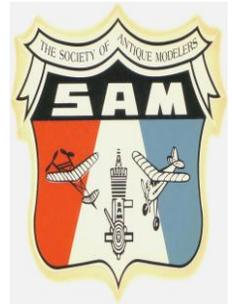
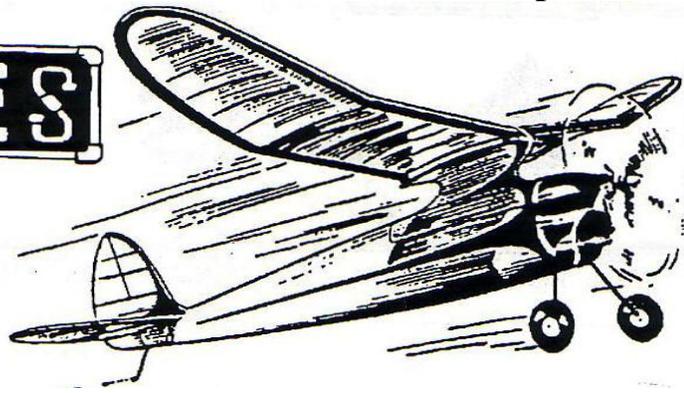


September 2014



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

**Return Address:**  
**Kevin Sherman**  
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**Corona, CA 92882-4036**



# GAS



# LINES

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

### **SCAMPS Officers**

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### September SCAMPS Meeting Location

No September meeting is scheduled as scheduled host Dr. Don Chapton has cancelled. Any planned get together will be announced via email. However, the best place to meet this September is the USFFC in Lost Hills at the end of the month-make it if you can!

### SCAMPS NEWS

*by Clint Brooks*

Let's get started this month with a wonderful story that has been circulating in the FF blog-o-sphere in recent weeks. I think many of us can relate..

#### **The Japanese Invasion of Lewistown, Montana, July 1947**

It was July of 1947 and many of the neighborhood boys had watched *Guadacanal Diary*, the featured movie at the Judith Theatre Saturday matinee. It had rained hard that day so attendance was good.

My name is Cornell Crawford and at that time I was a ten year old second lieutenant in the neighborhood Marine Corps. After viewing the movie and going home we received an intelligence report that a company of Japanese infantry were camped out on the northern portion of the Brewery Flats area above Lewistown. This area was called Brewery Flats because of the early day Lewistown Brewery close to the flats that had closed down forever with the onset of World War II. The Milwaukee Railroad had an abandoned roundhouse and other buildings in this area and further intelligence reports indicated that the Japanese infantry company was camped out in the old roundhouse. We planned our attack on these Japanese soldiers early Monday morning. Parental supervision and church attendance precluded this attack on Sunday.



We were armed with Daisy Red Ryder B.B. guns, one heavy weapon, a Benjamin Air rifle; extra b.b.'s and had peanut butter & jelly sandwiches with canteens full of Kool-Aid. Homemade slings were used to carry our weapons. Various *Road master*, *Hiawatha*, *Coast To Coast*, *Schwinn* and other bikes were our battle vehicles. I held roll call Monday morning and assembled my troops. Accompanied by our well trained attack dogs we left on the two mile bike journey to Upper Big Spring Creek and the Brewery Flats.

Upon arriving at a safe distance from the roundhouse we got our weapons ready and hid the bikes in the grass. I sent my best two scouts to reconnoiter the roundhouse. They were back in short order reporting the roundhouse to be empty. I led the assembled force to the roundhouse and we discovered the Japanese troops' camp fire and the ashes were still warm and smoking.

A short distance from the roundhouse is a large marsh with excellent brush and cattail cover. It was determined by intelligence that the Japanese were most likely in the marsh waiting to ambush us. The grass and weeds were real high in our approach to the marsh but as we got close a Piper Cub went over and intelligence reported it to be a disguised spy plane. Unfortunately our medical corpsman had to wear his father's white navy cap. This was probably spotted by the surveillance plane and they radioed back to the Japanese infantry company of our approach.

The Japanese are a clever lot and they took a mystical oriental potion that transformed them into red winged black birds (miniature Japanese Zeros), frogs (frogmen), turtles (miniature submarines) and other marsh creatures.

I planned an assault that was frontal with support on both the left and right flanks. We closed in and began firing our Daisy Red Ryder's at anything that moved, jumped or flew. All hell broke loose and several frogs were captured. After determining that these frogs were not Japanese soldiers we let them go. One thought was who wanted to take a frog home and wake up with a Japanese soldier holding a Samurai sword over your head? Victory was ours and we celebrated with peanut butter sandwiches, Kool-Aid and treats for the attack dogs.

Upon returning home we held a victory parade in the neighborhood wheeling about on our bicycles with playing cards clipped to the tire spokes and honking bike horns accompanied by the barking of our attack dogs.

I immediately planned building some sort of Comet or Guillow's W.W.II model fighter plane that I could deploy to search and destroy that disguised enemy aircraft.

The report of 2<sup>nd</sup> Lieutenant Cornell Crawford, neighborhood Marine Corps now Captain Cornell Crawford, Neighborhood Hero, some years later in June of 2007 to the best of my memory. Back in the days before television kids were more imaginative, adventurous and outside more. I was lucky to be a kid in the forties and survive all of these dangerous adventures.

Cheers

*Captain Cornell Crawford*

Neighborhood Hero performing random acts of heroism  
and minor miracles on an almost daily basis.

131 13th Avenue

South Lewistown MT

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Many thanks to Karl Gies for circulating this on the 'guillowsbuilders' Yahoo group blog-it really hits a nerve. My Guillow's and Comet models never flew worth a hoot, but I tried and built quite a few. I did learn the whole art of stick and tissue construction quite well by the time I was in junior high school so the basic training these kits offered have been a lifetime treasure for me. And I'm sure many of you went down the same path and came out winners because of it in the end.

Al Richardson has been emailing me on and off about the Aeronca Aircraft Company and in particular the Aeronca C-3 *Major* which is considered the first practical light plane ever produced. I've had a long time admiration for the Aeronca C-2 '*Flying Bathub*' design as well, and have a Sterling kit in front line storage as a development resource for my own version. I think this may gain some renewed interest once I see Al's beauty in the air. Here is a little about Al's ambitions to recreate the C-3 magic.

## The AERONCA C-3 Project and Short History

by Al Richardson

### The C-3 Rubber Powered Scale Model

I have always preferred the endurance type models and competition events. But I've had this long standing desire to design, build and fly a replica 1930's type ultra light air plane, like C. J. Jordan did with the *Bellanca* biplane. The rubber powered model is a 10 to one scale model built from scratch. The model is 100 % done-it flies well and is very steady, reliable and realistic in flight. It does about a minute in neutral air. Weight is 5.5 ounces and powered by a 10 strand 1/8 inch motor. I covered it with Polyspan and doped it with Crylon Sunshine Yellow.



### C -3 Ultra-light Airplane Project Study

The undertaking of this project is by far the most difficult-requiring a design, stress analysis and then construction. The design and analysis portions are essentially done as the structure of course follows that of the C-3 model including the wing, which will be multispar. To get started all that is needed is some 7/8 inch square spruce sticks and some Gorilla glue. The deviations from the model like the landing gear (torsion bars from Jaguar automobile are going to be used, light, compact and cheap on *Ebay*) an engine (*Rotax*) and the control system (servo operated as on very large RC models) have been sketched up. But there has been zero construction so far. Volunteers are welcome-contact the author for more details.

### The Aeronca C-3 Brief History

The origins of Aviation History are clearly defined for the following divisions:

**First Powered Flying Machine** - Wright Flyer - Wilbur and Orville Wright

**International Air Travel** – Spirit of St. Louis - Charles Lindbergh

**Space Travel** - Space Shuttle – John Young and Bob Crippen

The origin of one division is missing- **General Aviation** which comprises the thousands of private airplanes and their pilots scattered around the world; aircraft used daily for business and pleasure. To my knowledge there is no clearly defined individual or group and no clearly defined airplane identified as the originator of this huge segment of aviation history. (Many people might nominate the Piper Cub as THE airplane- I don't, read on.) In my research for a possible ultra light plane project I was drawn to the 1935 Aeronca C-3.

*Major*. As my research uncovered the details of the C-3 design and performance plus its buyer acceptance, I was convinced that the group which had first envisioned the vast aviation segment of General Aviation were then governing Aeronca in 1935; Roger E. Schlemmer: chief engineer, Taylor Stanley, H. V. Fetic and Robert Taft.

I believe that the *C-3 Major* was and is the first practical General Aviation production airplane; a historic design. Their owner/pilots proved the point; over 2000 were sold during the Depression in just a two year period, many times over any competitor. 1935 Piper Cubs don't count as they were uncomfortable and unsuitable for long distance travel. In the C-3 pictured replace the wing wires with struts and add a three wheel landing gear and you have a current 2014 Cessna airplane look-alike. Attaching the historic significance adds to the fun of working with the C-3 subject.



Aeronca C-3 Major from textbook illustration

## August SCAMPS' Club Contest

by Kevin Sherman

My dad and I arrived at Taibi International at about 7:30 AM. When pulling in, we noticed the breeze was up a bit, and it was obvious one of the micro-storms from the monsoonal flow had hit our flying site. There was a lot of water in the canal and some mud puddles were visible. We need rain so desperately, we will take all we can get. The field was non-the-less ready to host our August club contest, which had events for Old Timer Rubber combined, and ½ A – C Nostalgia Gas. The breeze soon gave way to spotty lift and light winds the rest of the day.



Hal Cover was already on the field when we pulled in and was ready to start flying the rubber event with one of his *Pomona Champs*. He put up a couple easy maxes but came back from the second flight with a broken fuselage. The inverted rudder on the Champ, makes it susceptible to breaking right in front of the rudder and stab when they DT, and that is just what his did. It also hit some very uneven terrain which contributed to the damage. In SAM, flyers are allowed two airplanes in each event, so Hal pulled out another *Pomona Champ* and put in his third max and completed the win. He was the lone flyer in rubber to stay clean for three flights. Fernando Ramos placed second flying a *Red Buzzard* with one max, a couple of those dreaded "Others". Al Richardson has been fighting pulmonary fibrosis, and a pulmonary embolism, but made it out to compete with his *Eugene*. He rode out with George Walter which was a good idea. Not sure why he did not take his last flight, but had a 140 and a max to place third. George Walter also only put in two flights flying his *Red Buzzard* with a 110 and 126 second flight and placed fourth.

We had five flyers participate in Nostalgia power. Several of the flyers started putting in official flights about 8:00 AM. At that time the air was pretty good and every single flyer maxed on their first flight. I got cocky and said, "Why don't we just go straight to the fly-off." Every time one gets cocky you know what happens? Right, it slaps you back to reality! My first flight with the *A Spacer* was over 5 minutes, and the second made a rare bad transition, and the model dipped about  $\frac{3}{4}$  of the way to the ground and I was 24 seconds short of a max. Straight to the fly-off? Yea, RIGHT! Joe Jones also dropped his second max flying the *Taibi Racer*. Hey Joe, looks like we picked the wrong day to fly the Taibi designs.

Ron Thomas, Jeff Carman and Ray Peel all made their second max. Ron Thomas was flying his *A Texan*, Jeff was also flying an *A Texan* and Ray was flying a B or C *Lucky Lindy*. Ron and Ray also made their 3<sup>rd</sup> max, but Jeff missed his with a 113 second flight. Ron put up his first fly-off flight, and put the model in some buoyant air and easily made his 4<sup>th</sup> max. I am not sure what happened to Ray's *Lindy*, but seems like it went off pattern and he netted a 48 second fly-off flight. Ron went for a 5<sup>th</sup> max, but was a little late in going and got on the backside of a thermal. By this time the air was tricky to pick and he got 88 seconds on his 5<sup>th</sup>, but he did smoke the field.

I have really had a lot of fun flying these little monthly club events at Perris, and also enjoy taking a turn or two CDing. The idea of these events was to be good practice competing in a light hearted environment, and also let guys have a chance to CD and see what that takes. We have been successful on both fronts, with Joe Jones volunteering to CD one of our Annuals, and many guys have used the opportunity to compete or improve competition skills. Thanks to Bernie Crowe for coordinating everything for us-I applaud him. Remember, next month's club contest will have events for Old Timer ABC combined, FiG (Coupe), Hand Launch Glider and Catapult Launch Glider. We will hold the contest September 10<sup>th</sup> at Perris. See you there.

<b>SCAMPS OT Large Rubber (comb) Club Contest - Perris 08-06-14</b>							
	NAME	MODEL	Round 1	Round 2	Round 3	SCORE	PLACE
1	Ramos, Fernando	Red Buzzard	119	144	180	443	2
2	Cover, Hal	Pomona Champ	180	180	180	540	1
3	Walter, George	Red Buzzard	110	126	dnf	236	4
4	Richardson, Al	Eugene	140	180	dnf	320	3

<b>SCAMPS 1/2A to C Nostalgia Gas Club Contest - Perris 08-06-14</b>									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Jones, Joe	Racer	180	121	130			431	5
2	Sherman, Kevin	Spacer	180	156	163			499	3
3	Thomas, Ron	Texan	180	180	180	180	88	808	1
4	Carman, Jeff	Texan	180	180	113			473	4
5	Peel, Ray	Lucky Lindy	180	180	180	48		588	2



**Fernando Ramos with his *Riser Rider***



**Hal Wightman with his *Anderson Pylon SAM R/C legal model-Brown Jr.* powered**

## SCAMPS Monthly Club Contest Schedule 2014 V1.0

Mo	Day	Rubber	Power	CD
Jan	29	OT Large Rubber (comb)	1/2 A, A - D AMA Gas	B. Crowe
Feb	19	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	12	OT Small Rubber (comb)	1/2A - C Nostalgia Gas	H. Wightman
Apr	16	P-30 / Greve mass launch	OT ABC Fuselage/E-36	J. Jones
May	14	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	J. Riese
Jun	11	Moffet / Twin Pusher	F1Q / Harbor Freight	R. Peel
Jul	9	Coupe (F1G) / Twin Pusher	OT ABC Pylon/E-36	R. Thomas
Aug	6	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	G. Sherman
Sep	10	Coupe (F1G) / HLG / CLG	OT ABC Combined	F. Ramos
Oct	15	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	B. Crowe
Nov	12	P-30 / Jimmy Allen	1/2A, A - D AMA Gas	G. Walter
Dec	10	Gollywock Mass Launch +	1/2A - C Nostalgia Gas	A. Richardson



## SCAMPS/SCIFS Old Time Fall Annual

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Combined with SAN VALEERS Nostalgia Annual  
CD: Terry Thorkildsen (805) 495-6135  
Co-CD: Tom Laird (310) 544-7606

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**\*\*\*\* Any Event can be flown on either day, do not have to finish same day! \*\*\*\***

**November 1<sup>st</sup> & 2<sup>nd</sup> 2014, 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  
\*\*\*A/B Nostalgia  
Just added, OT HLG/CLG!!!!*

### **Sunday**

*7 AM to 2:30PM*

*Texaco (7 AM to 11 AM)  
.020 Replica  
SAM Gas Scale  
A/B Pylon  
C Cabin  
Small Rubber Cabin  
Large Rubber Stick  
\*\*\* C Nostalgia*

**Entry fees: \$10.00 registration (includes 1<sup>st</sup> 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*

**\*\*\*Nostalgia Gas engine runs are 10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds**

*SCIFS CD Mike Myers 818 439-3799 (mobile) - 818 241-9154 (home) mikemyersgln@charter.net  
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