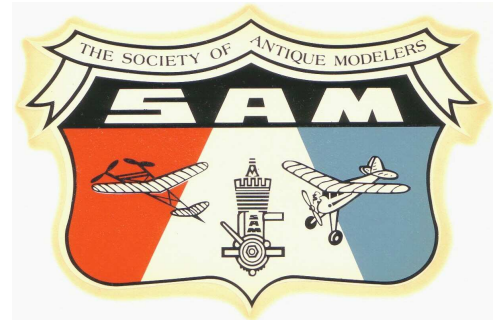
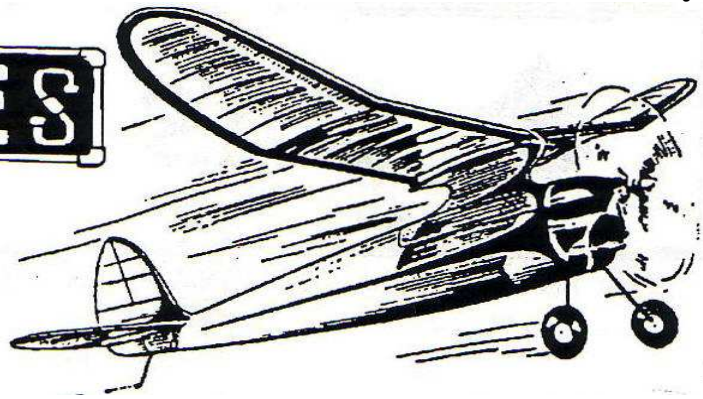


January 2010



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

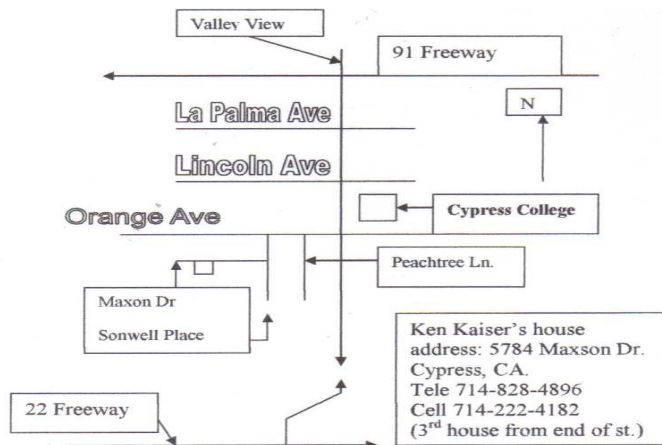


LINES

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

SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
Editor	Clint Brooks	(562) 493-2749	scampsedit@Yahoo.com
Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com



The SCAMPS' January meeting will be held Saturday, January 9th at the home of Ken and Nancy Kaiser, from 12 until 2 PM, and the ladies are invited to attend. This is the same weekend as the AMA show in Ontario, so you might want to plan attending this on Friday or Sunday. The Kaiser's address is 5784 Maxson Drive in Cypress.

SCAMPS NEWS by Clint Brooks

SCAMPS/SCIF Fall Annual, By Daniel Heinrich

Saturday

I have been looking forward to the Fall Annual for a while now, not as much for all the flying I would get to do but more for the chance to share some time with all of my modeling friends again. I arrived Friday night around 6:30 PM and set up the table to be ready for any early risers. This is the first year I did not greet the sunrise alone. I had the table ready by 6:30 AM and had people ready to sign up on the spot. Someone launched a Ramrod right at 7 to open the contest. The old timer table was a little slow to start posting times and really picked up after the Gollywock mass launch at 8. We had 9 entrants in the mass launch this year with Carl Redlin showing everyone that he is still the king of dawn with a 5:18. Activity in 1/2 A Texaco picked up at a brisk pace with another 9 entries. Bud Romak showed us the ups and downs of his flying activities with a 38:35 to win the event, and then later plowed a new hole in the ground with his Foote Westerner.

The wind began to pick up in earnest around 11:30 and by 1 there were few modelers who wanted to make the long

chase. Clint Brooks and Hal Cover had a brief battle in Large Rubber Cabin that ended when Clint lost his model and did not find it until the contest had ended. Hal won out by 33 seconds and a sigh of relief when the model got off the ground despite a crosswind launch, the wrong way. I would always rather be lucky than good.

Sunday

We were again treated with some really pretty Texaco flights this contest with Gary Sherman leading the crowd with his 25:41 first thing in the morning. I often recommend to fliers to put one flight up early for a couple of reasons. The first is that now everyone else is now forced to match your times. Any pilot knows that cold air is denser than hot air and this dense air really makes the models float. I love this event and cannot wait until I have the time to finish mine. We had a fun finish in Twin Pusher with Jim Sprenger and me tying for 3rd. Kevin showed the way again with Gus Sundberg in hot pursuit.

The raffle was a tremendous success. Thank you to everyone who donated prizes and I think just about everyone got something. All in all we had 28 contestants with 59 event entries and a good time had by all.

On a side note, I apologize for being so late with this report. As you all know I was finishing up my MBA program (including doing homework on the field during the contest) and have been beating the pavement right now trying to get a better job. Not really an excuse but an apology. I will try to do better for the Texaco. If anyone would like the complete results I can e-mail you an Excel file with all flyers in each event. Happy Flying!

Saturday Results

A/B Cabin	Total		30 Second Antique	Total		C Pylon	Total
Eric Strengell	899		Carl Redlin	800		Bud Romak	219
PeeWee Antique			½ A Texaco			Large Rubber Cabin	
John Riese	12:45		Bud Romak	38:35		Hal Cover	542
Ted Firster	3:54		Peter Allnutt	27:02		Clint Brooks	509
			Bob Sundberg	24:03		Mark Stanbridge	82
Small Rubber Stick			Gollywock Mass Launch				
Bud Romak	780		Carl Redlin	5:18			
Clint Brooks	536		Hal Cover	3:25			
Hal Cover	491		Kevin Sherman	2:52			

Sunday Results

Texaco	Total		.020 Replica	Total		SAM Gas Scale	Total
Gary Sherman	25:41		Gus Sundberg	360		Peter Allnutt	10:14
Hal Wightman	14:39		Marty Thompson	295		Ted Firster	2:56
Marc Eddingfield	13:55		Ted Firster	257			
A/B Pylon			C Cabin			Small Rubber Cabin	
Carl Redlin	830		Carl Redlin	858		Clint Brooks	453
Jim Robinson	763		Bud Romak	736		Hal Cover	442
Jim Sprenger	756		Bert Fawcett	427		Dan Keegan	320
Large Rubber Stick			Twin Pusher				
Hal Cover	797		Kevin Sherman	206			
Clint Brooks	731		Gus Sundberg	183			
Dan Keegan	591		Jim Sprenger	126			

SCAMPS/SCIF Fall Annual-My Take

What a pleasant weekend at Lost Hills for this event. Weather was cool and mild all weekend, with the best weather occurring on Sunday once the morning westerly breeze let up around 10:30.

I was pretty busy with my OT Rubber ships. I had a new Gollywock to trim and was not able to join in on the Gollywock mass launch Saturday morning. Carl Redlin managed to outperform the field with a high climbing long cruise of a flight that won easily. I spent the first hour or so getting the new ship set for glide and initial power trials. It was looking pretty good so I went ahead with official attempts once the air appeared to be working. This model trimmed out right away and did not disappoint-I was able to manage a second place spot with a total of 8 powered flights, including testing.

Nostalgia gas models ruled the roost that weekend. Saturday saw models specked out all over the sky as strong lift was present in the cool morning air that was moving from the west and then from the east by mid-day. The gumbanders had a pretty good turnout too. I counted around twenty entries on the SCAMPS sign-in sheet at one point-I didn't check out the SCIF sign-in sheets, but I'm guessing there were at least 30 contestants on the field covering all events.

The usual afternoon westerly winds set in around 1:30 on Saturday. This pretty much brought most flying to a halt. I had made one bad air pick in Large rubber cabin on my first attempt in the strong afternoon breeze, and dropped the max. R.O.G. was a risky proposition at this point, but Hal Cover was in front of us with one max recorded. Hal Wightman made ready to launch his Large cabin ship in the strong winds as we all watched. This proved to be disastrous as the model was picked up and dumped into the ground, shedding prop blades in a most unsatisfactory manner. Shortly after this I made my second attempt to launch the Gypsy and the model found air as it turned downwind and came around. I was the only flyer aloft and foolishly demonstrated just how far and fast a model could be carried downwind in these conditions. I made a futile effort to follow on my mountain bike, and could only watch the model speck out against the hills to the south of the field and finally disappear into the dark background as it dropped down. At least I knew it was on it's way down and had a pretty good line. After about 45 minutes of driving the boundaries of the properties my brother and I finally located it upside down in one of the plowed fields about four miles southeast of the launch site. A good finish for Saturday!

Sunday began with the twin pusher mass launch. This was a race between Dan Heinrich, Kevin Sherman, Jim Strenger and Gus Sundberg. All launched successfully and Kevin and Gus both found air and proceeded to climb high moving toward the west side of the field. Kevin again won this event with the same time he posted at the SAM Champs. That's three contest first place wins in a row-pretty good job Kevin! Early to mid-morning conditions offered a breeze from the west, but this had lots of lift in it as was the case with these conditions on Saturday. I flew my Lamb Climber and Korda Victory alternately in an attempt to get finished before any afternoon winds kicked up, but this turned out not to be the case as around 12:30 or so the wind shifted to the east and became light and variable for the remainder of the day.

The SCAMPS ended their part of the contest at 2:30 and proceeded with the raffle. Lots of goodies were donated and lots of tickets were sold. There were plenty of treasures hauled off as the event wrapped up for the day which ended with beautiful conditions for flying and traveling.

Many thanks to Dan Heinrich , Terry Thordkildsen, Tom Laird and Bud Mathews for CD'ing and organizing the meet-a great time was had by all!



Saturday morning flight line -start of SCAMPS/SCIF Fall Annual (Brooks photo)



Kevin and Gus getting ready to launch in the Twin Pusher event (Wightman photo)



Kevin off to a winning flight of 3:26-another repeat (Wightman photo)



Ardent competitors Carl Redlin and Bud Romak (Wightman photo)



Brother Whitney holds my new Gollywock (Brooks photo)

SCAMPS last Club Contest for 2009 Bernie Crowe.

Despite copious amounts of rain in the preceding week, we managed to hold the last Club contest of 2009 December 16 in pretty good weather. The creek was full, and water was rushing over the ford, but it didn't stop us from running all three events scheduled for the day – Gollywock mass launch, 1/2A Texaco, and Old Time small rubber.

CD Mike Myers risked marital discord by rising at 4:30 am to drive down from Glendale, and was on the field bright and early, contest score sheets taped to his table and rule book in hand. The first event scheduled was the Gollywock mass launch at 8:00 am, but perpetual competitor Allan Arnold was already under way at 7:30 with his first 1/2A Texaco flight. Squirting the mandated 3cc of fuel into his big black and yellow Lanzo Bomber, he launched into the cold morning air. When the motor eventually quit, he was high and away towards the NW corner of the field and soon was a mere dot, but with a good signal on his tracker. He was timed out of sight at 5 minutes and 40 seconds.

Hearing Mike Myers loudly proclaim it was ten minutes to the Gollywock mass launch, Allan elected to stay and fly, and go get his errant Bomber later. Mike called the time down to the launch time at regular intervals. Kevin Sherman arrived at the field with about two minutes to go, and quickly wound his 'Wock. Five entrants walked out to the launch line, and on Mike's signal all five 'Wocks took to the air, spreading out in all directions in traditional manner! Kevin's plane suffered a bad prop fold and spiraled in, to his disappointment. Joe Jones and Hal Wightman's planes stayed close to the flight line and obviously weren't getting any help from the air. Allan's and my plane flew across the field to the East and were faring better, but in the end Allan stayed up 10 seconds longer than me to take the win!

Allan and Floyd Reck then left to go search for his Texaco, while the rest of the field enjoyed the warming temperatures and light breeze. Though the drift was away from the creek at ground level, we soon found that at any altitude the air was taking the planes over the deep waters of the creek. John Riese had brought a pair of waders to loan out to anyone who needed them, but it turned out that he had also brought his son Mikey to wear

them, and presumably do the retrieving! Judging from the expression on his face, I don't think Mikey knew about this until he arrived at the field! Fortunately, nobody finished up "in the drink." Five fliers entered 1/2A Texaco, and though the lift was light, some 4- and 5-minute flights were posted. Allan and Floyd returned with glum faces, unable to find a signal among the houses where they suspected Allan's plane had landed. But at the end of the day, Allan's time stood as the best to place him first, with Skip Robb's Powerhouse second at 5:15. John Riese's Guff was third at 4:10, with Hal Wightman's Trenton Terror fourth at 3:55. Brad Levine completed the field with a best flight of 2:37 from his Buccaneer.

There was little lift about and the small stick models (all Gollywocks) weren't getting much help. Allan Arnold's new prop seemed to work pretty well, giving him good altitude and earning him the only max of the first round. Hal Wightman dropped his round by a mere 7 seconds, while I had a bad wind and got a pile of knots near the front, resulting in a poor climb and a fast glide. No-one maxed in the next round, or for the rest of the day for that matter. My 'Wock popped the stab up on the stab rest at prop fold, and the little plane executed a vertical dive into the ground to re-kit itself. In the end Allan came out on top with 431, with Hal Wightman second with 395 and Joe Jones just 5 seconds behind him in third. Bob Goldie was fourth with 323.

It was a bitter-sweet day for Allan Arnold. He had won all three events, but lost one of his best planes in the process. His performance gave him an extra 28 Club points, leaving him a solid second place in both Rubber and Power events, and of course second in the overall Championship points standings. Kevin Sherman retained his first place in all three standings. Here are the results to the top ten places:

Rubber Champion			Power Champion			Grand Champion		
1	Sherman, K	117	1	Sherman, K	90	1	Sherman, K	207
2	Arnold	91	2	Arnold	83	2	Arnold	174
3	Crowe	73	3	Carman, T	58	3	Wightman	113
4	Wightman	59	4	Thomas	56	4	Crowe	108
5	Robb	40	5	Wightman	54	5	Carman, T	58
6	Firster	31	6	Crowe	35	6	Thomas	56
7	Walter	30	7	Sherman, G	27	7	Robb	51
8	Jones	29	8	Smith	26	8	Firster	37
9	Bagalini	25	9	Viel	25	9	Jones	33
10	Barnett	25	10	Carman, J	18	10	Walter	30

Consistent flying and constant participation are attributes to bring to the Club contests. Thanks for joining in and making this a fun year!

SCAMPS Monthly Club Contest Calendar for 2010

Date	Rubber	Power	Contest Director
Jan 13	OT Large Rubber-Combined	1/2 A-A AMA Gas	Bernie Crowe
Feb 17	Coupe F-1G / Twin Pusher	OT ABC Pylon	Kevin Sherman
Mar 10	OT Small Rubber-Combined	1/2A-C Gas -Nostalgia	TBD
Apr 14	P-30 / Greve Racer FAC Mass Launch	OT ABC Fuselage	TBD
May 12	Moffet / Twin Pusher	F-1Q / E-36/ Harbor Freight	TBD
Jun 9	4 oz. & 8 oz. Wakefield	B-D AMA Gas	Bernie Crowe
Jul 14	Jimmie Allen / Commercial Rubber	30 Second Antique	TBD
Aug 11	OT Large Rubber-Combined	1/2A-C Gas -Nostalgia	TBD
Sep 8	Coupe F-1G / HLG/ CLG	OT ABC Fuselage	TBD
Oct 13	Nostalgia Wake / Rubber	F-1Q / E-36/ Harbor Freight	TBD
Nov 10	Jimmy Allen / P-30	1/2A-A AMA Gas	TBD

Date	Rubber	Power	Contest Director
Dec 8	Gollywock Mass Launch / Small OT Rubber-Combined	B-D AMA Gas	Kevin Sherman

As you can see there are some holes in the new calendar for CD's-Contact Bernie if you would like to assist in being a club contest CD for one of these events.



Skip Robb preps his 1/2A Texaco Powerhouse while Tom Barnett watches (Crowe photo)



Good turnout for last 2009 SCAMPS club contest in spite of rains (Crowe photo)



Gollywock Mass Launch 2009 December club contest (Crowe photo)

This and That

Larry Davidson to offer neat New Product *(Submitted by Kevin Sherman)*

Larry Davidson is offering an inventive new product to his line of ignition components and other related model supply. This looks like a must have for anyone flying ignition Texaco type events, like Fuel Allotment, Texaco or SAM Gas Scale with an ignition engine.

He is providing a combined solid state unit that gives the usual solid state ignition performance of his SSIGN and SSIGN2 (TIM-4). Suggested voltage is 3.6Volts as used in his other solid state units. Complete wiring instructions are included and will come with the wires already mounted on the PC board.

What is neat is it also has a circuit that is especially needed for shutting off the power from the ignition battery when the prop stops and the points are closed. This sometimes occurs on ignition powered free flight and radio control models, like the ones used in SAM flying. R/C Texaco, Free flight Fuel Allotment and U-Control ignition powered models will benefit by saving the possible damages to the coils and solid state ignition modules.

When the prop stops and the points are in the closed position, high current will usually do damage, but this unit senses, within 2 seconds (approx), that the points are closed and shuts off the power from the ignition battery, saving these components. This new unit will work great on any application where a timer can not be used to open the ignition circuit.

As soon as the prop is turned to open the points, the unit is ready to operate the ignition system again.

The unit will probably be available mid to late January and will cost about \$40-45 plus \$5.50 postage. If you want to be put on a waiting list, please contact Larry and he will add you. The system is already tested and works great. Larry says he used one at the SAM Champs this year on his Fuel Allotment model.

Perris Weather and Wildlife – Wednesday Nov 25, 2009 (*Submitted by Bernie Crowe*)

SCAMPS membership was at about half strength Wednesday Nov 25, probably in part because of the upcoming holiday (lots of our members get stuffed into household chores the day before Thanksgiving) and in part due to the forecast of 16 – 19 mph winds. In fact the weather turned out to be near idyllic at 7 am, apart from a rather crisp 39 deg F greeting. The wind was almost non-existent and from the South or South-West, and those of us on the field were treated to some excellent flying weather for the early flights with minimal drift.

I put up two test flights with my newly-engined F1Q ship, using 7 second motor runs for safety. On the first I used a 1-minute DT, and the plane landed almost at my feet. For the second I extended the DT to 3 minutes to see what the plane would do from 7 seconds in early morning air, and it was down a little short of 2-1/2 minutes, again within arms length.

I decided to try my primary plane at contest settings – 15 second motor run, and 3-minute DT. This time the “Quark” got quite a bit higher as expected, and as soon as it leveled out it started drifting very fast towards the South-East. Evidently there was some major wind shear at about 300 ft. I hoofed it after the plane but could barely keep it in sight. Eventually I saw it DT but it looked as though it was over the 215 freeway by this time. It took me well over 30 minutes to walk past the RC field and cross the creek bed, until finally finding the plane about 50 ft short of the freeway. I gave thanks!

Allan Arnold says there is often a shear layer to the East of the field, and this may be part of why we seem to get better conditions than are being forecast. The layer shields us from the winds coming in from the North or East, and so long as the shear layer is high enough (say 500 ft) we are protected at Perris. When the layer is lower though, as on this day, we can get caught out. Worth noting.

As I walked back with my plane I saw Allan Arnold making his way slowly across the plowed field to the West of our flying area, following his “Lynx” 8-oz Wakefield. He also had evidently gotten caught out by the wind shear and was in for a long chase. Dick Smith too had one of his electrics out in that field and was walking with Allan to retrieve it. George Walter was following them in his binocs, and made an exclamation and handed me the glasses. Following his directions I was able to see Dick’s plane on the ground, and then saw what George was pointing to. A coyote had tracked Dick’s plane to the ground, and was now running and jumping around it in a threatening way. Maybe he was trying to chase Dick’s plane off of the prey he suspected it was sitting on? I guess a DT-ing model might look like a raptor in a stoop to a Coyote!

We watched it behave this way for several minutes, until Dick and Allan got close enough to chase it off by waving their arms. We thought that there was no contact between the coyote and the plane, but when Dick got back to the flight line there were chunks out of the balsa cheeks at the nose of the plane that may well have been Coyote kisses. We left Allan and Dick discussing ways of re-starting the electric motor remotely in case this ever happens again!

Speaking of wild life, we were also graced with a visit from our resident Southward-Migrating Lesser Tom White, making his winter trip down from Vancouver. Tom and his wife Ena are down here ‘til just before Christmas, so look for him at the field the next few Wednesdays.

Hal Wightman also adds his accounting of this day:

Just a few notes about happenings at the Wednesday flying at Perris on Nov 25th.

We had a flock of sheep pass between the RC field and our field about 8am. Must have been 400 sheep being

followed (driven) by a shepherd and a couple of sheep dogs. My first flight flew over them (fortunately) and landed near the RC field.

My second flight caught a thermal and took off to the West. The drift had picked up as well and it was out of sight in about 3 minutes. Fortunately I had my tracker on it. I checked out with Bernie to make sure he had his cell phone on and began walking toward the 215 freeway. After crossing the drainage ditch, I saw Dick Smith looking for his model through binoculars. He saw it in the field and exclaimed "There is a coyote after it." I could see the coyote making circles around his plane and barking at it while intermittently running in toward the plane. We quickly moved toward the plane and I began waving my arms and shouting at it. Finally, he ran off. I looked at the plane and it appeared it had survived the Coyote attack. Later Dick indicated he thought the Coyote had in fact bit it near the prop and put two small holes in the fuselage.

I pressed on and had to go under the freeway. Following the signal, I walked along the drainage ditch all the way over to the railroad tracks, approximately a quarter of a mile east of the Perris Skydiving airport runway before I found my plane, undamaged. I called on my cell phone and asked George Walter to come pick me up. I later googled to find that I had walked 1 1/4 miles from the point of launch. Walston saved the day again.

One other interesting thing that happened. John Donelson was trimming out one of his FAC models and had just gotten it to fly and glide beautifully. As he was walking out to retrieve it, he couldn't see it until he stepped directly on it and broke the fuselage in half.

His excuse was that it was painted a green camouflage color.....

Building Tip of the Month

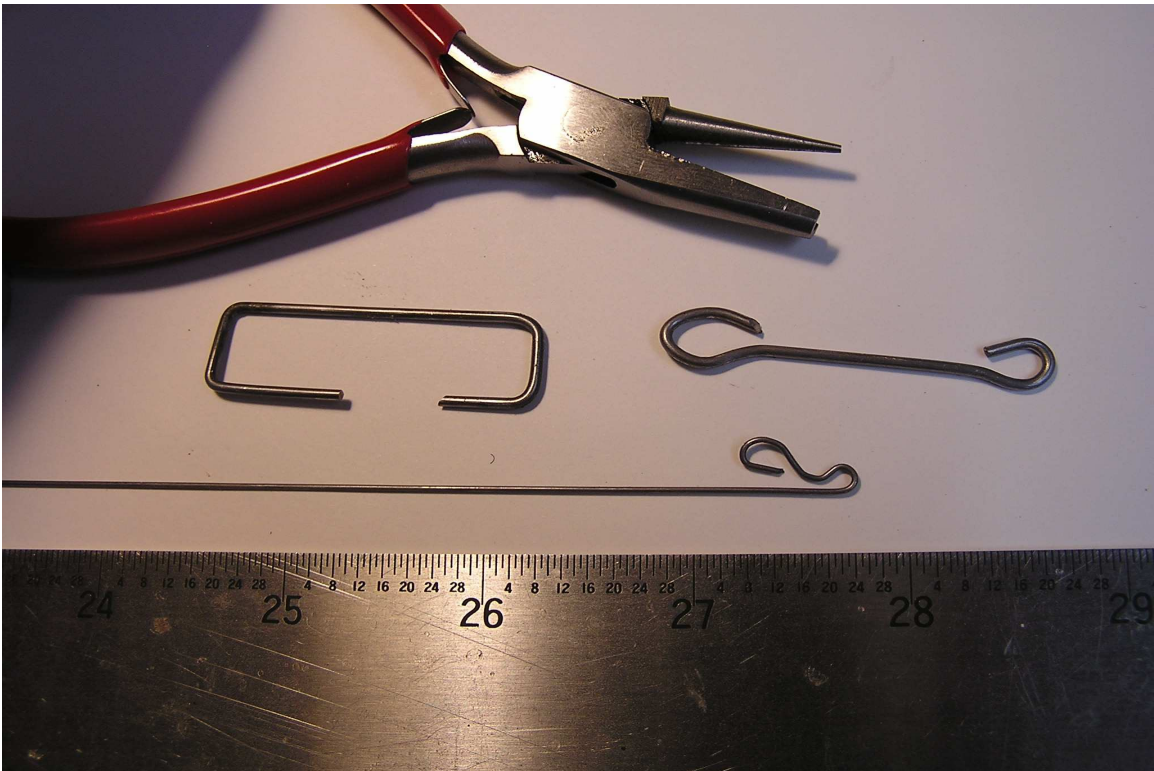
Hal Wightman sent me some information on special wire bending pliers he found. I've been sitting on this until I had some pictures to go with the product information. Thanks Hal for taking some pictures of the pliers and samples of what he was able to do with them. If you are like me, there is always the tendency to try and utilize hand tools you have on hand that are not completely suitable to what needs to be accomplished. Often this practice goes on for years with the builder settling for less than optimum results (do I reveal too much here?). Do yourself a favor and get a pair of these pliers and also a nice wire cutting plier that can handle tempered steel wire without causing you to strain your hand. The original article was written by George White and can probably be found on the **Pensacola Free Flight** website (www.pensacolafreeflight.org). If have not visited this site you need to. A lot of how-to articles used in newsletters across the country have been compiled there in an easy to use index. You will probably recognize quite a few of them. Select the '**Articles Index**' link on the homepage.

"Ever wish there was an easier way to bend the hook on those prop shafts? Those of us who use the 'S' shaped hook on our prop shafts face enough challenge without having to put up with tools which really don't help take some of the difficulty out of the adventure. I've been using a special pair of pliers for a couple of years which are the first things I reach for when I start to make a prop shaft. The pliers are German made with one round jaw and one concave jaw. I've used them to bend wire as large as 1/16" diameter-they are indeed strong."

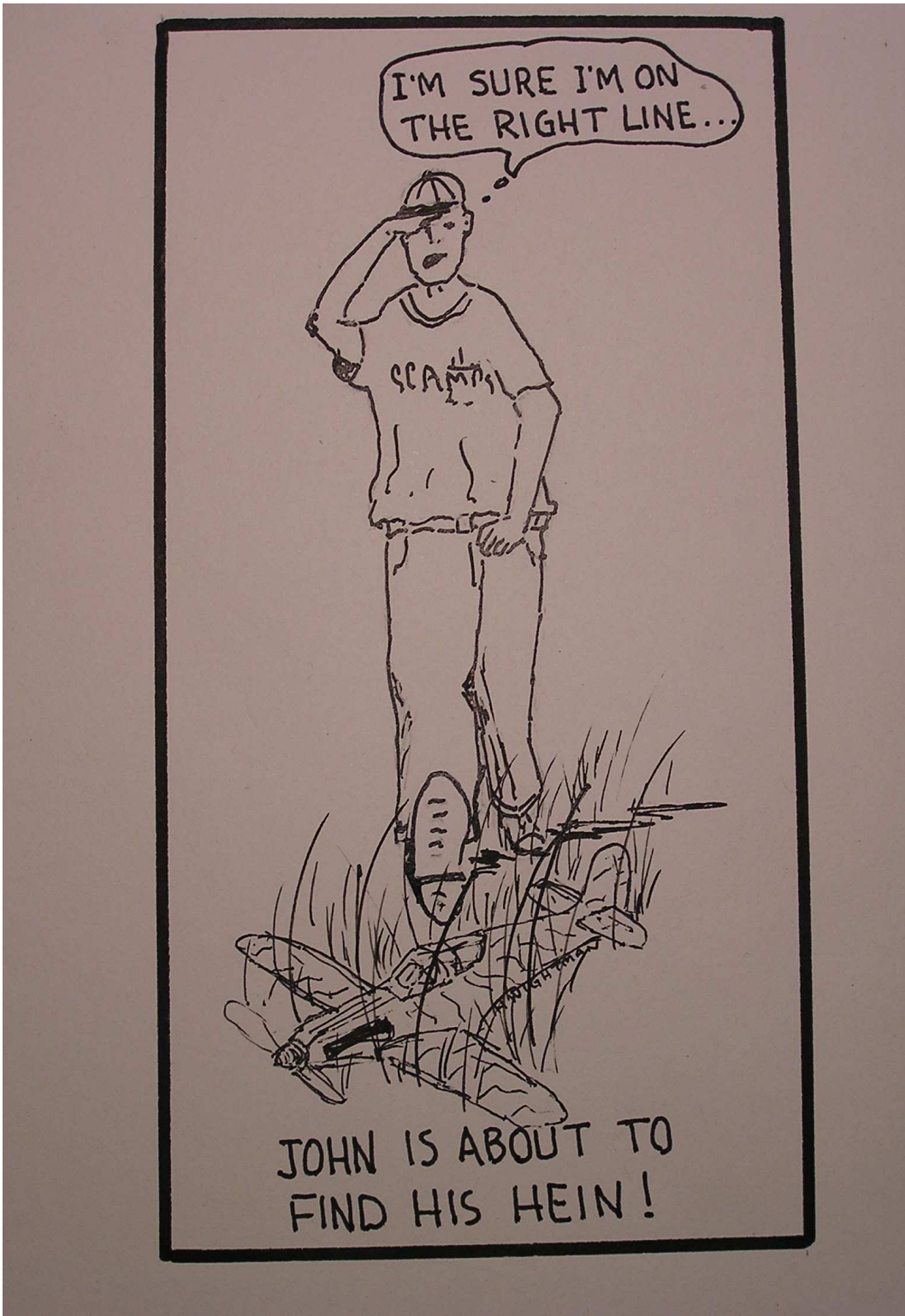
These pliers are available from KT Marketing of Littleton CO at 315-555-5555 or visit the website www.timgoldtein.com. Part number is PLR-745.00 and priced at \$21 plus shipping (*price per article which is now dated-ed*).



Wire bending pliers noted in article (Wightman photo)



Formed wire samples made by Hal (Wightman photo)



Submitted by Hal Wightman with condolences to John Donnelson



SCAMPS Haggart/Bowden

Sunday, February 14, 2010– Perris, CA

AMA Sanctioned Contest

******Flying Starts at 7:00 AM and contest closes at 1:00PM!***

EVENTS:

Haggart-Bowden 2-minute precision

***ABC Pylon** – Combined (20 Second engine run)

***ABC Fuselage** – Combined (20 Second engine run)

***Small O.T. Rubber** - Combined - (Stick & Fuselage)

***Large O.T. Rubber** - Combined - (Stick & Fuselage)

***Perris Special** (15 Second engine run - Glow & Ignition)

* **1/2A Nostalgia** (9 Second Hand Launch, 12 Second VTO or ROG)

* **ABC Nostalgia** (9 Second Hand Launch, 12 Second VTO or ROG)

* **Nostalgia Rubber**

- **3 minute Max**
- **SAM rules for standard SAM events**
- **Entry fee is \$5 per event**
- **Merchandise Prizes**

CD Allen Heinrich

(760) 956-2949

Haggart-Bowden (2-minute Precision RULES: Aircraft must be a NON-Pylon type, conforming to the 8 oz./sq. ft, 80 oz./cu. Inch and L2/100 rules. The power shall be spark ignition engine(s). All flights shall be rise off ground. The time target for each flight is 120 seconds (2 minutes). Each flight will be scored as the difference between actual flight time and the target time. Each contestant will make 3 flights. On any flight, a D/T action at less than 4 minutes will result in a ZERO flight time (120 score for that flight). The winner will be the flyer that accumulates the total nearest 3 perfect 2-minute flights.