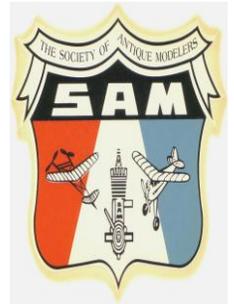
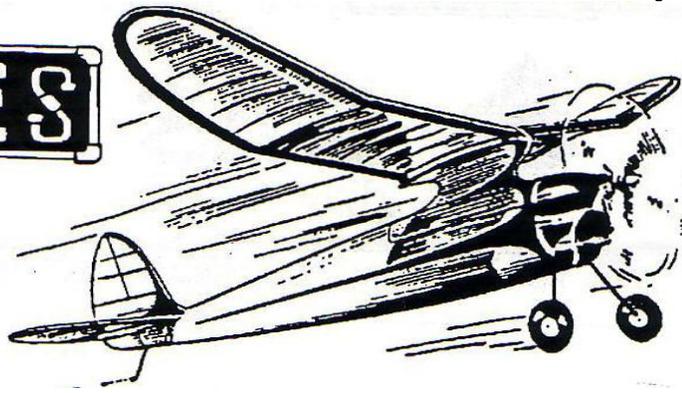


July 2013



Southern California Antique Model Plane Society -- S.A.M. Chapter 13 – AMA Charter #158

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GAS



LINES

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July SCAMPS Meeting Location



The SCAMPS' July meeting will be held **Friday July 12th** at the home of **Fernando Ramos** located at **19361 Mesa Drive** in Villa Park. **Directions:** from the 55 freeway exit East Katella Ave and go east. Katella turns into Villa Park Road then becomes East Santiago Canyon Road. Turn left (North) onto Cannon Street off of E. Santiago Canyon. Then go left on Loma Street to the first right on Mesa Drive. Gathering starts at 7 PM- phone number for Fernando is 714-637-6312.

Whew! The April, May and June contests are behind us and now it's the summer doldrums period unless you want to travel out of state. I'm still repairing models from the WESTFAC event in April-the SE5 is now airworthy again and waiting for its next test flight. I've also completed the trim setup of my new Red Buzzard and am ready for the FF Champs this fall. Kit orders for my little line of rubber power models has also kept me busy, with three Boomer P-30's going to some top notch fliers in Ohio for a serious attempt at P-30 domination at the NATS later this summer.

Flashing back to April again, what follows is a tale of mystery from Gene Drake, who was helping out at the recent WESTFAC challenge. He was John Donelson's ace mechanic for mass launch and reveals at long last how John actually wins in the scale events..

The Great Horseshoe Episode*by Gene Drake*

The Western Flying Aces IV event was held on the SCAMPS field April 24 - 27. This year the turn out may have been small, but the competition was still quite keen and tense. Several SCAMPS members were in the thick of the competition and enjoying the experience. An example of this was the Mediterranean Mass launch event. This event is for models of planes that flew in the Mediterranean Theater during WW II.

About 15 flyers and their respective mechanics turned out for the event. The first of 3 flights went off with 5 fliers eliminated for early touchdown. A second flight went up with only 4 fliers to go forward to the third flight. The third flight contained; Herb Kothe and Don DeLoach from Colorado with Tom Arnold from Montana; as well our local SCAMPS member John Donelson .

Some people might say these fellows are the best in the Best in the West at this type of event. Your author was mechanic for John. On the long walk to the launch site for the last flight; I found an old rusty horseshoe. In folklore old horseshoes bring good luck. As John started to hook up to wind his rubber motor and I told him to rub the horseshoe for good luck-John looked at me in disbelief. Then he rubbed the shoe pulled his hand back and then reached forward rubbing the shoe again, just to make sure.

The launch is called! Now things happen as fast as a Six Gun Draw in the Old West. Herb and Don collide in mid air 20 feet up with paper and sticks falling. Tom Arnold forgot to turn the Gizmo Geezer prop the required 5 turns to un-lock the clutch-the plane glided to the ground in about 10 feet. John's plane is heading skyward on an up elevator. All I can think of is, no not now! We don't need to lose this plane in a boomer thermal. Then just a quickly John's plane found a down elevator and was on the ground in 47 seconds for the win in Mediterranean Mass Launch with his little Italian *Regginae 2005*. All the real action happened in about 3 seconds, on the long side. If you don't understand why people fly FAC mass launch events try reading this passage again. It's like a gun fight at the OK Corral! It takes a lot longer to tell the story than the real event. Park your ego in the shade fellows.

Horseshoes for sale or rent call Gene!

Moving on to more recent events-the 26th Annual Lotto contest was just completed on Father's Day. It was perfect conditions all morning, with very little drift problem and not too hot either, although the temperature rose to around 85 degrees by the end of the contest. I brought Tom Hammond along with me so we did not arrive until one minute before the Twin Pusher mass launch that was a shootout between Kevin Sherman, Hal Cover, Daniel Heinrich and Joe Jones. I believe Daniel Heinrich may have been co-piloting with Kevin with a second twin Pusher Kevin brought with. First down was Hal Cover, but what an interesting version of the twin pusher he had. I did not get the name of the model design, but it appears vintage in nature and construction, looking very antique as it flew overhead with the sun shining through the sepia toned covering

material. Great eye candy for the brief period but did not appear to be a great performer, aside from making you feel you stepped back in time. So in that sense-bravo! In the end Joe Jones hung on to take the max time for Twin Pusher. The times were impressive with Carl and Joe each putting in times of over 6 minutes.

I noticed Kevin kept flying the pusher for large O/T Rubber, or at least that was my understanding. The model fared quite well against the few competitors against it-placing second. Bravo again for using that configuration in competition and showing it still makes a difference when flown with skill.

A few gas powered crashes were observed-one in Antique with Milon Viel launching one that torqued into the ground a few seconds after launch. I'm not sure how bad the damage was-it always looks worse than it is. Ken Kaiser also folded the wing on his *Perris Special* with a radio D/T to try and save it from a bad launch. Too tight in a high G turn, it let loose around 100 feet up and dead sticked straight down in a death flutter. Eric Strengle also managed to glide one of his gas models into the pit area and dorked the wing against a stooge holding a Nostalgia Gas model, effectively ending his day. There were some other signs of problems in boxes as I went up and down the line, but I can't report on those circumstances.

I gave Small O/T Rubber a go with my Beaumont *Sticker*, ship number three. My first attempt was a towering max that took me toward the VOR field. That was a problem for most of the morning. The Riverside R/C Club was also conducting a contest, and the SCAMPS were constantly falling into their field boundary upon D/T. There were some complaints about the conflict, and Kevin for one moved his launch point about 100 yards further West in attempt to put his drift line further out from the R/C area. Most everyone else stayed put and continued to drift to the east, although the wind finally did shift a bit and not as direct into the R/C area.

Tom Hammond and I did our best to get his *Sparky* dialed in for the remainder of the morning, as I retired from the race when the motor broke in the *Sticker* on the third winding. A lot of short trim flights ensued, with Tom judging the results of my attempts to tame it. We worked it until the contest shutdown, and then the heat exhaustion began to set in for Tom. It was time to go-Kevin and I worked to get Tom into my cool truck cab to recover, and I packed up the site. It was a great day for all concerned I'm pretty sure. Many thanks to the Cover's-especially Jane, for hosting the event and being tolerant of us all.

26th Annual Lotto Contest Results – Submitted by CD Hal Cover – total 23 entries

½ A Nostalgia Gas (3 entries)

1 – Bob Scully

ABC Nostalgia Gas (6 entries)

1 – Ken Kaiser

2 – Jeff Carman

3 – Kevin Sherman

ABC Old Timer Gas (6 entries)

1 – Ron Thomas

2 – Ray Peel

3 – Joe Jones/Sal Taibi

Perris Special (4 entries)

1 – Ron Thomas

2 – Ray Peel

3 – John Riese

E-36/AMA Electric (3 entries)

1 – Hal Cover

2 – Mike Pykelny

Small Old Timer Rubber (4 entries)

1 – George Walter

2 – Mike Meyea

3 – Clint Brooks

Large Old Timer Rubber (8 entries)

1 – Mike Meyea

2 – Kevin Sherman

3 – Austin Richardson

Twin Pusher (4 entries)

1 – Joe Jones

2 – Daniel Heinrich

3 – Kevin Sherman

Other local Free Flight trivia...

The Tustin Marine Air Base is being given to the City of Santa Ana to be developed as a regional park, in case you somehow missed the flurry of emails about this over the past few months. An initial public meeting was hosted in the north airship hangar, and modelers were given several hours to fly an assortment of indoor models to give people coming in to attend the meeting a chance to see what this is all about, as well as giving some of the city officials present a chance to see indoor aero modeling in action. Harbor Soaring Society was the main thrust for getting as many modelers notified about attending this first meeting and there was quite a turnout to say the least. It was my first time inside this historic building, and that alone made it worth coming down. I did manage to leave a simple rubber stick model perched on the ledge of a high side wall right at the end of the flying interval, so I'm proud to have a piece of my history associated with that structure now too.

The meeting discussed the plan of developing the use cases for the Hangar-and modeling is not ruled out yet. There is still a long way to go, and at second meeting in May it was discussed about having aero modeling indoors and outdoors coming from the city side of the street, but it remains to be seen for the final plan. Usage fees play big in the decisions, and there is some concern many modelers may not be willing, but nothing is known yet. At least it's still on the agenda to allow aero modeling as the planning moves forward.

A black cloud is forming over another popular O.C. flying site, Fairview Park A.K.A. 'the dog park' may soon be banning model aircraft of any sort. The City of Costa Mesa is looking at not renewing the model railroad site lease which expires this year, and also of not renewing the yearly lease made by the Harbor Soaring Society to conduct R/C flying activities at the west end. Too many complaints from the local neighborhood appears to be the rumor for eliminating the modelers, but once again the need to pull income in and cater to the desire of the population majority will more likely end modeling activities at this site. While not specifically mentioned, free flight models will probably be banned along with anything else sporting wings that is not a bird. And I don't blame the locals for wanting the R/C activity curtailed-pedestrians walking on the many paths are treated to somewhat frequent close R/C crashes far from the overfly area of the field, so ye reap what ye sow, so to speak. So after that, what else is available in the L.A. basin and Orange County? For the metro area folks it's a big fat zero, unless there is some access to El Toro, but this is an unopened book and likely tied to a high user fee as well. The big history book of free flight in SoCal is getting to the last chapter folks-enjoy it while you can.

SCAMPS 2013 Club Contest Calendar of Events

Mo	Day	Rubber	Power	CD
Jul	10	Coupe (F1G) / Twin Pusher	OT ABC Pylon	R. Thomas
Aug	14	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	G. Sherman
Sep	11	Coupe (F1G) / HLG / CLG	OT ABC Combined	F. Ramos
Oct	16	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	B. Crowe
Nov	13	P-30 / Jimmy Allen	1/2A - D AMA Gas	G. Walter
Dec	11	Gollywock Mass Launch + OT Small Rubber (comb)	1/2A - C Nostalgia Gas	A. Richardson