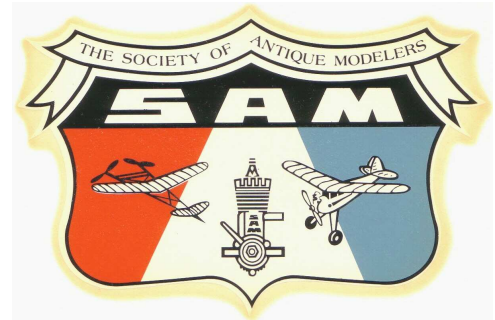
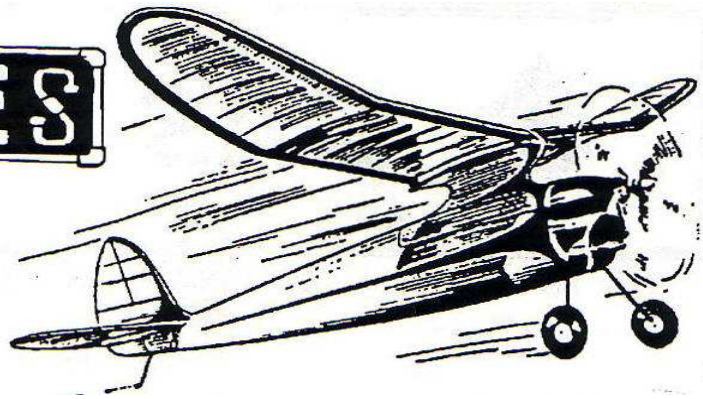


June 2010



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	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
Editor	Clint Brooks	(562) 493-2749	scampsedit@Yahoo.com
Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com



The SCAMPS' June meeting will be held **Saturday June 5th** at the home of **Hal and Jane Cover** located at **3077 Riverside Terrace** in Chino. A luncheon is planned starting at 2 PM and the ladies are invited to attend. **Directions:** coming from the West-take the 60 East to the Garey Ave exit (29B). Go right on S. Garey Ave to Riverside Drive and turn left. Turn right on Cimmaron Circle-bear slightly left onto Riverside Terrace. The Cover residence is on the right. Using Exit 29B from the westbound 60 will also hit S. Garey-follow the same path into the area as noted above. Using Exit 12A from the northbound 71 will put you right onto Riverside Drive-go right to Cimmaron Circle and onto Riverside Terrace.

SCAMPS NEWS by Clint Brooks

May has come and gone in rapid fashion. I did not get to attend the SCAMPS / SCIF meet in April, but did get to participate in the SDO Spring Annual meet this past weekend. The weather was quite nice and very strong thermal activity starting around noon each day. Plenty of Nostalgia Gas jobs tearing the place up, but not so many Old Time gas models to speak of-I only saw three or four in flight the whole time. My only claim to fame for the weekend was the spectacular kamikaze dive my Gollywock made from high altitude after the transition to glide. The straight in impact did surprisingly little damage though, and I should be back in action with it for the Lotto contest. I did notice a predominant number of SCAMPS collecting awards though-well done men! It was good to see the Carman's out flying in their usual manner-Tom looked tan and happy!

SCAMPS/SCIF Texaco Annual by Daniel Heinrich

April 17, 2010 to April 18

Being out of work I decided it would be good to go up to the field on Friday and maybe get some test flying in after I got set up. (*News Flash: Daniel Heinrich has since been picked up by Northrop Grumman Corp as one of the new F-35 Integrated Assembly Line engineers. Congratulations Daniel and best wishes on the new position-Ed*) I pulled into the gas station in Lost Hills right behind the Kaisers and after topping off the Duck Truck I proceeded out to the field. It was a bit breezy in town as well as on the field. It had been suggested by Lee Hines that the old site that we flew on when we first started flying at Lost Hills was a preferred location due to the plowed field to the North of the typical site. I scouted the area a little then picked a location that had the fewest weeds and the best options for ROging. Everyone seemed to think it was a good site and we moved the outhouses down to the new area. The breeze kept up for most of the day and a few guys put models up. The chase was not too bad and very few models ended up in the carrots. By the evening we had nice weather and more of us put up test flights.

Saturday dawned with calm conditions and mild temperatures. John Riese showed everyone how to do it in ½ A Texaco posting a 17 minute flight to win the event. Ron Thomas set the pace in C Nostalgia with 5 maxes. Lynn Pulley gave a late charge posting 4 maxes but ran out of time to put in a 5th flight partially due to long chases when the model just did not want to come down. Don Kaisers B Nostalgia was flying well until the free flight demons took hold and told him he was done. Not a lot of damage but he was done for the day. A well placed gopher made sure I could finally win a twin pusher event though it is tough to lose when you are the only airplane. Get well quick Kevin!

Sunday was pretty much a carbon copy of Saturday with the exception of wind direction which hit three different points on the compass. While on Saturday the breeze was pretty steady to the South putting longer flights into the carrots, Sunday we were treated to some Northbound winds and many contestants were glad we were at the new site. The featured event, Texaco, only drew 3 contestants and unfortunately I mistakenly disallowed one of them because I did not think it was an antique. I would like to publicly apologize to Dick Nelson for not allowing his polyhedral winged Clipper MK I in Texaco. I knew that it had been documented as a legal old timer but was not aware that it had been documented as an antique. I conferred with my dad and he thought the same so I did not allow it to fly in antique events. Kevin pointed out that the rules state that documentation is the responsibility of the contestant so our collective suggestion is that if you have a borderline design make sure to bring something with you to ensure there are no questions. That could be the approved designs list, a documented photo, or a baseball bat to beat the CD with, your choice.

All in all it was a fun contest with good weather and lots of participation. Thanks to all that come out and see you in June at the Lotto!



SCAMPS & SCIF Texaco Contest Results, April 17 & 18, 2010

1/2 A Texaco

1	John Riese	17:3
2	Tom Laird	16:4
3	Dick Nelson	15:3

Gas Scale

1	John Riese	10:24
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Small Rubber

1	Carl Redlin	519
2	Mike Mayea	482
3	George Walter	341

Large Rubber

1	Dan Keegan	784
2	Mike Mayea	629
3	Allan Arnold	519

A/B Pylon

1	Ron Thomas	845
2	Carl Redlin	829
3	Jim Robinson	630

C Fuselage

1	Bert Fawcett	497
2	Walter Conrad	179

4 oz Wakefield

1	Len Kendy	468
2	Mike Mayea	360
3	Allan Arnold	107

A/B Nostalgia

1	Al Cron	536
2	Dick Nelson	469
3	Philip Ronney	303

Texaco

1	Hal Wightman	20:24
2	Ron Thomas	14:56

Small Rubber Cabin

1	Mike Mayea	540
2	Martyn Cowley	501
3	Norm Furutani	499

Large Rubber Cabin

1	Dan Keegan	841
2	Mike Mayea	532

A/B Cabin

1	Dick Nelson	695
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C Pylon

1	Walter Conrad	880
2	Ron Thomas	739

Vintage Wakefield

1	Hal Wightman	383
2	Allan Arnold	380

1/4 A Nostalgia

1	Tom Carman	540
2	Kevin Kusik	265
3	Phillip Ronney	12

Twin Pusher

1	Daniel Heinrich	108
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C Nostalgia

1	Ron Thomas	900
2	Lynn Pulley	720
3	Dick Nelson	697

SCAMPS Monthly Contest at Perris Field, May 12, 2010 Hal Wightman, CD

We had an event-rich members' contest that included rubber models and the electrical contingent of power models. Instead of the usual "mass launch" for twin pusher, we had a three round, 3 min max contest. We were pleased to have 4 contestants, three flying a De La Mater design and a smaller original design by Tom Barnett. Kevin Sherman bested everyone by a total of 2 minutes, and surprisingly, no one had a max.

The other rubber event was the Moffett. I wrote some of the rules on the score sheet and I think I scared everyone off; ...less than 202 sq. in. combined surface of the wing and tail, min weight was to be 50 gm/100 sq. in. wing area, minimum fuselage cross sectional area was at least $L^2/150$, in² etc. George Walter entered his Miss Canada (it was heavy enough) and won first place. I understand that John Riese brought out his first rubber model in many years, a Joe Williams design, but it wasn't trimmed out yet for contest work. Next time John.

The weather was Perris beautiful, warm, sunny, and not much breeze. There were a few thermals, but you had to know how to pick the air. The temperature started out in the low 60's and ended up by quitting time around 80. The portion of the field where we fly had been cut last Saturday, so we were not fighting the hay seeds that are prevalent in the outlying grasses.

The "power" portion of the contest was all green. We burnt no fuel. All electric. The three events included F1Q, E-36, and an original called "Harbor Freight". Harbor Freight sells a small (~14" wingspan) monoplane that is recharged with a 1.5 volt battery. The idea was to fly three flights and the highest sum of the three flights won. The trick was to be able to keep them in sight until they got to the ground. Tom Carman got it right. He caught a thermal on his first flight and was able to stay under his on his motor bike. It flew almost a quarter of a mile away and he recorded over 4 and a half minutes. Richard Smith had a similar flight, except his timer was eyeballing it and lost it at 4 minutes. Richard lost the plane as well and it's still out in the weeds.

We had the largest participation in the F1Q event. We had five contestants, including two visitors from the Orbiteers in San Diego. Bernie Crowe and Hal Cover maxed out and went to a fly-off round in which Bernie won by maxing out with a 10 sec. motor run. To show the quality of the competition, all five contestants got a max on their first flight.

Finally, for us rank beginners, we flew the E-36 event. There were only two entrants, and I won with my Sparks with the extended fuselage using 4ea 110 mhr NiCd batteries recently purchased at the AMA show in Ontario this January.

Overall, the weather was great, the competition enjoyable and the day a success. At one time I counted 21 cars in the parking area. (There were two at the nearby RC field). I told someone that flying freeflight is a lot like playing golf. You can never beat the course, but you have to try to keep from making mistakes and use what the course (or weather) gives you as best as you are able.

May Club Contest results

E36

Hal Wightman	Modified Sparks	92	90	42	224
Allan Arnold	Sparks	49	DNF	DNF	49

F1Q

Bernie Crowe	Noah's Quark	180	180	180	180	720
Hal Cover		180	180	180	95	635
Kevin Sherman	AstroStar	180	159	180	-	519
John Oldenkamp	Maverick	180	117	118	-	415
Mike Pykelny	Marval	180	79	88	-	347

Harbor Freight Electric

Tom Carman	monoplane	282	99	120	501
Ron Smith	monoplane	88	107	249	444
Phil Ronney	monoplane	138	DNF	DNF	138

Moffett

George Walter	Miss Canada	160	180	180	520
Bernie Crowe	Joe Williams	102	DNF	DNF	102
John Riese	Joe Williams	DNF	DNF	DNF	DNF

Twin Pusher

Kevin Sherman	De la Mater	138	130	178	446
Daniel Heinrich	De la Mater	108	118	98	324
Tom Barnett	24" OD	111	66	69	246
Skip Robb	De la Mater	63	60	68	191

Numbers Don't Lie by Kevin Sherman

I have noticed a trend in recent contests that is troublesome. The participation in Old Timer power events is dwindling **fast**. At our most recent Taibi Contest, we only had 3 entrants in ABC Old Timer, 1 in Brooklyn Dodger and 2 in Powerhouse. Last month, we had ABC Old Timer Fuselage as one of our club contest events. Ron Thomas was the lone power flyer, while the other event offered, P-30, had 7 flyers.

It is not isolated to our club. At the 2009 SAM Champs, participation was down significantly. In the Old Timer power events, entrants ranged from a high of 10 to a low of 6. Our club alone boasts about 130 members, so I thought we would have 20 flyers just from the SCAMPS. The drop off has been bothering me for a while, so I queried several of the flyers I know that participate in these events to see if anyone had any ideas on why this is happening and if there is anything that can be done to reverse the trend. I got some interesting responses and the consensus was that there is not much to be done. I guess, the last one standing needs to be reminded to turn out the lights when you leave.

Gene Wallock commented, "The main problem with Old Timer Gas is the Old Timers are running out of gas (leave it to Gene to be brutally honest!). Nostalgia folks, born around 1940, and on grew up on Nostalgia designs and competed with them. Now it is natural for them to relive their earlier good times...by the way, 1940 folks are now 70 years old." Gene hit on a good point. While we have been able to maintain good membership

numbers in the SCAMPS, the newer members do not fly Old Timer Power. Most are either flying rubber or Nostalgia power. So, he is right on with this observation. It seems the old timer movement has passed by the flyers from its hey-day. That leaves only a few of us that do it for the love and character of Old Timer power.

Hal Wightman made note of the newest SCAMPS flyers not being geared towards Old Timer Power and made a few other valid points. Bringing out a power model requires a lot more effort than many of the other events offered (this from a guy who hauls an MG-2 around!). Another thought, many of the guys who fly really hot Old Timers might be a bit discouraging to those flying more moderately powered models. They might not bring out there average power models thinking they have no chance of winning. Of course, that is not necessarily true, but they would be flying with a disadvantage.

Larry Davidson commented that when the New York Mirror sponsored the Nat's when he was a kid, they had a max entry of 1,000. He said he flew in a few of them and they were great. Larry made the point that free flight in general is down a lot. We could never fill a 1,000 person field anymore. I remember even when I was a kid, the first time we drove into the USFFC at Taft. I could not believe the people on the field. Now, we are lucky to get 70 entries, compared to the hundreds that competed in the 70s.

It is obvious we are on the backside of the hill now and coasting down the steep part. I am glad to have been part of the great Old Timer resurgence that started in the 60s and will continue to participate as long as possible. It might come down between Eric Strengell, Daniel Heinrich and I, but I hope we can keep it going on some scale for a long time.



George Walter launches his Gollywock as Hal Wightman times-Texaco Annual Lost Hills



Terry Thorkildsen and his Modern AMA Gas 'Astro Star' design-nice!



Stardust-Lynn Pulley Texaco Annual 2010



XL-56-Dan Keegan Texaco Annual 2010

Other News

ALERT-LOST HILLS FREE FLIGHT MODEL AIRFIELD ASSOCIATION

During contests on two recent weekends flyers caused damage to the Blackwell Farms carrot crop. The report is that someone(s), on both weekends, drove an ATV across rows of carrots. Last weekend (*late April-ed*), judging from the tire tracks, a 4-wheel ATV drove across many rows of carrots. In addition, a 10" irrigation pipe was broken which cost over \$250 to repair. The LHFFMAA will send a check for \$250 to Blackwell Farms to cover that cost, but, more importantly, the loss of goodwill caused by a few will impact how we all fly. Blackwell Farms is very upset with this lack of respect for their property and justifiably so. The result of these events is the following rules which become effective immediately.

1. No one shall set foot in the carrot field for any reason what so ever. This a zero tolerance rule; there will be no warnings! Violators will be removed from the LHFFMAA membership roster and must leave the field immediately.

2. To get your airplane out of the carrot field:

- a. Locate a Blackwell Farms employee working in and around the field and ask him to get your model for you.
- b. If there is no employee call Fermin at 661-303-0687. He lives close-by and will come and get your model.
- c. If, and only if, the above fail, then call Mr. Leon Elwell at 661-331-1789, CFO of Blackwell Farms and he will come and retrieve your model.

Obviously, it is necessary to bring and carry your cell phone. It is also important to make sure any friend or family member chasing for you understands the rules.

George Walter

Sec./Treasurer

LHFFMAA

5/5/1

SCAMPS Monthly Club Contest Calendar for 2010

Date	Rubber	Power	Contest Director
Jun 9	4 oz. & 8 oz. Wakefield	B-D AMA Gas	Bernie Crowe
Jul 14	Jimmie Allen / Commercial Rubber	30 Second Antique	Ron Thomas
Aug 11	OT Large Rubber-Combined	1/2A-C Gas -Nostalgia	Phil Ronney
Sep 8	Coupe F-1G / HLG/ CLG	OT ABC Combined	Allan Arnold
Oct 13	Nostalgia Wake / Rubber	F-1Q / E-36/ Harbor Freight	Fernando Ramos
Nov 10	Jimmy Allen / P-30	1/2A-A AMA Gas	George Walter
Dec 8	Gollywock Mass Launch / Small OT Rubber-Combined	B-D AMA Gas	Kevin Sherman

Thanks to all the new CD volunteers since this was last published in May.



SCAMPS Twin Pusher & Lotto Fun Fly

Sunday, June 20, 2010 - SCAMPS Field – Perris, CA

EVENTS:

LOTTO FUN FLY – FLY ANYTHING, Gas – Glow – Rubber!

Twin Pusher (Mass Launch 1 Flight)

***Perris Special** (15 Second engine run glow & 20 sec. Ignition)

***ABC Old Time Gas Combined** (20 Second engine run)

***Small O.T. Rubber - Combined - (Stick & Fuselage)**

***Large O.T. Rubber - Combined - (Stick & Fuselage)**

***ABC Nostalgia** – (9 Second Hand Launch, 12 Second VTO or ROG)

***1/2A Nostalgia** – (9 Second Hand Launch, 12 Second VTO or ROG)

*** 3 minute Max**

FEES: The price for regular events is \$5 each, and this will include entry into the Lotto. For Lotto only, it is \$1 per entry.

Merchandise Prizes – Flying is 7:00am to Noon!

CD Hal Cover

**SAN VALEERS 23rd ALL NOSTALGIA ANNUAL
LOST HILLS, CALIFORNIA* NOVEMBER 6-7, 2010**

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 SCIFS/SCAMPS Contest the Same Weekend, SCIFS CD Dave
Wagner 818 342-8201**

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

**Vintage FAI (8:00start)
(rules per freeflight.org)**

BOTH DAYS

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

**ONE DESIGN EVENT:
1/2 A Country boy with TD .049/.051 or
any legal nostalgia engine.**

1/2 A EARLY BIRD

NOST RUBBER/Wakefield COMB

**COMBINED ONE DESIGN GAS
MODELS (All previous eligible designs)**

DAWN PATROL HOURS:

**7AM - 8:15AM
(Small Gas .001-051/
Large Gas .052-.65)**

**7AM - 8:15AM
(Small Gas .001-051/
Large Gas .052-.65)**

****Holland Hornet .051**** awarded by Raffle (1 ticket for each event entered or \$3 ea, or \$5 for 2)

**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 1/2A COUNTRY BOY 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. (see www.faipower.com for vintage FAI rules)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