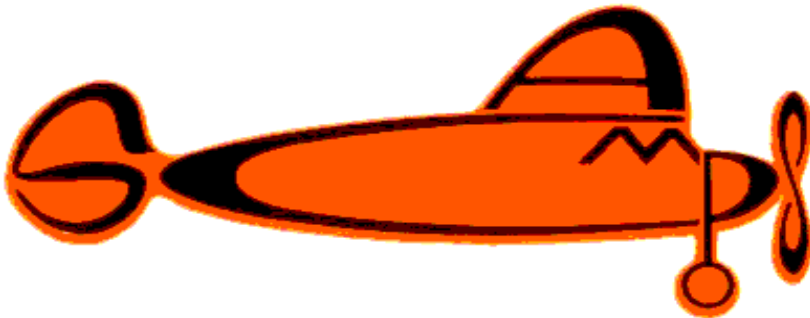
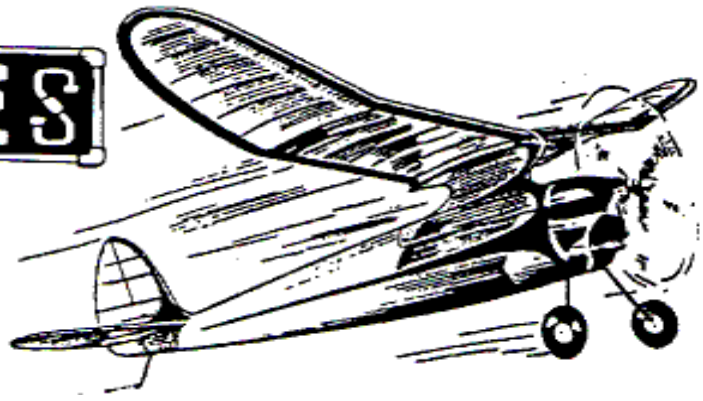


December 2009



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

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The **SCAMPS'** December meeting and Xmas party will be held Thursday, December 3rd at the Hometown Buffet in Santa Ana. Address for the restaurant is 1008 East 17th Street (corner of 17th & Lincoln). This is one block West of Grand Ave. Start time is 6:00 PM. Ho-Ho-Ho!

SCAMPS NEWS by Clint Brooks

This month I will be catching up on all the news from the USFFC, the SAM Champs and the October club contest. I'll have to report on the SCAMPS/SCIF Dual meet plus November Club contest results in the January newsletter-what a busy end to 2009 for most of us!

The U.S. Free Flight Champs-Results Summary Highlights

TWIN-PUSHER	Total	DAWN MULVIHILL	Total	GOLLYWOCK	Total
Kevin Sherman	180	Carl Redlin	617	Wes Funk	188
MULVIHILL		SMALL RUBBER STICK		LARGE RUBBER STICK	
Don Bartick	153	Jim Sprenger	540	Mark Eddingfield	721
		Mike Mayea	503	Clint Brooks	656
		Wes Funk	475	George Walter	475

SMALL RUBBER CABIN	Total		LARGE RUBBER CABIN	Total		8 OUNCE WAKEFIELD	Total
Clint Brooks	481		Clint Brooks	558		Hal Wightman	190
George Walter	480		NOSTALGIA			NOSTALGIA RUBBER	
Jim Sprenger	466		Al Richardson	247		Luke Napier	481
P-30 (JR.)			P-30 (OPEN)			Al Richardson	151
Anthony Guzman	286		Clint Brooks	882		ROW RUBBER	
Brandon Martin	229		Don Bartick	331		Jim Sprenger	474
Ricardo Samario	213		Jim Muther	326		ROW POWER	
1/2A GAS			A GAS			Tom Carman	410
Terry Kerger	708		Terry Thorkildsen	832		ROW LONGEST FLIGHT	
Glen Schneider	514		Pete Coker	725		Phil Ronney	N/A
Terry Thorkildsen	493		Jeff Carman	670		B GAS	
C GAS			EARLY 1/2A			Pete Coker	886
Terry Thorkildsen	1034		Glen Schneider	453		Terry Thorkildsen	720
Mark Eddingfield	990		Allen Heinrich	364		1/4A NOSTALGIA	
Tom Carman	720		Frank Pollard	351		Glen Schneider	491
A NOSTALGIA			B NOSTALGIA			Frank Pollard	394
Phil Ronney	791		Don McNamee	900		Tom Scully	302
Terry Ellington	678		Glen Schneider	869		C NOSTALGIA	
Glen Schneider	540		Jim Hurst	815		Ken Kaiser	704
1/2 A NOSTALGIA			SUPER D GAS			Dick Nelson	636
Don Bartick	1053		Jeff Carman	529		Ron Thomas	528
Dick Neugenbauer	893		A/B CLASSIC			1/4 A TEXACO	
Tom Scully	540		Terry Thorkildsen	1620		Brad LeVine	7:04
1/2 A TEXACO			Ken Kaiser	1315		Dan Heinrich	5:27
Dick Nelson	25:41		Glen Schneider	1067		Robb Cobb	5:23
Ron Thomas	12:29		TEXACO			.020 REPLICA	
Gus Sunberg	12:16		Mark Eddingfield	22:26		Frank Pollard	487
A/B PYLON			Wes Funk	18:37		David Martin	426
Carl Redlin	817		Hal Wightman	18:08		Tom Carman	409
Dick Nelson	408		C PYLON			A FUSELAGE	
B/C FUSELAGE			Kevin Sherman	857		Dick Nelson	776
Bud Romak	844		Bud Romak	726		Ron Thomas	609
Carl Redlin	801		Eric Strengell	720		1/2 A CLASSIC	
Hal Wightman	147					Jeff Carman	920
SWEEPSTAKES			AMA CHAMPIONSHIP			Dick Nelson	850
Dick Nelson			Terry Thorkildsen			Don Kaiser	720
NOSTALGIA CHAMPIONSHIP			OLD TIME CHAMPIONSHIP			HIGH TIME AMA FF	
Jim Muther			Robb Cobb			Terry Thorkildsen	1034

I've only posted the events that the majority of us flew relative to the core SCAMPS focus. The full results of the 2009 USFFC can be viewed at the NFFS website.

Our 2009 SAM Champs

Submitted by Kevin Sherman

I want to thank Ted and Sandra Firster for CDing this year's SAM Champs. Quite a feat considering they just finished Contest Directing the US Free Flight Championships the weekend before and they did an outstanding job at both.

This year, my dad wanted to make a run at the Free Flight Grand Championship, so I told him I would be his timer and helper. I was not up to the effort required to fly for the championship, so I took a few rubber models and my trusted twin pusher.

We got to Vegas on Friday, and were met with high winds, but mild temperatures. The winds lasted all weekend, so Sunday night, we were not optimistic about the chances of getting flying in on Monday. We were pleasantly surprised when we got to the field early Monday to find ideal flying conditions and quickly got my dad's Brown Junior powered Bomber warmed up. We processed it for fuel at the CD table and went to get a flight in. The model hand started easy, but when I reached in backhanded to tune the needle, I got caught with the tip of his 16 x 4 APC prop. The tip is the bad spot to get into on an APC, and it opened up quite a cut on the back of my forearm. I managed to tune it and start the watch as it was released by my dad. Ron Thomas took the watch from me and Sue Thomas was already headed towards me with paper towel. Sue took a look at the cut and said, "You need stitches." The Bomber climbed nicely, ran the tank out, and had an awesome glide. While I headed to the Boulder ER, I told my dad to put the Bomber away, and get his Ascender ready for the other Championship event of the day, A Fuselage. I learned a good lesson. If you are doing something that feels awkward, it is dangerous.

I have to mention a little of what happened at the ER. When the doctor numbed up my arm for stitching, he said, "You are not even flinching, doesn't it hurt?" I said, "I have had a lot of pain in my life." He responded with, "Oh, have you been married?" We all had a good laugh.

When I got back to the field, my dad was timing a flight on Hal Wightman's Ehling in Fuel Allotment, so I decided to get a flight in rubber with my Duplex. It climbed great, but had a dip in the glide which it has never done. I got less than a max, but it was still a good flight. I took some incidence out, and flew it again. This time, I was headed for a max, when the prop block fell out. I had forgotten to put the rubber bands over the nose block and it started to slowly spin down, short of a max again.

We flew a flight on my dad's Ascender and it caught air and maxed easy on his first official. I decided to get my last flight in Large Rubber Stick done. I wound up, and about that time, a huge trash moving thermal hit the car line, lifting a canopy in the air and tossing it towards the flight line. I thought, "What the heck", and launched into the violent air, which tossed the Duplex all over, and had it spinning down a few times. Finally it started climbing strong and heading off the dry lake. I chased it for a while, but then lost it OOS vertical. Instead of wasting a lot of time, I went back so we could get my dad's flights in A Fuselage done. I did not have a locator on it, because I only had batteries for one of our transmitters. I failed to realize they take different size batteries.

The last two flights with the Ascender went well, but it did not max. After we finished, I headed back out to look for the Duplex on the line I had. I grabbed a bottle of water and the walkie-talkie and was on my way. Riding off the dry lake was TOUGH. It was like riding in beach sand with large rocks. Long-story-short, ran out of water, got tired of pushing the bike through the sand and started falling. My third fall through me to the ground and I cracked my ribs again and knocked the wind out of myself. I was hurt and could not go anymore. I called on the walkie-talkie for help. Ron Thomas and my dad headed my way with water. I was sick and felt like I was in REAL trouble. After about 5 minutes, I started to feel a little better and started riding towards the searchers. I eventually met up with my dad and was thrilled to get some water and make it back to the field. At that point, I didn't even care about losing my model. I decided I had been beat up enough, and was done flying the Champs unless I felt like trying in twin pusher. Tom Carman, John Riese, Ken Kaiser and others were also in the search party and I want to thank you all.

My dad's early flight in Fuel Allotment held up for the win and he also had a respectable finish in A Fuselage with a 3rd.

Tuesday was a blow out at the field and it was decided to postpone until Wednesday where they would try to start making up events. The rest of the week, the weather was awesome. So on Wednesday, there were 3 Championship events with B

Fuselage being added from Tuesday. We put an ED Hunter 21 in my dad's Ascender and got in a good first flight in B. The second flight caught a tip on take off, and did some damage, so he got out his Cloud Chopper and finished his last two flights with it. It is just under powered and only did fair, for a 4th place finish. His Alert has been flying great, so he also liked his chances in B Pylon. The ED Hunter ran great and he had three good flights in By Pylon and took first place. His Hayseed for C Fuselage is nearly new, with only about 6 flights on it. The lack of time on it showed and it was not in great trim, but the glide saved him and he took a 3rd.

On Thursday, we had 30 Second Antique, C Pylon and A Pylon. We started with the Trust old Sailplane, and right off the bat had a glitch. My dad has been flying it on too small of a tank, and when I had to mess with the needle valve, it bit him when he took a flight anyway. At 18 seconds, it ran out of fuel and missed the max by less than 30 seconds. After that, the next two flights went well, both well over 6 minutes. The bobble on the first flight cost as he finished in 4th place. We were able to finish all three Sailplane flights before the 9:00 AM Twin Pusher Mass Launch, so I decided to wind up and fly. I wound the De La Mater to 1700 turns and got out to the flight line. I went out to the far end to avoid any possible mid-air. I got a flight of 3 minutes and 26 seconds for the win and was actually surprised I won as there was still one model in the air when mine landed. Turns out, the flyer launched late and was not there for the mass launch. In a week of bad luck, it was a nice turn of events and another goal met

We went right back to the Power Championship events, and 30 Second Antique. The Rambler ran well, but was also a little off pattern and was no match for the Ramblers of Ron Thomas and Larry Davidson. My dad did manage a third place finish in the event.

My dad's Strato Streak is probably his most reliable model, and we were confident with it in A Pylon. Testing at Perris had shown it was ready, maxing 7 straight times. We couldn't have been more shocked when it took off and went left! The model is so stable; it kept its nose up anyway and did okay. We made some adjustments to it, and then it flew great for his last two flights for a 2nd place finish.

His consistent flying netted him 27 points, getting points in every event and a narrow win in the Championship over our friends Larry Davidson and Ron Thomas. The competition was fun and tight and that is what makes the challenge of winning so hard and so rewarding.

Besides the flying, we look forward to the SAM Champs to catch up with friends we would not see otherwise. There were a few absent this year I wanted to see, but we caught up with Gene Wallock, John Camp, Larry and Elaine Davidson, Abe Gallas and many others. A lot of stories were exchanged and that is as fun as the flying part to me.

The SCAMPS were well represented including a big contingent of Perris regulars. It was great to see Sal Taibi and Betty Moke at the field each day and at the awards banquet. She is so good to him.

I could report more problems we had, but it didn't matter. We had a good time!



**Gene Wallock and Kevin Sherman waiting to launch in Twin Pusher (Wightman photo)
Kevin won the event with a 3:26 minute flight**



The SCAMPS Power Champ team contestants-Ron & Sue Thomas with Gary and Kevin Sherman (Wightman photo)

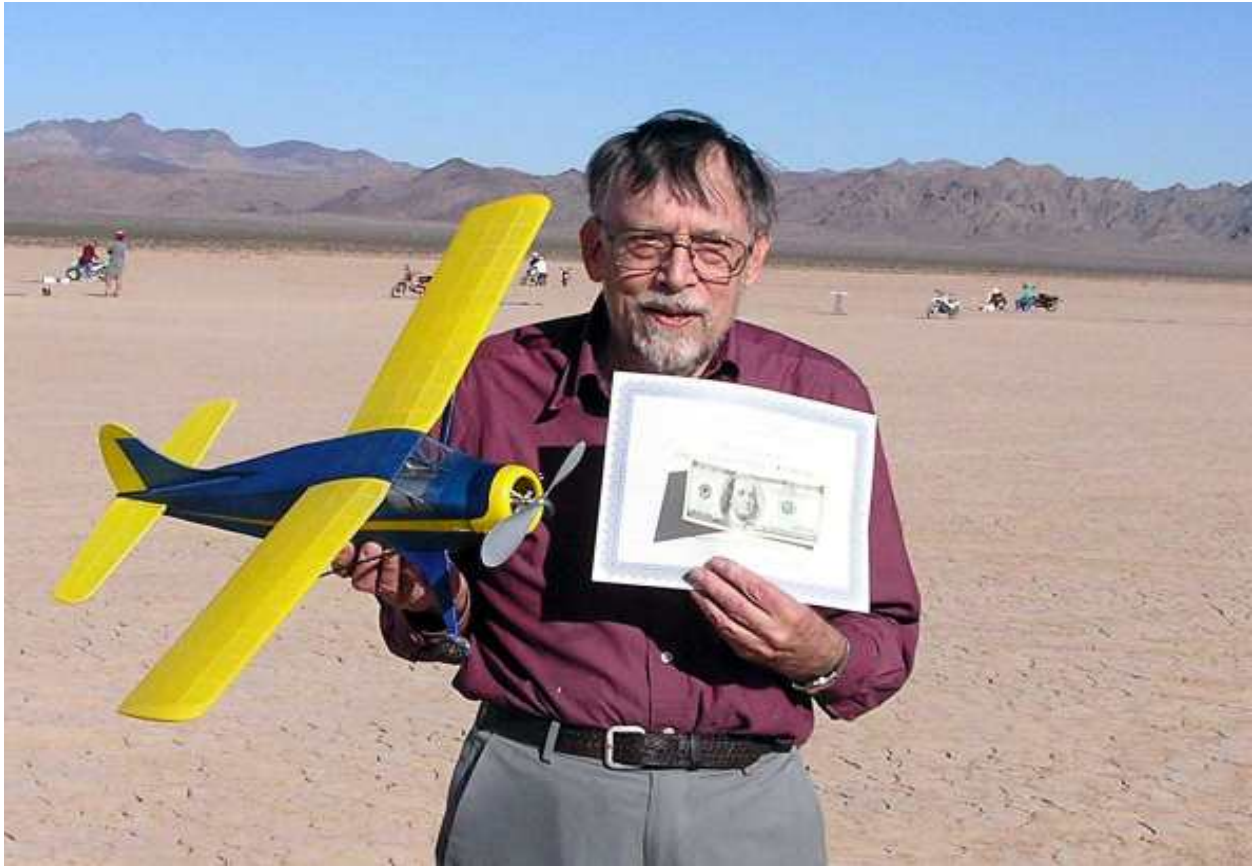


Hal poses with the recovered Ehling-in pieces but happy to get it back (Wightman photo)

Hal relayed the basic story on his Ehling. His timer lost sight of it after 13 minutes into the flight. It landed on the Highway 95 median strip some 15 miles south of the launch point. It's unknown if the damage occurred during the landing or by traffic on the highway. A trucker stopped to recover the model and phoned Hal to advise of his model status, and arranged to return it on his trip back through the area. Hal has since repaired the damages and the ship was flown in the fall dual meet.



The compressed air motor contestants from L to R- Al Lidberg, John Morrill, Tom Lay, Ron Boots, Tony Naccarato (Wightman photo)



Compressed air winner John Morrill with his immaculate DH Beaver (Wightman photo)



Twin Pushers on their way-10 visible! (Wightman photo)



Tom Carman, Sue and Ron Thomas (Sherman photo)



SAM Champs CD crew-Sandra and Ted Firster (Sherman photo)



Sue Thomas with Ron's Class C fuselage Hayseed (Sherman photo)



Larry & Elaine Davidson-Larry is perennial SAM Grand Champion (Sherman photo)



Larry & Elaine Davidson ready the Brooklyn Dodger (Sherman photo)



Gary and Kay Sherman with Gary's Comet Sailplane (Sherman photo)



Abe Gallas with rubber scale model (Sherman photo)



Gary Sherman hot pits his Cloud Hopper-fuses it without leaving chase bike (Sherman photo)



Betty Moke and Sal Taibi at the SAM Banquet



**Grand Champs! Gary Sherman (L) for Power and Carl Redlin for Rubber (Sherman photo)
Congratulations guys!**

October Club Contest Results - Joe Jones

The October contest was electric power and P-30 rubber. The contest was originally scheduled for October 14th but postponed to November 21st because of the threat of rain. It turns out that there was no rain at Perris on the 14th but the wind would have made for a difficult contest. The 21st provided ideal flying conditions.

The electric event combined F1Q, E-36 and open. E-36 times were multiplied by 1.5 to equalize performance with F1Q. There were 4 entrants. Bernie Crow won flying his Noah's Quark F1Q. Dick Smith was second with his open class Tom-E-Boy. Dick also flew his Playboy Junior. Allan Arnold was third. Allan started with his F1Q but his motor separated from the airplane on the second flight probably due to a loose prop. Allan finished flying his E-36 Sparks. Hal Wightman was fourth flying modified Sparks. Electric results were:

1	Bernie Crow	Noah's Quark	180/180/148	508
2	Dick Smith	Tom-E-Boy	159/180/158	497
3	Allan Arnold	Sparks	163/102/78	343
4	Hal Wightman	SparksX	63/76/69	208

The rubber event was P-30. There were 8 entrants, 6 flew. Clint Brooks won flying his Boomer. Clint designed, produces and sells the kit for this model. Clint recorded three 2-minute maxes and completed his 2 ½-minute flyoff. He was winding for his second flyoff round when Bernie Crow dropped his third flight eliminating the need for a flyoff. Fernando Ramos was third with his Geezer Pleaser. Fernando posted 98 seconds on his first flight followed by two 2-minute maxes. Allan Arnold was third posting maxes on his first two flights followed by 96 seconds on his third flight after making some "minor" adjustments finishing 2 seconds behind Fernando. Bernie Crowe was fourth flying his Square Eagle '87. He posted two maxes followed by 84 seconds as a result of a short DT. Skip Robb was fifth flying his Yardstick. Tom Barnett was sixth with his HotBox. Tom also flew his Eaglet. P-30 results were:

1	Clint Brooks	Boomer	120/120/120	360
2	Fernando Ramos	Geezer Pleaser	98/120/120	338
3	Allan Arnold		120/120/96	336
4	Bernie Crow	Square Eagle '87	120/120/84	324
5	Skip Robb	Yardstick	92/85/66	243
6	Tom Barnett	Hotbox	107/120	227

We saw great weather and great competition. Thanks to all who participated

This and That

I still have accounts to share on the November SCAMPS/SCIF Dual meet and SCAMPS monthly contest for November that will have to go to the January newsletter as there is just not enough space this month.

I did poll a few of the SCAMPS board members regarding my proposal last month to make FAC 70 a sub-organization to the SCAMPS. The feedback I got was that Flying Aces was not a core SCAMPS focus and that it would dilute the premise of the club being dedicated to Antique and Nostalgia free flight modeling, at least as far as the newsletter is concerned. I don't think anyone has an issue with some of the FAC events being flown on occasion as one of the monthly club contest events. I heard from nobody on my proposal, so I guess the idea is weak at best. So, the newsletter will not cover FAC related activity unless there is something significant to report on relative to the SCAMPS members or contests.

Russell Dunbar Johnson 1926-2009

When I moved to California, in 1946, the neighbor's son Russell was still in the Navy. I was building at model airplanes but not quite sure I knew what I was doing. When Russ got home, he took me under his wing and taught me the basics. We went to contests at Rosecrans and Western and were both fortunate enough to win trips to the 3rd Plymouth Meet in Detroit. That same summer we went to the Nationals in Dallas. When the Los

Angeles Thermal Thumbers, whom we both belonged to, divided, Russ started the Hi-Tailers Model Club in San Gabriel. What a blast we had for about 5 years. We hit every contest at Bakersfield, Taft, San Diego and Long Beach.

Russ met Sharon and I was fortunate enough to be the best man at his wedding. I believe Russ and Sharon were married for close to 57 years.

In 1967, Russ suggested we go to a SCAMPS meeting at Jim Adams' home and new adventures in modeling were born.

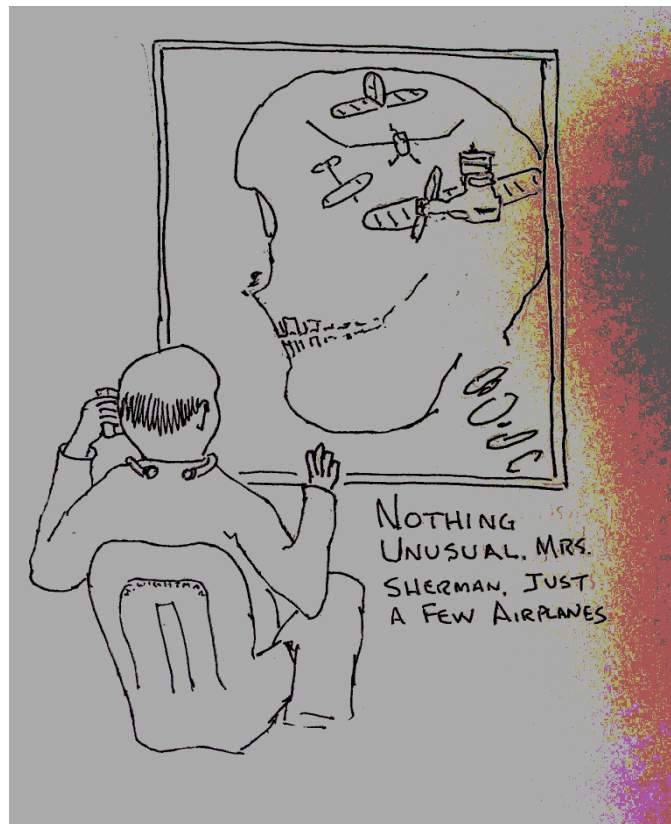
It's hard to realize that my friend is gone , but I'm thankful that I was fortunate to be his friend and we shared many modeling exploits together. The Old Timer flying had kept us together until Russ had a debilitating stroke. His modeling days were done but not his positive outlook. There's not too many folks, now, who got to know Russ but Bob Goldie went to High School with him and Bill Creaney belonged to the LA Thermal Thumbers with him.

Goodbye my friend.
Thermals,
GOD Bless America
Gene Wallock

Events Calendar 2009

December 3 – SCAMPS Christmas Party, Home Town Buffet, Thursday Dec 3 at 6:00 PM (1008 E 17th St)

December 16 – SCAMPS Club Contest Gollywock Mass Launch/OT Small Rubber & ½ A Texaco, Perris CA, CD Mike Myers



Kevin gets his physical findings reported...Hal Wightman

SCAMPS Membership Renewal Form

It is time to renew our Scamps membership dues again. This year we are offering two types of memberships. Our regular membership, which includes a monthly printed newsletter mailed to you, remains the same \$25 per year. Our E-mail ONLY newsletter membership remains at \$10. Those who chose the E-mail newsletter option membership will no longer receive a hard copy of the newsletter in the mail, only the E-mail version. We are able to pass on the savings for the club to those members who chose the E-mail membership. We want to make sure we have everyone's correct contact information. If you have moved, changed your phone number or have a new E-mail address, please let us know (contact George Walter).

The dues are \$25 (regular membership) or \$10 (E-mail membership) and should be made payable to SCAMPS. Please send your dues to George Walter, 2412 Deerpark Drive, Fullerton, CA 92835.

Note that George has a new e-mail address:<GeorgeWalter@alumni.pitt.edu>

Please check all that apply:

Renewal E-mail Newsletter

New Membership Regular Mail Newsletter

Name _____

Phone Number _____

Street Address _____

City _____ State _____

Zip Code _____

AMA Number _____

E-mail _____

If new, how did you hear about our club? <add on back of form please>

Do you have any interest in SCAMPS Shirts? Yes No