get it dialed in. For this reason I am urging all to send me their engines and I will set-up the head clearance for \$35 plus postage. This is all explained on my web site <http://www.flyfreeflight.com> on a rework description page dedicated to the 020. That page is referenced on the Rework Summary page which is http://www.flyfreeflight.com/Site/Rework_summary.html. The specific 020 page is http://www.flyfreeflight.com/Site/Cox_020.html Charges are given on a separate page listed in the menu. Thanks, Bob."*

NEW SHIRT ORDER

A number of SCAMPS at Perris have expressed an interest in another shirt order. I have contacted our vendor and he is willing to make the shirts for the same price as the last order. We need a minimum order of 24 shirts, but I feel from the interest shown on the field that we will have no problem meeting this requirement. If you would like a shirt(s) please fill out the form and make out a check payable to SCAMPS and mail to George Walter, 2412 Deerpark Dr., Fullerton, CA 92835. Please respond by Saturday October 11th. I'm going on vacation the following week and want to get the order turned in by then. Hopefully, the order can be filled and the shirts distributed by Thanksgiving.

Shirts are available in two styles and seven sizes and priced as follows. Indicate quantity on the line. If you would like the shirts mailed to you add \$7 for USPS mailing for one or two shirts, or \$9 for three or more to the same address.

T-shirt with pocket - \$12 each

T-Shirt

Small _____

Medium _____

Large _____

X-Large _____

(Note: XXL, XXXL, and XXXXL shirts cost \$1.50 more so add that to the price of each shirt)

XX-Large _____

XXX-Large _____

XXXX-Large _____

Total cost of T-shirts: \$ _____

Golf shirt with pocket - \$16 each

Golf Shirt with Pocket

Small _____

Medium _____

Large _____

X-Large _____

XX-Large _____

XXX-Large _____

XXXX-Large _____

Total cost of Golf shirts: \$ _____

Total of all shirts Ordered:

\$ _____

Cost of mailing if desired

\$ _____

Total cost of order:

\$ _____

(Note: Price includes sales tax.)

(Also, use a return address label for name and address. It's easy and easy to read.)

NAME: _____

ADDRESS: _____

PHONE: _____

SAN VALEERS 21st ALL NOSTALGIA ANNUAL
LOST HILLS, CALIFORNIA* NOVEMBER 1-2, 2008

C.D. Terry Thorkildsen 805/495-6135; Co C.D. Tom Laird 310/544-7606

CAT 2- 3 MIN. MAX. THIS IS A NFFS NATIONAL CUP CONTEST
(Combined with Old Timer Contest the Same Weekend CD (Alan Monteath) 805 338-6220)

SATURDAY

8:15AM – 4:30PM

1/4 A NOSTALGIA

1/2 A NOSTALGIA

C NOSTALGIA

NOSTALGIA GLIDER
(A1/A2) Proxy Towing OK

SUNDAY

8:15AM - 3PM

A NOSTALGIA

B NOSTALGIA

COMBINED ONE DESIGN GAS

BOTH DAYS

NOSTALGIA CABIN combined
Any cabin design & engine size including
Payload (dummy optional) must ROG &
Must Have Front Windshield

1 DESIGN EVENT:
Ramrod 250 any legal nostalgia engine.

1/2 A EARLY BIRD

NOST RUBBER/Wakefield COMB

MODELS (All previous eligible designs)

DAWN PATROL HOURS:

7AM - 8:15AM

(Small Gas .010-.051/

Large Gas .052-.65)

7AM - 8:15AM

(Small Gas .010-.051/

Large Gas .052-.65)

*****Fox blackhead .35CS ***** awarded by Raffle (One ticket for each event entered or \$3 ea)

EVENT PRIZES: MERCHANDISE * ENGINES*KITS*BALSA*ETC., TROPHY FOR JR. HIGH TIME

ALL MODELS CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT(Except 1/4 A & 1/2 A)

DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground before another official flight can be scored. Flights must be posted after each official flight. Failure to post an official flight will negate all succeeding flights.

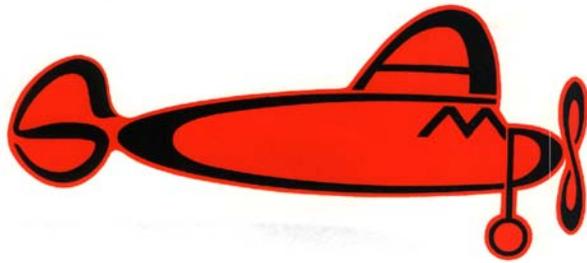
ONE DESIGN RAMROD 250 EVENT PRIZES: \$45 FOR 1ST, \$30 FOR 2ND, \$15 FOR 3rd

NOSTALGIA RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff flights 4 min max

ENGINE RUNS ALL EVENTS & 1 DESIGN: First 3 Flights 10 Seconds HL 13 sec VTO, all Flyoff Flights will be 7 Secs HL and 9 secs VTO, all other rules per NFFS Rulebook 2007-2008 for CAT 2. DAWN PATROL no max, 9 sec motor run timed to the ground.

NFFS RULES LIST NO. 2007-2008. BUILDER OF THE MODEL RULES APPLY, BUT CAN FLY DECEASED FLYER'S MODEL PER NFFS RULES. NO RE-ENTRY.

Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event, Jr's: \$3.00 All EVENTS ARE JSO



SCAMPS/SCIFS OT 2008 Fall Annual

Combined with SAN VALEERS 21st Nostalgia Annual

CD: Terry Thorkildsen (805) 495-6135

Co-CD: Tom Laird (310) 544-7606

November 1, 2 2008, Lost Hills, California

Saturday

7 AM to 4 PM

A/B Cabin

30 Second Antique

½ A Texaco (7 AM to 11 AM)*

C Pylon

Large Rubber Cabin

Small Rubber Stick

Pee Wee Antique

Sunday

7 AM to 2PM

Texaco (7 AM to 11 AM)

.020 Replica

SAM Gas Scale

A/B Pylon

C Cabin

Small Rubber Cabin

Large Rubber Stick

Entry fees: \$10.00 registration (includes 1st event), \$5.00 additional events

Lost Hills Membership required

Gollywock Mass Launch Saturday 8 AM

Twin Pusher Mass Launch Sunday 8 AM

**1/2 A Texaco: 8cc fuel, any .051 or smaller glow engine, best single flight of 3*

SCIF (CD): Alan Monteath (805) 338-6220 Lapcat@earthlink.net

SCAMPS Contact: Daniel Heinrich (909) 593-5789 AeronutD@cs.com