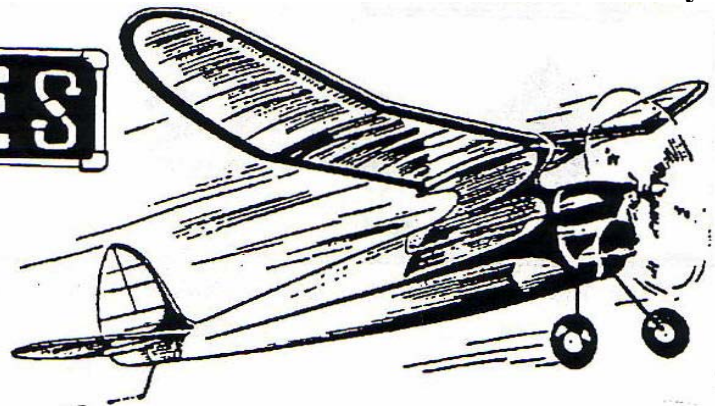


May 2008



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 South Normandy Terrace
Corona, CA 92882-4036*



GAS



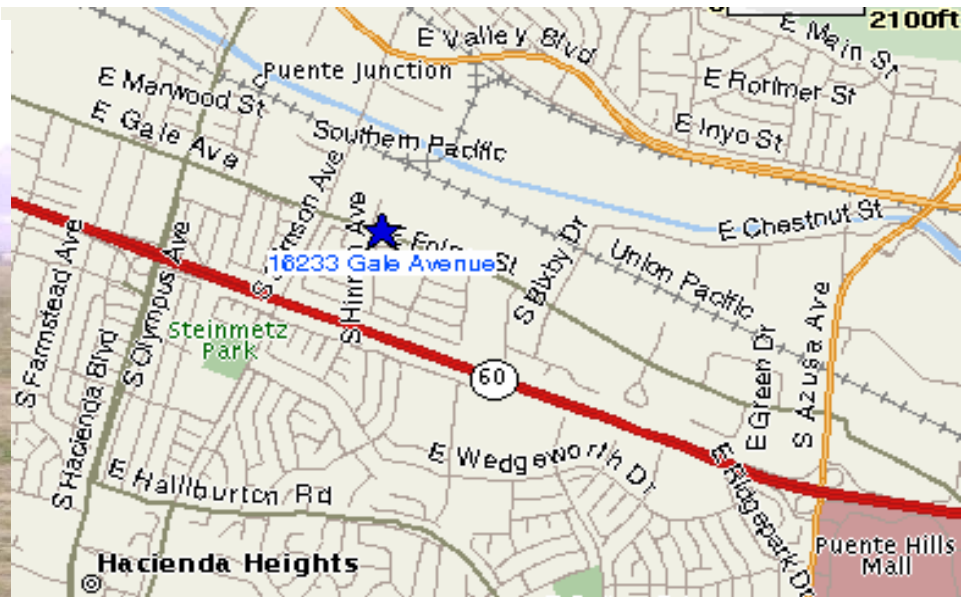
LINES

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 May Meeting will be held Friday, May 2 at 7:00 PM at Milon Viel's Metal Cutting Shop, 16233 Gale Ave., City of Industry. Milon's home phone number is 949 673-0986 and the office number is 626-968-4764. Driving from the East on the 60 Freeway, take the Azusa Ave. exit. Turn right on Azusa Ave. and turn left at the first major intersection, which is Gale Ave. Milon's shop is on the right hand side just past the large Edison facility. Driving from the West on the 60 Freeway, take the Hacienda Blvd. Exit and turn left to cross the freeway. Proceed to the next major intersection and turn right onto Gale Ave. Milon's shop will be on the left hand side just before the large Edison facility. Everyone, drive through the chain link gate and park on the East side of the building. Enter through the front doors. See you there. Anyone who is not familiar with the location of Milon's shop should always refer to a detailed map.



March Club Contest Results

We were blessed with ideal weather for our March Club Contest, and flying conditions remained ideal throughout the day. There was a very unusual phenomenon early in the morning, with an ominous fog on the field. It was burning off fast, but as we pulled in at about 7:15, I jumped out and snapped a picture of it. I had never seen this at the Perris field before. It was really cold early, but as fast as the fog burned off, the weather warmed up and everyone shed their jackets by 9:30. This month, Fernando Ramos served as CD, and everything ran smoothly. We were happy to get 7 entries in A/B Nostalgia, considering most of our regular Nostalgia flyers Like Ken and Don Kaiser and Tom Carman were not there. Brother Jeff Carman did make it and flew well. Jeff was flying a 484 Square inch Texan with an OS Max-III 15 for power.



My dad and I have recently started to sort out our new A Spacers, both with Veco 19s. My dad had about 10 flights on his and it is getting real close to trim, and mine has about 15 flights on it, and I still need to work on the glide a little to get the maximum out of it. The timing of the A/B Nostalgia event worked out fine as my dad maxed out with his model to take the win (540 Seconds), even hand launching and taking the 9 second engine run. I was a close second with two maxes and coming up 14 seconds short on my last flight (526 Seconds). I was doing VTO launches, and the Spacer VTOs great. I just launched into a downer on my last flight and that's all it took. What is it that I have heard Allen Heinrich say numerous times? "He who



catches the thermal usually wins." What a true statement. Joe Jones was so prepared; he had both an "A" and a "B" Spacer to enter. He asked if he could enter both, which is fine by us since these contests are meant to be learning experiences. With his "B"

Spacer, Joe placed third with a total of 467 Seconds. Only 4 seconds behind Joe was Jeff Carman flying his 484 Texan with a total of 463 Seconds. Think that was close, we actually had a tie for fifth place between Ray Peel who was flying a Ram Rod, and Joe Jones with his A Spacer. Both totaled 315 Seconds. Ron Thomas had an overrun on his first and only attempt with his Max -III .29 powered Zeek. He broke the landing gear off and decided to not fly without it.

There were two entries in Jimmy Allen. Fernando Ramos was having trouble with his rubber (something just ain't right about that) breaking two motors and damaging his entry, the Sky Chief, before he was able to post an official. So, Roger Willis was unimpeded to the victory in Jimmy Allen flying his BA Cabin to the win with a two flight total of 142 Seconds. Great flying everyone and we sure like to see the great participation. *This newsletter also includes the results from the April club contest with 1/2 A Gas and P-30. It was written by Bernie Crowe*

Hobby Swap Meet and Meca Collectogether

On Saturday, May 17 (9 to Noon) MECA will be putting on a Collecto at the Garden Grove Woman's Center. It is located at 9501 Chapman Avenue, Garden Grove, California. On the Garden Grove Freeway, go north on Brookhurst and turn West on Chapman. It is located on the corner of Chapman and Gilbert. Sellers are let in at 9:00 and buyers at 9:15.

For more information, contact George Milano, 1650 E. Rowland Avenue, West Covina, California 91791. His phone number is (626) 915-1922 and his E-mail: thelakid@charter.net

SCAMPS Monthly Meeting



We had an excellent turnout for our monthly meeting, with an estimated 45 people joining us. There were about 7 women and we want to thank everyone who joined us for the barbeque. It just so happened that our meeting fell on Sal's 88th birthday, and we had a cake for him. It was a nice day and real enjoyable. There were about 10 models brought for show and tell. Hal Cover brought his own design Nostalgia Wakefield called "Not So Long." Also, following is an unusual find by Steve Kilian who is a neighbor of Hal Wightman's as described by Hal.

The "Mystery Model" from yesteryear by Hal Wightman

For those of you that were at the Saturday luncheon held at the Sherman's, you were able to inspect the "Mystery Model" up close. For those of you that couldn't make it, I'll attempt to describe it. Steve Kilian, a fellow SAM member and neighbor, called me in late March and asked me if I could come over to his house to help identify an unusual free flight model that a friend of his had loaned him. After looking it over, I suggested that Steve bring it to our SCAMPS meeting for a show and tell. It turns out that this model was built by the grandfather of one of Steve's friends and it had been discovered hanging in the attic rafters quite a while after the grandfather's death. Steve was told that the grandfather had been a project manager for JPL for the Mar's lander project. He must have been quite a tinkerer, because this model had several very unusual features.



It is definitely an original design as one can see from the photograph. It was Steve's guess that the plane was probably built in the mid to late '40s however after questioning Sal Taibi at the meeting, Sal thought it was more likely from 1937 or 1938. When asked what made him think so, Sal said the severely tapered wing dated the plane. Upon further research, Steve noted a plane called the 1938 High-Efficiency "K-5" models offered by the Korff Co. from Indianapolis (Ref: *Antique & Old Timer Model Aircraft* by Danny Sheelds, pg 27). The wing configuration was very similar. Steve's friend said he had spoken with his Mother and she thought the model may have been taken to Sepulveda Basin once in an attempt to fly it, but several of the SCAMPS (with a great deal of experience) decided that it would not fly because of the wing configuration. At any rate this model had a planked fuselage and had a spring loaded retractable landing gear that was a mechanical marvel. Not only did the wheels retract into wheel wells in the fuselage, the fuselage had wheel covers that retracted as well that blended nicely into the rounded fuselage. The tail wheel even retracted when the main landing gear retracted.

The original engine was a Brown Jr. and it was mounted in the plane under a thin sheet metal aluminum cowl. The cowl had approximately 50 louvers that were handmade and riveted into the



cowl. It was evident that the engine had run, because there was exhaust oil stains on the louvers.

Because the engine was completely cowled, the spark advance and needle valve adjustment needed to be controlled remotely. The cockpit was designed such that there were push-pull wires coming through the instrument panel that would allow one to advance or retard the spark and adjust the needle valve. The Brown Jr. had a choke on the intake pipe and was controlled by a pushrod from below the cowl. The ignition coil was housed behind a Bakelite cover in the engine compartment and the batteries were mounted behind the firewall. The large condenser was mounded longitudinally amidships on a tray for adjusting the CG. Whether or not the plane ever flew, the mechanical innovations found on this model were quite remarkable.

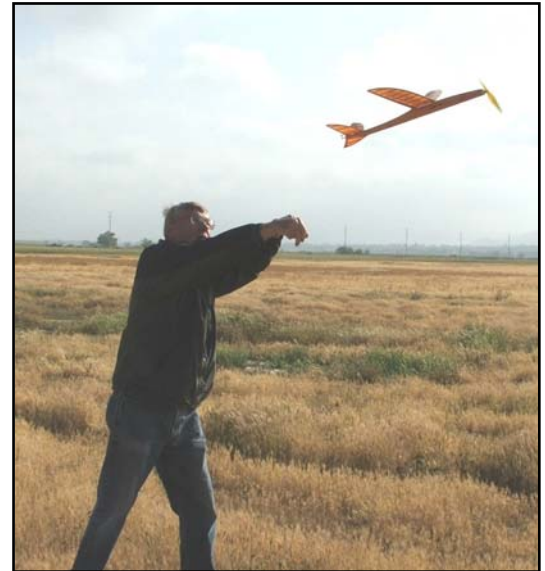
SCAMPS April Club Contest Report by Bernie Crowe

The day started quite cold and a little breezy, but by 8 am the sun was out and the temperature became ideal quite quickly. The drift, however, was variable and pretty strong at times. Several flights made it to or close to the freeway. A lot of the stalwarts were missing, including the Shermans and Ron Thomas, who we understand were taking a short vacation following the contest at Lost Hills the previous weekend. Also missing on the 1/2A flightline were Ken Kaiser and the Carman bros, unfortunately. One bright note was the appearance of Allan Arnold, who came in riding with Floyd Reck. Allan's recent hospitalizations for heart problems certainly haven't dampened his normally happy demeanor. He didn't fly, saying he had only come for the donuts!

There were at least six P-30s on the field, including Joe Jones flying an unmistakably Perryman "Air Shark" design, Fernando Ramos with his "Gizmo Pleezer", Skip Robb with one of the excellent newly-kitted Clint Brooks models, the Boomer, Tom Barnett flying a "Majestik", Ted Firster with a Bob White "Perky", and later a FliteTech "Pzazz30" design, and myself with an Oldenkamp "Buddenbox", rebuilt at about 10 pm the night before. I spent most of the morning trying to get my P-30 to fly, and the rest trying to find my F1Q, and when I returned the contest was over and almost everyone had left, so I can't give much of a first-hand account of the flying, sorry.

In any case, we won't talk about my flying, OK? Skip's plane seemed to be doing well, though Ted was having some problems with the Perky so he switched to the Pzazz30 for the contest, and both he and Skip maxed the first round. Everyone else dropped the first round, and no-one made it in the second round. Tom maxed round 3, but Ted Firster and Fernando Ramos flew consistently well to chalk up first and second respectively. Tom was third with Skip Robb fourth. I gave up on my P30 in order to fly 1/2A, using my electric with the required 9 second motor run, and to escape the ignominy of coming last, which I managed to accomplish anyway! Joe Jones didn't post any times, so apparently he wasn't happy with his P30's performance.

Although there were three or four 1/2A models on the field, only two entries were recorded as far as I know, myself and Ron Wittman. Ron's "Upstart" was going gangbusters and the only flight I saw hooked a big thermal. I put up an early test flight with my F1Q, and though on the short motor run it did not transition into the glide well, it managed to squeak out three minutes. When I tried for my first official, the plane DT'd as I launched it – no idea why – and it looped into the ground. The prop shattered as it hit, and Skip found the blade many yards away from the impact point. Ouch. Once again, all together – **"Why'd it do THAT??"**



Joe Jones with his Perryman Air Shark



Bernie gave us all a good laugh when he returned from Dubai as the Prince of Perris



Bernie & Pauline Crowe testing a model chase vehicle during their recent vacation in Dubai

I quickly swapped out the blades for my back-up pair, but the plane doesn't climb nearly as well on these, despite the fact that both are 8 x 4 folders designed for electric flight. As a result my first official was not what I had been expecting – down for 1:47. Bummer. I flew one more P-30 flight (which we won't discuss) and then went to put up my second official in 1/2A. Once again, it did not transition well, but it found a thermal and stayed up OK. After about two minutes it was high and going into the haze, and I lost sight of it. I glimpsed it again by the flash of the wings as it DTd, but could not see the plane after that. With no line to follow, I went back and got my tracker and started the search.

Shades of Henderson, NV!! Every time I pointed my antenna towards the freeway all I got was static from the power lines along the 215. If I turned it vertical, I started picking up some kind of signals, presumably from Perris airport. I turned it off and trudged towards the freeway. I could see

someone else out there holding a plane, and it turned out to be Skip Robb. He graciously joined me to help with the search and we split up as we approached the freeway to cover more ground.

I was getting what sounded like an occasional signal, but it was masked and often drowned out by the static from the power lines. I got closer and closer to the 215 without getting a clear signal or any visual on the plane, and was beginning to feel dread in my chest. Finally, when I was about 100 ft from the chain link fence, I started to get a solid but weak signal, and the tracker unerringly led me to the plane. It was on the other side of the fence, sitting on the shoulder of the 215 about two feet from the traffic! Somebody must have had a cheap thrill when the DTd plane floated down almost in front of them!! I yelled to Skip that I had found it, and went north to a gap in the fence and came down the other side to get my plane. Though he was only 15 or so feet from me, he couldn't hear me because of the traffic noise. Too scarily close on that one! When I got back to the field Ron Whittman had just got back from a search for his plane, lost on his first round flight. Not good. Hal Wightman lost his Tomboy, too, but was able to find it eventually, 4-1/2 miles away! Thanks to John Donelson for Directing this month's contest. Next month, 4oz Wakefield and 30-second antique, May 14, with George Walter at the helm. Be there!

Results – P-30

1 st Ted Firster, Pzazz30	312 Seconds
2 nd Fernando Ramos, Gizmo Pleezer	303 Seconds
3 rd Tom Barnett, Majestic	299 Seconds
4 th Skip Robb, Boomer	221 Seconds
5 th Bernie Crowe, BuddenBox	131 Seconds

½ A Gas

1 st Bernie Crowe	267 Seconds
2 nd Ron Wittman	180 Seconds

SCAMPS' Member Lud Kading by Royce Childress

*The following is excerpts from the biography fellow old time flyer **Royce Childress** wrote about Lud Kading, founding member of K& B engines and a recent addition to the SCAMPS' roster.* Lud Kading started flying models in the mid-1930s and soon was building and flying his own designs. He was flying in competition as early as 1938 with his own original airplanes. He later was one of the founders of the Thermal Thumbers in the Long Beach area of Southern California, which later became a wing of the Los Angeles Aero Modelers.

In 1943, Lud started his own machine shop, Kading Specialty Company, with \$500.00 borrowed from his girlfriend, Eleanor. They were later married, and still are, living in Cedarpines Park, California. Later, John Broadbeck invested in the company and the name was changed to the K&B Manufacturing Company.

In 1945, having no idea what they were, Lud machined 365 hollow balls, about 2" [in] diameter, from the purest aluminum available at the time. They had extremely close tolerances and several large, well-known machine shops had tried, without success, to make them. An inspector came every day to check on progress and make sure there were no pictures drawn and no scrap resembling the finished part left there. After WWII was over, this inspector came back to tell Lud he had made the cores for the FAT-MAN atomic bomb.

In 1946, the Bill Atwood-designed engines, Torpedo and Bullet, names and tooling were for sale. K&B bought the rights to the Torpedo and Lud went to work redesigning it to be made from aluminum castings instead of the original, very expensive and dangerous magnesium. He updated the tooling and in many cases designed and built completely new jigs and fixtures for improved ease of production and for use on the machines available at the small company. The K&B Torpedo 29, and soon the 32 were selling well, and K&B engines were gaining a reputation for reliability not previously enjoyed by the older magnesium engines.

In 1947, the glow plug took the model airplane hobby by storm. Lud saw the potential for a very small engine which would no longer be handicapped by the same heavy coil, condenser, batteries, and wiring needed by all ignition engines, no matter what the size. He tried several bore and stroke combinations and found the bore of .281 and stroke of .331, which gave a piston displacement of .020 cubic inches, worked very well. The major problem he found with the small engine was the glow plug. Heat would not transfer to the plug fast enough because of the engine's small size. He designed a new system which incorporated the glow element into an aluminum body which was also the top of the combustion chamber. This was held down by a finned nut which resembled a normal head. A modified version of this design is still used today on many 1/2 A engines. Demand for the .020 Infant Torpedo was so great that for the first run of 5,000, K&B was shipping only 10% of orders while 90% were back ordered.

The Infant Torpedo was the first successful production engine smaller than .09 offered to the model industry. There was no class designation for these tiny engines and after much debate "1/2 A" was selected. The Infant was a breakthrough in another category also. K&B was a small company and could not afford the enormous cost of new dies that die cast parts would require. Lud designed the K&B 1/2 A engines to use all automatic screw machine parts. The engines, being machined from solid aluminum, had been built before but never in the tens of thousands. All the design work on K&B's small engines, as well as all tooling required to build them, was designed and built by Lud alone. Shipments of the Infant Torpedo began in mid-December, 1948. This was the beginning of a new era in powered model flight. I'm sure someone would have built an engine smaller than .090 eventually, but Lud Kading did it first.

The following remembrances are from Lud Kading's journal. He writes about the "early days." My very first airplane was a Reginald Denny Cabin-type Kit. This was the first gas powered plane I built and flew with the Bunch Mighty Midget. I think the Denny Kit was one of the better at that time. It flew OK, but I wanted to have something with more performance. After this I built a couple more of my own designs with a Brown Jr. engine. I gradually came up with a cabin type design that performed quite well, even up to having nightlights in the wing. I flew this plane quite a few times at night at the Western and Rosecrans field. It almost looked real with the wing lights. After this I gradually built some two or three performance-type planes for the Bunch engine Torpedo Ohlsson 23 - Arden.19 and .09. I had to take time out for the war effort shortly after Eleanor and I ... married [on April 2, 1940]. By the way, the plane with the lights on the wing ... was taken [from] my mother's backyard in 1936.

As you already know, in 1944 I made some parts for the Manhattan Project, but didn't know at the time what I had done. I found out on VJ day what I had been making; the spheres for the Fat Man "Atom Bomb" that took out Nagasaki. The original run was twelve of these spheres, but I made a total of 365 spheres for the Manhattan Project. The Inspector came and told me what I had made. We went and had a cup of coffee, and parted [as] friends.

Starting at 1936 (Put together in 1984) My original engine was a Dan Bunch Mighty Midget. I bought this engine in 1936 and used it in, of all things, a low-wing Free Flight. Kind of far fetched, wouldn't you say? My second engine was a Brown Jr. At that time, I really wanted a Hurelman, but couldn't afford it. I think the Brown Jr. sold, at that time, for about \$10.95, and [the] Hurelman was approx \$21.00 to \$23.00 dollars. This was also in 1936. In 1937, I bought my first Atwood Torpedo with the magnesium case with a black crackle finish. It was a pretty good running engine, very fragile. I don't think anyone free flying in those days, that owned a magnesium case Torpedo, didn't snap a crankshaft, as well as split a case open. [Those who didn't were] either very lucky or didn't fly much. This first Torpedo 29 was purchased at a little Hobby shop located on upper Central Avenue [in] L.A., about 40th or 42nd Street North. Guess who operated this shop, and lived in the back of the shop? Well, it was no one less than Tony Nacaratto and family. Tony and I got to be good friends. Ten years later? He got us a record in the 1940s; 101 MPH in Class B Control Line, and I am quite sure that it was done with a Torp 29 ignition engine.

The magnesium case Torp I bought from Tony was #508. This engine was also one of the early tank models ... a threaded knurled-type tank filler-type, almost like the old fashioned cargos cap. The tank was also the type that had a little base up front with a small hole, and a wire with a little cork that showed how much gas you had in the tank. Clever little gimmick, but really wasn't necessary. I also need to mention in the early engine days after the Atwood Torpedo I bought an Ohlsson

23, then a 19 Arden, as well as an Arden .09. That Ray Arden was also one smart man, as well as an everyday person to talk with. I was lucky on one of my trips to Dallas to be able to talk to Ray several times. We were both there representing our engine companies at the Dallas Nationals. I think it was either 1949 or 1950.

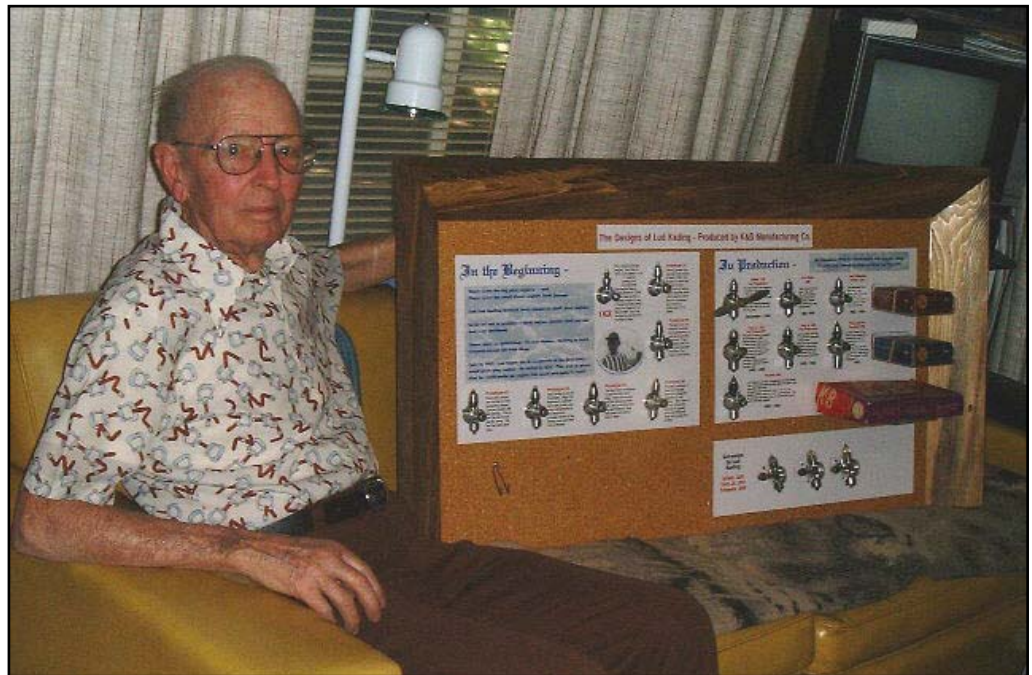
Tony Nacaratto and family were real nice people. He was one of those rare kinds that was always willing to help anyone that would ask. Tony at this point in time was also known to be able to get all there was in an engine to the prop, where it counted. In other words, he was very handy in the engine hop-up department. We tried to help Tony as much as possible, and he in turn helped us when he was able to. His record run of 101 didn't hurt us any. But, mainly, Tony was just a nice, happy little guy that had a great outlook and was a pleasure to know. I still have this Atwood Black Torpedo 29 and it is complete and [in] mint condition. The original price was 11.95, I think.



In my box of very early K&B engines (29), in looking for something else, I ran across a 29 Ring engine. It is the one and only of the early Torpedo 29 engines to have a handmade cylinder, piston, and rings. I made this one engine in either late 1946 or early 1947. It was just like a spare coin you put in a secret pocket in case you needed it at a later date.

I also found what I believe is the first converted 29 Glow to a 32 Glow engine. I will have to take it apart to be sure. If I find a handmade piston and an over-bored cylinder, then I know I have another one and only.

I also have another one of a kind, and this one is real special. I ... just forgot to mention it, with all the other things going on. I have been trying to concentrate on the Infant mostly. But now and then, when I get into my goodie box I have had stored for 40 years, I find something real good in the collectors department. In late 46 or early 47 I sectioned this engine to use as a display when we would go to trade shows. I used a geared down electric motor and a couple of pulleys with a long rubber band to show people how the engine looked in slow motion. At the time I had a special plastic mount I had the engine fastened to. Over the years, the mount got broken and I think the electric geared motor gave up. But the sectioned engine is intact. The tank and engine are the early type with the tank Ball-Detent-type fuel filler. The Gits cap followed on the later engines, and was much better...



A picture of Lud Kading from 2001 (age 87) shows him with a display of some of the Infant K&B engines he and John Brodbeck produced. The display was built by Tim Dannels of The Engine Collector's Journal, who also contributed this photo.

I got a little mini car racing group started in 1949 and 1950. It was mostly for fun. We made up a bunch of little trophies and raced the cars on our shop floor. We would do this about a couple nights a month. It was a fun way to relax and let your imagination run away. It ended up that we all went over to what we called mini air cars at that time. We tried to keep them all within limits, as far as size, weight, and engine sizes

At first we all used Infants, then as we came out with the .035, then the .049, we got some real red hot cars. We finally got the cars going fast enough that they became a blur, so we had to devise a little make and brake switch and light that the cars would run over so we could check them with a stopwatch. We finally got these little, approx 8" wheelbase prop driven pusher cars to approx 60 mph with the Infants (with a little help from nitrated fuels). The .049 prop driven cars made it up to approx 80 mph. Not bad for a bunch of homemade toy cars, and also a bunch of adult kids having a lot of fun. Most all the guys running the prop driven cars were Thermal Thumbers, just doing something different. There are not too many of the original T.T.s left. About half of them are deceased or gone from [this] part of the country. Right now I can only think of about a half-dozen of the original bunch that I know where they are. Those days, and the few years of flying with the guys a couple of times a month and getting together with their families were memories very dear to me... When I look back, we Thermal Thumbers were quite a group.

The complete biography of Lud Kading can be read online at <http://www.modelaircraft.org/museum/bio/kading.pdf>

Events Calendar

May 2 - SCAMPS Meeting, Milon Viel's Shop, Friday 7:00 PM

May 14 - SCAMPS Club Contest, 4 ounce Wakefield and 30 Second Antique, CD George Walter

May 24-26 - United States Free Flight Championships, Lost Hills, CA

June 7- SCAMPS Meeting, Hal and Jane Cover, Saturday 2:00 PM luncheon

June 18 - SCAMPS Club Contest, (3 events) Commercial Rubber, Twin Pusher and C-Pylon, Perris, CA, CD Milon Viel

June 22 - SCAMPS Lotto/Twin Pusher Contest, Perris, CA, CD Hal & Jane Cover

July 11- SCAMPS Meeting, Fernando Ramos, (SECOND) Friday, 7:00 PM

July 16 - SCAMPS Club Contest, 8 ounce Wakefield and Electric F1Q/E36, Perris, CA, CD Ted Firster

August 2 - SCAMPS Meeting, Joe and Linda Jones, Saturday 1:00 PM luncheon

August 4-8 - United States Nationals, Muncie Indiana

August 20 - SCAMPS Club Contest, Old Time Small Rubber, Modern ABC Gas, Perris, CA, CD Kevin Sherman

September 5 - SCAMPS Meeting, Walt and Betty Huhn, Friday 7:00 PM

September 8-12 - SAM Championships, Muncie Indiana

September 13 - Gas Powered Tether Car run and Collecto, Wittier Narrows Recreation Center

September 17 - SCAMPS Club Contest, Nostalgia Wake or Rubber and ½ A Texaco (5cc), Perris, CA, CD Joe Jones

October 3 - SCAMPS Meeting, John Donelson, 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, Alan and Fran Arnold, 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 for details



The guys at the first Taibi Annual show their Powerhouse models. From L to R, Allan Arnold, Hal Cover, Hal Wightman, Walt Huhn, Sal Taibi, Ted Firster, Milon Viel, Kevin Sherman, Don Sherman, Gary Sherman.



SCAMPS Twin Pusher & Lotto Fun Fly

Sunday, June 22, 2008 - 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

(909) 591-3717