

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

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

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March SCAMPS Meeting Location

No March Meeting is planned

As of this writing, no March meeting is scheduled. If you would like to host it, please contact Kevin Sherman for an email broadcast for time and location. Otherwise, enjoy March to the fullest-the Perris field is pretty nice right now-get out and enjoy the green before it turns back to brown.

SCAMPS NEWS

by Clint Brooks

February has whizzed by almost without a pause. A lot of us attended the Ike contest at Lost Hills, with the E-36 World, the Oldenkamp P-30 Memorial and other AMA related stuff in addition to the FAI crowd that swells the field each year. Starting under the threat of a major Northern California storm, it really wasn't too bad at Lost Hills, all things considered. Saturday was cloudy and threatening rain in mid-morning for the E-36 Worlds, but up to that point the air was nice and good flying was had by anyone who put up flights. I squandered the time a bit by working on test flights with my Apache T-2 prototype, finally putting it aside and going after official flights with my Joulebox 190. By this time light rain was moving through and you had to wait for lulls to put up official flights, which were easy to max after the rain moved through.

By early afternoon the rain was steady, and the field became soft and slick very quickly. Mud became a reality and it was amusing to watch everyone clomping around with thick mud caked feet that weighed a good ten



pounds more than normal. Even at that, camaraderie was high and everyone was having a great time. Finally, around 4 PM the sky started to break to the West and we finally had the weather we waited all day for. I put up my first flyoff five second run attempt using the Apache T-2, which I decided to javelin launch after a test flight prior that put it a good deal higher than all my earlier test flights at this run time. I tried to piggyback off Tim Bautik who had just put up his HLG and is usually a reliable sign of good air. After confirming his air pick, I threw the Apache aloft, but the launch was not as vertical as it should have been and began to zero out about four seconds into the climb and I lost a good bit of height, but the transition was perfect and I thought I still had a chance. It was too far off to the side of the bubble and did not find the sweet spot, dropping the flight for max.

The day finished for E-36 with the Champagne flight that went off at 5:15 PM, which with the clouds still to the West was almost a dusk light condition. A fifteen second motor run was declared and it was a timed flight to the ground. Winds had picked up from the South, so drift was going to be a problem with most models flying with DT function disabled to allow us to fly beyond the normal two minute electronic timer limit. All launched, and I felt really bad for the observers who had to track the models against a fast darkening sky. The field was too muddy for my bike, so I hoofed it with others who walked a good mile or so downwind to get our models. By the time I walked back it was dark, and my fun meter was pegged for that day.

Sunday started out with clearing skies that soon ushered in a steady Southeasterly wind by late morning, and continued throughout the day. There was lots flying regardless-but it was a mad chase to get your model back. My second P-30 flight hooked up on the downwind and I stopped pursuit and watched it speck out into the cloudbase about a mile downwind. Drat! My backup model was set-up and I waited for about an hour to see if the wind would lay down a bit, but it never did. As the contest was scheduled to end at 3:30, I thought it best to continue in the event I kept maxing as Don Bartick had the lead at that point. After waiting fifteen minutes for a reasonable lull I went, but couldn't climb high enough to escape the ground turbulence and finished short-out of it.

About this time it was reported that Mike Mayea had been found unconcious on Holloway Road by bee keepers who were working in the area, and taken to the hospital for repairs. Apparently he dumped his chase bike and thumped his noggin pretty well, but I don't know the details. I packed up camp and decided to head west along Holloway to see if my errant P-30 model could be found. Going west from Holloway along an access road adjacent to the fertilizer farm I noticed a free flight model laying upside down in the field nearby, about 25 yards from the fence of the fertilizer processing lot. It turned out to be Mike Mayea's A model, and the DT had failed to deploy. Obviously this was the prize he was after when he was injured, and I was quite pleased to recover it. After another 20 minutes of driving orchard and field boundary roads I headed back to Holloway, and about 200 yards in from the entrance of one access road there was my P-30 model sitting on it's back, waiting for me to come by. I couldn't believe my luck-it was 1.8 miles downwind from the launch point, and Mike's was nearly three miles from launch. I didn't win P-30, but I was very happy to get the model back again-it's the second time it's been lost and found.

The SCAMPS Haggart-Bowden contest was held the Sunday after the Ike. This time it was a beautiful morning at Perris, very little drift to note and no dust! The field has a nice mane of low green right now and this always makes an attractive venue for a contest I think. Arriving at the field in addition to the SCAMPS were two hot air balloons that were staging off the field directly in front of our flight line. While this is interesting it was also a bit scary to see a large Powerhouse model launched with one of the balloons low and fairly close by. It was obviously a danger to fly like that, and luckily models and balloons never met as neither had any control to speak of. One balloon ground crew was walking their monster away from the flight line and I approached them to quietly advise none of the models we were flying had any form of control, and it was dangerous for the balloons to approach the area at that time. I don't think they really acknowledged this, but hopefully they understood for the future.

I had a great day flying, and I think everyone who attended did as well. Here is Mike Myers account of the day-great job Mike!

SCAMPS Haggart-Bowden Contest February 15, 2015

by Mike Myers

Well the rest of the USA was up to its elbows—or worse in snow and ice, and we were out having fun in the warm California sun on a beautiful Sunday at Perris. Drift was zero or close enough to it not to make any difference. Twenty people signed up for one or more events, and we had a total of 55 event entries. Tom Hammond made major donations of contest prizes through his kit and equipment stash—and plenty of other SCAMPS contributed to the pile of prizes. Everybody went home with something good. And the club made a couple of hundred bucks profit on the contest. You can't beat that.

There are still lots of great prizes left for the upcoming SCAMPS / SCIFS Texaco in April, so come on up and enter. If you do well, you'll take a nice piece of merchandise home.

As most of the longtime SCAMPS members know, I'm really a SCIF—born and raised there so to speak. But the SCIFs are in a deep decline in membership and activities. The SCAMPS are doing well and growing. It was good to see some brand new SCAMPS out at the contest who are just getting started in the hobby, or who are returning to it after a long time away. One fellow came up to me and showed me his *Miss Canada Senior*. It was one of the planes that Tom Hammond gave away to his fellow SCAMPS. The person who got it did a beautiful recovering job—really first class. I took a picture and will show it to Tom, but I'm also going to send the picture to Clint Brooks and hope he'll print it in the newsletter.

A word about the Haggart-Bowden event is in order. Most of you know that Colonel C.E. Bowden was a big time English modeler in the '30's and 40's. He promoted "precision" contests where the model had to rise off the ground in a scale like manner, make a modest flight circle and land in a specific amount of time. That's the "Bowden Event". But who the heck was Haggart? And why do the SCAMPS use his name in their "precision model" event? I asked that question three years ago—and nobody in the club could tell me. I got blank stares from Al Heinrich and Hal Cover (two guys who've been SCAMPS since Moses was a pup).

So I did a little digging. Back in an early SAM 35 Yearbook (out of England) there's a picture of John Haggart—a Yorkshireman. He's shown along with his model which has a SCAMPS logo on the side—and the picture was taken in either 1972 or 1974. John was an English modeler who was very much interested in the Bowden event and was "pushing it" among the English "vintage" modeling scene. John was in his early 40's at the time, and died just a year or two after the picture was taken. But that SCAMPS logo got to England because two of the early founders of SCAMPS—Jim Adams and Sal Taibi—had an active correspondence with English modelers. It was nearly 50 years ago—and it was all new and all young, but the SCAMPS (and the SCIFS) were building strong ties with English modelers, and also building the SAM movement. I'm a SCIF and always will be, but I'm not ashamed to say that SAM owes a lot to the SCAMPS, and particularly to Jim Adams and Sal Taibi.



One final note—at various times the SCAMPS would hold a contest or a meeting under a banner that referred to them as “Taibi’s Tribe”. As I sat at the Contest Director’s table last Sunday, I enjoyed watching Powerhouse’s climb into the sky with growling Forster .99’s on their noses. It seemed particularly appropriate that Joe Jones won the event—flying Sal’s own Powerhouse. He must have been looking down and smiling at that. Okay—enough meandering—here are the contest results!

Haggart Bowden Event Three 120 second precision flights

Place	Contestant	Model	Total Deviation from Target Time—sum of three flights
1 st	Joe Jones	Powerhouse Forster .99	36
2d	Kevin Sherman	Powerhouse Forster .99	54
3rd	John Riese	Kloud King Black Knight OS .25	55
4th	Hal Wightman	Powerhouse Forster .99	62
5 th	Jeff Carman	Powerhouse Ohlsson .60	79
6th	Rob Cobb	Powerhouse Anderson Spitfire	69 (single flight)

ABC Pylon 3 flights, 3 minute max

Place	Contestant	Model	Total Time
1st	Jeff Carman	Playboy Super Cyke	510
2d	Phil Ronney	Stratostreak Elfin 2.49	417
3rd	Joe Jones	Playboy Ohlsson .60	380
4th	Gary Sherman	Stratostreak Elfin 2.49	180 (one flight)

ABC Cabin/Fuselage 3 flights 3 minute max

Place	Contestant	Model	Total Time
1st	Jeff Carman	Powerhouse Super Cyke	352
	Joe Jones	C Dodger Ohlsson .60	DNF
	John Riese	Kloud King Black Knight OS	DNF
	Kevin Sherman	Powerhouse Forster .99	DNG

Small Rubber Combined 3 flights 3 minute max

Place	Contestant	Model	Total Time
1st	Clint Brooks	Casano Stick	487
2d	George Walter	Gollywock	425

Large Rubber Combined 3 flights 3 minute max

Place	Contestant	Model	Total Time
1st	Clint Brooks	Red Buzzard	504
2d	Bernie Crowe	Lamb Climber	480
3rd	Dan Heinrich	De La Mater	454
4th	Hal Wightman	Lanzo Duplex	369
5th	Ted Firster	Burd Korda	286 (two flights)
6th	Fernando Ramos	Red Buzzard	198 (two flights)

Tomboy—Electric One minute motor run longest single flight time is score

Place	Contestant	Model	Highest Single Flight
1 st	John Riese	Electric Tomboy	172

Perris Special 3 flights 3 minute max

Place	Contestant	Model	Total Time
1st	John Riese	Perris Special OS .29	463
2d	Ron Thomas	Perris Special Veco .19	463

[Because John and Ron had equal flight time totals for their three flights, first and second place was decided by a coin toss. Ron called heads—and it came up tails. Great flying by both guys.]

½ A Nostalgia 3 flights 3 minute max

<u>Place</u>	<u>Contestant</u>	<u>Model</u>	<u>Total Time</u>
1 st	Don Kaiser	Top Banana Medallion	509
2d	Ken Kaiser	Ramrod Medallion	484

Kudos to David Heilman; he's from Imperial Beach and forgot his model—too far to drive back, but he paid an entry fee to support the contest.

ABC Nostalgia 3 flights 3 minute max—there after reduced engine run and 3 minute max

Place	Contestant	Model	Total Time
1st	Kevin Sherman	Spacer Veco .19	864
2d	Bob Sculley	Blazer with Medallion .051	540
3rd	Ron Thomas	Texan Veco .19	540*
4 th	Ken Kaiser	Texan 630 OS Max .29	506
5 th	John Riese	Spacer OS .15	101 (one flight)
DNF	Don Kaiser	Top Banana Veco .19	
DNF	Phil Ronney	Ramrod 700 OS Max .29	

Bob Sculley had his little Blazer going like a champ against the big boys. He just ran out of time toward the end of the day because he was making a max a flight. In an arbitrary decision (what other kind does a Contest Director make?) Bob was awarded 2d place in front of Ron Thomas. Ron had an overrun on his fourth flight after making 3 maxes. As noted above Ron lost the coin toss for first place when he tied John Riese in Perris Special. While it was really not Ron's day, he put up some very good flights.

Nostalgia Rubber 3 flights 3 minute max

Place	Contestant	Model	Total Time
1 st	Fernando Ramos	Boxall Wakefield	322 (two flights)



Something not seen much anymore-Bernie Crowe winding rubber..the *Lamb Climber* hadn't been flown in some time, and it was impressive right out of storage!

February SCAMPS Club Contest

by Kevin Sherman

I took my term at the helm for the February SCAMPS' club contest featuring E-36, 30 Second Antique, Commercial Rubber and Jimmy Allen. The participation was fairly light. I think most of us were suffering from a Haggart/Bowden hangover which was contested the Sunday before (*not to mention the Ike the weekend prior to that-ed*). Conditions were ideal for flying with temps coming up to the mid-70s, with very light drift. Conditions stayed great all day, with lift picking up at about 10:00 AM.

E-36 was a bit of an anomaly, or oddity. The E-36 platform makes a fairly high performance model and yet they seem to be fairly docile and moderately easy to trim. I have watched for months guys putting up successful flight after flight. Let's just say that was not the case at this contest. I offered to time for Bernie Crowe, and asked him a couple silly questions, like is your timer set correctly? Is it going to short DT? If you have read the past trials of Bernie in the newsletter, these questions will make sense. The thing is, I asked him the wrong question. Had I asked him if his stab had jumped the stop in the front, it would have been much more helpful. When he launched, the model quickly nosed over and hit the ground hard. It was obvious the front of the stab was on top of the stop and it more than zeroed out. I am not sure what records are kept for the E-36 class, but I have never seen one hit the ground quicker.

Then it was John Riese's turn to fly. He too has been blasting his E-36 way up in the air, with a real impressive climb. When he launched, it started up in a nice spiral climb to the right, but then got tighter and started down. It got steeper and steeper until it too hit the ground. John's must be tougher, because his motor continued to haul even when it hit the ground; I think Bernie's blew apart. Since both shed parts on "Landing" neither were able to record a time and so they tied for first and last.

Fernando Ramos was also flying an E-36, but never signed up or posted a time. Of course, his did fly great that day. It was probably a wise decision to just fun-fly Fernando.

30 Second Antique turned into a battle of the Powerhouses. Joe Jones brought out Sal's old *Powerhouse* and Hal Wightman had his *Powerhouse* for a two horse race. Both are powered by Forster .99s with that cool Forster low revving torque sound. The Forster 99 does not sound like much, but the models sure leap in the air with them. Joe Posted a flight of 171 seconds, then did not fly again. I did not talk to him to see why, but obviously he ran into a problem. Hal Wightman put in flights of 115, 112 and 103 seconds for a total of 330 seconds and the class win.

George Walter was the Lone Ranger in Commercial Rubber flying his reliable *Wren*. George has it trimmed beautifully and the *Wren* really performs. He put in flight of 134, 155 and 75 seconds for a total of 364 seconds and the win. Dave Funk showed the way in the Jimmy Allen event. He brought out a *BA Cabin* and had flights of 55, 101 and 48 for a total of 204 and the event win. He too flew the event uncontested.

It was another great day at Perris. Thanks to all who came out and flew. As always, just wish we had more participation.

SCAMPS Monthly Club Contest Schedule 2015 V1.1

Mo	Day	Rubber	Power	CD
Jan	21	OT Small Rubber (comb)	1/2 A + A, B - D AMA Gas	B.Crowe
Feb	18	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	11	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	
			Perris Special 1-dsgn	
Apr	15	P-30 / Greve mass launch	OT ABC Fuselage/E-36	
May	13	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	
Jun	10	Twin Pusher/Coupe (F1G)	AMA Electric/E-36	
Jul	8	P-30/Comml Rubber	OT ABC Pylon /Perris Special	
Aug	12	OT Large Rubber (comb)	1/2A - C Nostalgia Gas/Electric Nos	
Sep	9	Coupe (F1G) / HLG / CLG	OT ABC Combined	
Oct	14	Nos Wake / Nos Rubber	E20/E36/AMA Electric	
Nov	11	P-30 / Jimmy Allen	1/2A, A - D AMA Gas /Perris Special	
Dec	9	Gollywock Mass Launch + OT Small Rubb Comb	1/2A - C Nostalgia Gas	

One more story of woe from SCAMPster John Riese and the joy of using plastic film covering material. I have similar heartburn with this material but have finally become more or less capable of using it effectively. There is still nothing better than Esaki tissue in my opinion, but read on....

My Adventures with Microlite Covering

by John Riese

In my position as the Lost Hills Association Webmaster I get a lot of contest announcements. Norm Furutani sent me info on the "Fabulous February" events. Normally I'm not too interested as it's mostly FAI, no old time ignition. But they were going to have a "40th Anniversary of the P30" contest with a special *Hotbox* event to honor the recently deceased John Oldenkamp. Hey, I built one of those from the Model Builder magazine article. I even flew it at the 1977 Nats at Riverside. I don't remember much about it, only that the nose block kept falling off. I haven't been much of a rubber guy since.

A couple of weeks ago Phil Ronney showed up at the field with a *Hotbox*. I didn't think he was a rubber guy, either. Apparently he was taking lessons from Mike Mayea. He mentioned a \$100 prize for the best flying *Hotbox*. So I went home and decided to look for the old model. I found it in the back of the garage. Weighed it and it was heavy, like 65 grams or so, with the rubber. Well, I've got lots of contest balsa and a Jim Jones indoor wood stripper. I can cut up some light wood and hopefully make a "to weight" model.

I'm sorta clumsy so it was hard for me to build it with all the tiny pieces. Fingers sticking to parts, CA glue overflow, broken pieces while sanding, etc. I probably wasted as much wood as I ended up using. Finally I finished the airframe. It came out at less than 30 grams minus the prop and covering so I was feeling pretty good.

Now for the covering. Tail fins no problem, just spray with DM floral paint. Fuselage needed to be rigid so it had to be covered with blue tissue for my standard color scheme. They wanted four dollars a sheet for tissue at the hobby shop. I got 20 sheets for one dollar at the, what else, Dollar Tree store. Fuselage came out nice and twist proof with 2 coats of nitrate over the tissue.

Now for the tail. I did some comparison testing and found that Microlite iron on covering was lighter than doped tissue. It is marketed for Park Flyer electric planes. I have had good luck with it on E36 models. The

stab was to be covered with transparent red with a yellow wing, my usual colors.

This is miserable stuff to use. First, there is a backing that has to be removed. Scrape it with an Xacto blade and try to get a loose thread to start with. That usually just tears up both clear and colored side. The trick is to put Scotch tape on both sides, rub it down real hard then pull the tape apart. After a few tries you can peel the backing off. While one is separating the pieces static electricity will cause the colored side to wrinkle curl and stick to itself. Wad it up throw it away and start over. What works is to lay the Microlite on the bench colored outside surface down, peel the backing off and at the same time place the structure to be covered down over the covering. About as easy as it sounds. Now to iron it on. Oops, it curled up and shrunk to a molten mass, throw that away. Gotta turn the heat down low on the covering iron.

OK, got the bottom done, now for the topside. I had sanded the trailing edge very thin to give a nice smooth airfoil. When the top covering is put on it sticks to the bottom covering in places near the aft edge of the stab. This stuff really likes to stick to itself! With careful application of the Monokote heat gun it is possible to “pop” the two sides apart. The high heat required causes excess shrinkage which makes the trailing edge curve in at that area. The scalloped trailing edge might look good on a Fokker Great War scale model but not on a duration rubber job.

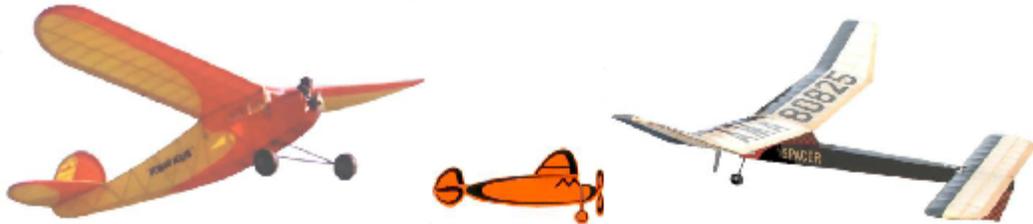
Now that I made all the mistakes on the tail the wing will be easier. OK, that’s better. Shrink the wrinkles out and we’re ready to do some test gliding in the park. Make up a motor, install the Gizmo Geezer front end and let’s see what it weighs. 53 grams, not too bad. And the flying surfaces won’t sag in the morning dew.

Next morning at the park: The old *Hotbox* glides OK and will be a good backup. Now for the new model. It has a terrible turn. Check the wing. Lots of washout on one wing and even more washin on the other.

Back to the heat gun routine. After more time that I wanted to spend the wing looks like a potato chip. Strip the covering off and recover with tissue. Not the Dollar Tree stuff; this is real Japanese checkerboard. I even used non tautening dope as Fernando said to do. That’s better, a small amount of washout on each tip.

Next Wednesday at Perris the plane flies well. The weight is now up to 56 grams. How does anybody build to the minimum weight?

Moral of the story. If you really want to save weight Microlite will work but be prepared for lots of frustration. If you want a competitive plane built to weight contact Clint Brooks or Mike Pykelny. They may have one already built for you to purchase. But then you can’t say “I built it myself.” Me, I’m going back to sparkies. I like the noise and castor oil smell.



SCAMPS 11th Annual Taibi Contest

Sunday, March 15, 2015 – Perris, CA

This will be an AMA Sanctioned Contest

Flying Starts at 8:00 AM and contest closes at 1:30 PM!

EVENTS:

#*All Taibi (Any Taibi design flown to its era's modified rules below)

*Perris Special (15 Second engine run – Mark II version is legal)

*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 (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

*½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

AMA A/B Electric – Motor run 10 sec, then 5 in fly-off. All 2 minute maxes

E-36 – First 3 flights 15 sec motor run then 10 and 5 in fly-off. All 2 minute maxes

*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



Modern AMA models like Starduster, Perris Special, Orbiter will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

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



SCAMPS & SCIFS Texaco

April 11th & 12th 2015 – Lost Hills, CA - A.M.A. Sanctioned Contest

—Run in Conjunction with the San Valeers Club Annual—

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

Saturday

7:30 AM to 4:00 PM

½ 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 12 sec. HL, 15 sec. ROG, 3 minute max)

*A/B Pylon

*C Fuselage

4 oz. Wakefield

**A/B Nostalgia

**C Nostalgia

***Old Time HL/CL Glider

36 Inch Bungee Launch OT Glider

Tomboy (both days)

Sunday

7:30 AM to 3:00 PM

Dawn Patrol Texaco

(7:30 AM to 10:30 AM, best of 2 official flights ¼ 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

Twin Pusher Mass Launch (9:00 AM)

***OT HL/CL Glider can be launched overhand, discuss or catapult. No modifications can be made the plan form other than a hook added for catapult launch. Modifications for DT okay as long as plan form is adhered to. No Scaling. For Catapult launch, a 9" loop of ¼" rubber may be used on a 6" stick (two 9" loops of 1/8" rubber may be used). Up to 9 launches for 3 two minute maxes. If you have 3 maxes, fly till you drop a flight.

**All Nostalgia Events. (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds), 3 minute Max

*SAM Power events to be flown using 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 or cash awards 1st, 2nd, & 3rd all events. 36 Inch Bungee launch 2 minute max—bungee provided by contest management; Tomboy 3 ccs max fuel, any half A diesel or glow; highest single flight time wins.

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

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