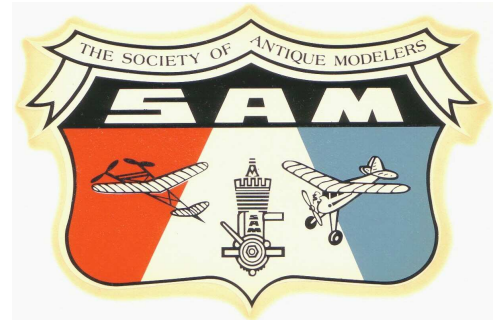
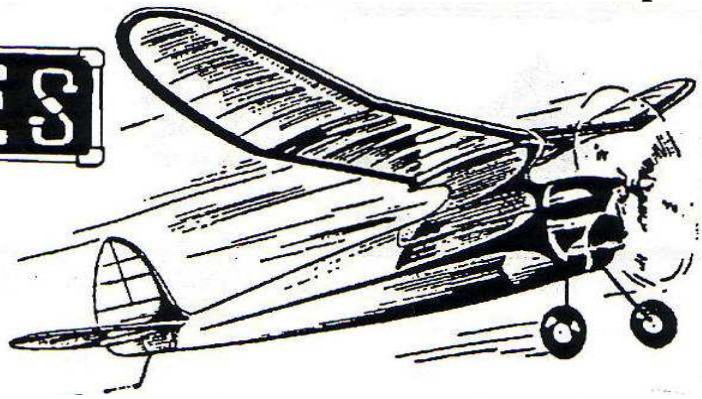


April 2010



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

Return Address:
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GAS

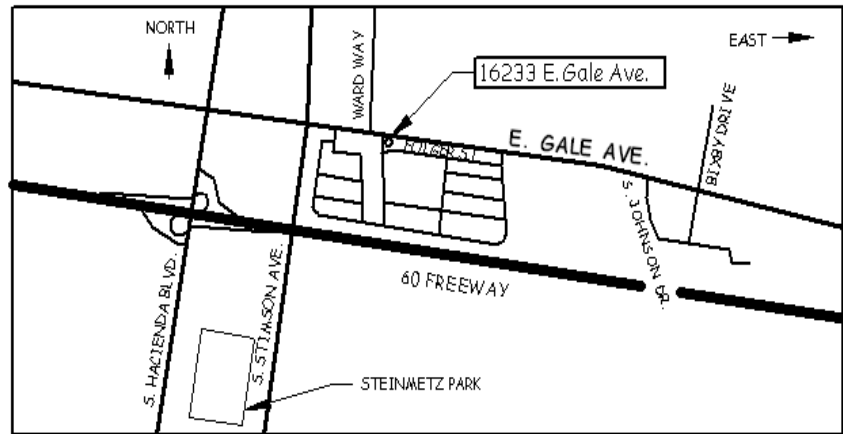


LINES

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

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Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com



The SCAMPS' April meeting will be held 12 Noon **Saturday April 10** at Milon Viel's workshop located at **16233 Gale Avenue** in the City of Industry. Milon's home phone number is 949-673-0986. 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, make two left turns to get on Hacienda Blvd and cross over 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.

SCAMPS NEWS by Clint Brooks

We are heading into the warm Spring and Summer months finally, starting with the annual Taibi contest at SCAMPS Field just one day after the first day of spring. More on this later in the newsletter as a fine day it was indeed for those who attended and too bad for those who couldn't!

The first picture is one of my personal projects I'm attempting to get into kit form. I've been flying this prototype for well over a year, and just added a test version four bladed prop which may or may not be shown on the kit drawing. This particular propeller is based on two Czech P-30 props that underwent minor modification to the hub and then bonded together using 5-minute epoxy mixed to stiff consistency with micro balloons. I was amazed at how easy it was to make

this modification and have it come out looking almost as if it was molded in this manner. The only problem I notice so far is that the new prop weighs slightly more than 14 grams, and very little of that is the epoxy micro balloon fillets that join the two props. The nose block is set up with a stop screw to brake the motor and maintain tension for consistent C of G. The drive dog works pretty much along the lines of the Gizmo-Geezer concept in that the compression spring draws the prop shaft forward until it clears the drive pin and allows the prop to freewheel. If nothing else, the prop gives the model authority as a bona-fide WWII war bird! I'll do another prop assembly at some point and take some pictures along the way for those of you who wish to duplicate this technique.



What is it?

SCAMPS postponed Jan and Feb 2010 Club Contests by Bernie Crowe

Bad weather had caused us to postpone both the January and the February Club Contests this year, but taking advantage of a break in the weather we managed to get both comps (five events) taken care of in one fell swoop.

The weather at Perris February 24 was one of the nicest days we have seen for a while, with mild temperatures, nothing more than a breeze with zero drift, and wispy high clouds masking an otherwise blue sky. The events left over from January were OT Large Rubber (stick and cabin combined) and 1/2A to D AMA modern gas. The February events, postponed only one week, were Twin Pusher, FIG Coupe, and OT ABC Pylon.

Allan Arnold set the tone for his day by discovering he had left the stab for his OT Pylon model at home. Then when he came to assemble his Coupe for the rubber event, the DT line broke inside the fuselage and wasn't fixable at the field! In typical Allan fashion, he went on to compete fiercely in the only other event he was equipped for – OT Rubber. Interestingly all three entries in **OT Large Rubber** were Lamb Climbers, in the hands of Allan, Ted Firster, and Bernie Crowe.

The air above 100 ft was pretty buoyant, and Bernie's first 3-min flight maxed easily at 4 mins+. Allan put up a couple of test flights, and followed with a real boomer to give him his first max. Ted was struggling with a problem with the tail feathers on his Climber, and only managed 85 on his first flight. Bernie's second flight

was an easy max again, but Allan broke his only motor while winding. There was no damage to the plane, so with a loaned motor from Bernie he went again, and scored his second max. Ted continued to fight his problems, though the Climber showed some good performance between bouts of stalling. Allan went out for his third flight while Bernie set up for his fly-off round, 4 mins. Both planes found really good air, with Allan's clearly the highest and both planes sharing the thermal with three red tailed hawks at over 800 ft. Both flights were in excess of 6 minutes. As it was almost noon, Allan declined to fly again and conceded the win to Bernie.

In **AMA Gas** Phil Ronney, Ken Kaiser and Tom Carman battled it out with Ken flying a 1/2A Astrostar, while Phil and Tom flew A-sized ships. Ken maxed the first two rounds before dropping a minute in round 3, but that was good enough to beat the Texan of Tom Carman and the Ramrod of Phil Ronney. There were only two entries in **OT ABC Pylon**, with Milon Viel flying his Nostalgia CivyBoy51 alongside for fun. Al Richardson had brought out an old Sailplane with a gorgeous Dunham engine up front. He scored a max on his first flight and parked the plane. Hal Wightman flew his Aerbo and was pretty pleased with its performance, but struggled with the timer trying to get 20 sec runs. The Czech diesel wanted to run on fumes and refused to cut off as instructed! Hal persevered and coaxed it to a 150 on his final round. Milon's CivyBoy, though not legal for OT, flew well and totaled 244 in just two flights. Al Richardson was persuaded to bring out his Sailplane again and put up a 140 to win the event.

Four fliers signed up for **FIG (Coupe)**, but the field was soon whittled to two. Hal Wightman realized his Boomer is a P-30 not a Coupe, and when Allan Arnold tried to assemble his Coupe the DT line broke inside the tail boom, rendering it unrepairable at the field. Ted Firster and Bernie Crowe flew into some good air and both maxed, Bernie's plane bettering four minutes and Ted's staying up for over 6 due to a DT malfunction. Bernie had a problem with his Coupe and didn't fly the last two rounds. Ted's Sugar-G Coupe was flying superbly in the buoyant air, giving him two more maxes to win. Unfortunately the DT problem surfaced again on his last flight and the plane was lost. The only entry in **Twin Pusher** was Skip Robb flying his Delamater. Skip had three good flights to total 325 and take the win.

Overall, a good turnout and great flying weather. It was good to get the contests flown after all the delays we experienced in the beginning of this season, and we look forward to the upcoming contests starting with OT Small Rubber and Nostalgia Gas in March.

Results: SCAMPS Club Contests 2-24-10

OT Large Rubber (postponed from Jan 13)

Bernie Crowe	Lamb Climber	180	180	180	240	780
Allan Arnold	Lamb Climber	180	180	180	-	540
Ted Firster	Lamb Climber	85	130	70		285

AMA 1/2A to D Gas (postponed from Jan 13)

Ken Kaiser	Astrostar -1/2A	180	180	119		479
Tom Carman	Texan - A	180	105	160		445
Phil Ronney	Ramrod - A	125	120	124		369

OT ABC Pylon (postponed from Feb 17)

Al Richardson	Sailplane	180	140	dnf		320
Hal Wightman	Aerbo	80	64	150		294
Milon Viel	CivyBoy 51*	151	93	dnf		244

(* fun fly alongside OT planes)

FIG Coupe d'Hiver (postponed from Feb 17)

Ted Firster	Sugar G	120	120	120	360
Bernie Crowe	BeauCoupe II	120	dnf	dnf	120
Allan Arnold	Sugar G	dnf	dnf	dnf	0

Twin Pusher (postponed from Feb 17)

Skip Robb	Delamater	72	136	117	325
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Sequel.....

Ted Firster had lost his Coupe at the Club Contest Feb24 when it locked into a huge thermal and he realized he hadn't set his DT (again!) Worse, although it had his AMA number on it, there was no name or phone number, and no tracker.

Ted must be living a clean life. Later that day he got a phone call. His plane had landed in a garden about 4 miles south of the field, at 74 and Menifee. By an *extremely* long shot, the garden belonged to an aeromodeller, albeit an RC guy. He contacted the AMA and asked for the name and address of the owner of the AMA number on the plane. AMA refused to divulge the information (your AMA dollars at work!).

The finder persisted, however. Realizing the Coupe was a free flight model, he searched the web and came across the SCAMPS web site. He called Dan Heinrich, and Dan recognized the number and got in contact with Ted. Problem solved! Ted had his plane back the same day. This is why Ted is our safety officer!

We don't want Ted to get too complacent about this, and start leaving his ID info off of all his planes, so to remedy the situation Ted has agreed to submit to a mass a%*s*-kicking at the Taibi contest. Wear your biggest boots! (*Gee-I guess I missed that part today at the Taibi...Ted looked like he was walking OK...ed.*)

History of the SCAMPS Texaco by Kevin Sherman

In the infant stages of the old timer resurgence, and as the SCAMPS were gaining steam, Bud McNorgan and Sal Taibi championed the idea of bringing back the Texaco event. Of course, the doubters voiced their concerns, but McNorgan and Taibi liked the idea and pressed forward with it. A trial run was scheduled for January 1967, and several fliers showed up to participate. At the preliminary meet, flights were limited to 10 minutes to see how many competitors could meet this benchmark. To McNorgan's delight, this trial run was a big hit, and it was decided to go forward with a full blown Texaco contest.

Sal Taibi was the CD for the first SCAMPS Texaco contest at Taft, California, April 2, 1967. Unfortunately, the weather was rainy for the inaugural event, and hopes for 50 participants never materialized. In spite of the inclement weather, 30 modelers showed up, and there were 15 paid entries. As it turned out, the weather improved and many guys showed up as late as 1:00 to take a crack at it. For those who did show, they got quite a show, with the large lumbering models slowly climbing to thousands of feet against a background of broken clouds and blue sky. The temperature never exceeded 70 degrees and it was reported the lift was light. The sky was filled with models making a docile decent from the great altitudes. Chasing in those early days was reported to be a cinch, with guys just jumping in their cars to retrieve their models.

Sound like they had a good time? You are so right and those who participated thoroughly enjoyed themselves. Probably the only disappointed man on the field was Hugo Lung and his Bassett Miss Philly VI. Having won the "Prelim", and leading all day long with a flight of 34 minutes early in the day, he was a little bummed when he was bumped from the top spot by John Keller with a late flight. A late flight by Hugo was quickly down, as the lift had subsided for the day. Yes, they allowed flying all day in the early years of the SCAMPS Texaco, and

that is why we see some impressive times in the early years.

Sal Taibi did a good job as CD and the nay sayers were proven wrong: The Texaco event was proven to be relevant and viable as part of the old timer movement. The contest has continued on each year since it was brought back to us in 1967. The Texaco Trophy is a story in-to-itself.

Wonder who did what? Well thanks to some information supplied to me by Tom Carman, I can give results too.

- 1) John Keller – PB-2 – Super Cyclone – 39:10
- 2) Hugo Lung – Miss Philly – Super Cyclone – 34:34
- 3) Bob Hensler – Mardsen – OK Super 60 – 33:30
- 4) Harry Barnes – Mardsen Brown Junior – 30:16
- 5) Jim Adams – Scram – Brown Junior – 26:45
- 6) L. Holland – 24:22
- 7) Mark Carman – 21:52
- 8) F. Harison – 21:41
- 9) D. Lutz – 17:37
- 10) I.G. Aker – 15:34
- 11) R. Johnson – 9:21
- 12) W. Ladner – 5:03
- 13) Gene Wallock - 2:22
- 14) Bud McNorgan - :55
- 15) C Htark - :21

Anticipating the Texaco rebirth contest, guys were excited and the hunt for the original Texaco trophy began. Guys checked every source known including the AMA, but its whereabouts remained unknown (it has never been found). So, our friends at K&B offered to buy a new trophy, replicating the original spark plug theme, and the perpetual trophy was once again born. The trophy is a perpetual, and each winner places a plaque to commemorate their win on the trophy. It usually includes the flyers name, the model and the flight duration. The SCAMPS pay for the fees to have the plaques engraved. There are a few holes in the trophy and we do need to try to get them filled in. We know Eric Stregell won in about 1996.

About 5 years ago, we had another worry when the current trophy was missing and we realized it had not been awarded for several years. I sent out an E-mail to our E-mail membership, and it rang a bell with Allen Heinrich. He said he might have it and after a search, he did find it in his shop. My dad and I got it from Al, and took pictures from all angles and made a drawing showing the placement of each plaque. We stripped it down and polished and refinished it, and got it in nice condition again. We also made a small Powerhouse to go on top of the trophy. Folklore was that the winner of the trophy each year would make a small wooden replica of their winning model for the crowning placement. We now have the permanent Powerhouse affixed, and it is fitting since Sal was one of the major forces behind bringing the event back to life. There is some great history here, for our club as well as others. The past winners read like a who's who in old timer free flight. So, it is nice and rewarding to add another name each year.

SCAMPS Texaco Trophy results

1967 John Keller 39:10 **1968** Don Whitacre 43:03 **1969** Jim Adams 57:47 **1970** Chuck Partrch 48:32
1971 Russ Johnson 49:46 **1972** Cliff Silva 78:29 **1973** Charles Partch 31:58 **1974** Jim Adams 30:44
1975 Jim Adams 27:10 **1976** Gene Wallock 24:40 **1977** Cliff Silva 37:30 **1978** Bud McNorgan 31:26
1979 R.B McKenna 23:05 **1980** Cliff Silva 39:00 **1981** Roger Wegner 30:33 **1982** Brad Levine 58:38

1983 Lee Norcross 18:12 **1984** Fred M. Caballero 52:40 **1985** John E. Zaferis 23:57 **1986** Bob Dittmer 24:07
1987 Art Watkins 34:57 **1988** Jim Kelly 31:38 VB-2 **1989** Jim Kelly 29:31 VB-2 **1989** Jim Kelly 29:31 VB-2
1990 Bill Cohen 35:14 Dallaire **1991** Jim Quinn 11:35 Trenton Terror **1992** Jim Kelly 24:33 VB-2
1993 Larry Clark 22:00 Miss Delaware **1994** Jim Persson Jr. 19:50 Ehling **1995** blank **1996** blank
1997 blank **1998** Cliff Silva 26:29 Ehling **1999** Jim Persson Jr. 30:01 Ehling **2000** Jim Adams 24:50 Ehling
2001 blank **2002** Jim Robinson 15:00 **2003** Jim Adams 10:28 Ehling **2004** Hal Wightman 27:00 MG-2
2005 Allan Arnold 56:23 Powerhouse **2006** Hal Wightman 20:44 MG-2 **2007** Tom Carman 19:57 Powerhouse
2008 Gary Sherman 19:12 Lanzo Bomber **2009** Gary Sherman 29:40

Science Olympiad Wright Stuff event, March 12, 2010 by Lonnie Cope

On a Friday afternoon, SCAMPS member Gordon Strickland lead a team of fellow SCAMPS (Paul Anderson, Lonnie Cope, and George Walters) in running the Orange County Science Olympiad Wright Stuff event for middle school teams. High school teams last had this event two years ago. The contest was held at Santa Ana College in Santa Ana. AMA was the sponsor of the Wright Stuff event. Roland Boucher, the AMA Hall of Fame member who leads Leisure Electronics, had monitored one team. He was there to cheer for his team.

This event, for rubber band powered indoor model airplanes, is one of a number of academic events that school teams may enter. Each school accumulates their team event participation points to earn a score, the highest scoring school going on to compete in the Southern California Regional competitions. Each student could enter multiple events, so the contest administrators provided us a list of when the individual Wright Stuff teams were available to fly.

We had 14 two-person compete in Wright Stuff. After a one-hour pre-contest test-flying period, the teams flew in their assigned order. Each team first processed their model(s)(two were allowed), flight logs, and motors to the sizes and masses cited in the event rules. They then wound and launched for their first flight, which they pre-called as either practice or official. They had a maximum of eight additional minutes to launch their optional second flight. The team's flight score was the longest of their official flights. Their flight score would then be penalized 10% if they had submitted an incomplete test flight log, and would be penalized 30% if they didn't have a flight log.

The flight logs were an important factor. Typical perhaps of a very competitive modeler, the teams needed to keep a log of at least six parameters for each pre contest test flight; parameters such as time, estimated altitude, number of turns at launch, and number of turns remaining when landed.

The penalty for breaking contest rules, such as consulting with a non-team member, was having their team placed in a rank lower than every team that followed the rules. These rules were available to each team leader well in advance of signing up the team for the Science Olympiad, however two teams did not follow the procedural rules, and were assigned contest places 13 and 14.

The winning team was from El Rancho Charter Middle School, and earned seven participation points for their 2 minute 9.84 second flight. Their second flight and one flight of the Oak Middle School team also exceeded two minutes. Six flights went over one minute and there were ten flights of less than 10 seconds. The event might have disheartened some low scoring teams without the audience applauding each flight.

A majority of all teams flew the same design, available as a double kit from a vendor site in the SO web site. Should you read through the SO web site, you will find some good advice about advanced and beginner indoor flying by noted AMA fliers. I would definitely recommend these articles for a beginner, and maybe even a SCAMP or two!

Most of the models could have flown much longer if the team had trimmed their entry before the event. Access to an experienced modeler who could give trim advice on adjusting wing incidence and flight turn radius would have been nice. Few of the low scoring teams appear to have used the SO web site information. (Of course, we were not allowed to assist anyone despite the temptation to do so.)

A frequent processing problem was slightly overweight motors; possibly due to measuring out a maximum mass motor with no lubricant, then lubing the motor for test flying prior to contest mass checking.

I can't forget to mention the excellent flying site, a high ceiling gym without any basketball hoops or suspended lights. The judges would love to have access to this gym for their own flying sessions.

There was a large spectator crowd of students and some adults, who applauded each flight. The four of us had an enjoyable day.

We mentioned to the Orange County Superintendent of Schools, Dr. Renae Dreier, that in some past years our team had been invited to hold a trimming session a few weeks prior to the SO competition, and that those presentations seemed to have helped attending teams. I hope she considers this next year.

The Sixth Annual Taibi Contest-March 21, 2010

As noted at the beginning of this newsletter the annual Taibi event was held on a beautiful spring Sunday morning. SCAMPS field is in fine shape with almost a foot of plush green surrounding the flight line area and about six inches deep further out toward the east. The creek is completely dry now so no concerns about models ending their flights in the gully to the West. The superb grass conditions afforded a few of us to attempt some scale model test flights before the contest got warmed up. The XP-40Q model (in case you didn't guess what it was) shown made many tests of the new prop on various motors and C.G. settings. Results are promising, although the test prop assembly is too much weight for the already trimmed model. I believe the four bladed prop is an improvement over the original 2 blade prop under power, but glide performance seems somewhat degraded by the extra drag in freewheel mode.

No wind and warm hazy skies were present throughout the morning and early afternoon. Very little drift was apparent with almost all flights staying on the field. The calm conditions also presented challenges for picking air, as there were very few indicators of thermals moving through the area, and most of us had trouble making max times unless the launch was very high.

Turnout was pretty good-I noted 25 official entrants at one point when turning in flight times. Hal and Kevin ran a great contest and supplied us all with peanuts, cookies and other fat producing items as we turned in our times. It wouldn't be a SCAMPS event without the obligatory boxes of donuts!

Ted Firster managed to flatten his Powerhouse in some manner. I did not witness the finale to the flight, but the splayed landing gear gave evidence to the rude landing that must have occurred and was on display all morning.

Sal Taibi and Betty Moke were present and accounted for. Both appear to be in good shape and spirits and made the rounds up and down the flight line talking to friends-it was great to see them out enjoying the day.

I don't have any accounting of all the flying that was done. I concentrated mainly on my rubber powered stuff, and there were quite a few gumbanders on site. Lots of beautiful translucent models quietly climbing in the warm air ruled the day. I've included some images of the day for you to review-sorry we missed you if you didn't make it. It was an outstanding contest for all who were there-thanks Hal and Kevin for hosting this great event and to Sal and Betty for making the effort to attend this year!

Contest results

Powerhouse Only	Brooklyn Dodger Only	Perris Special Only
1) Don Sherman 287	1) John Riese 357	1) Ron Thomas 540
2) Hal Wightman 184		2) Ken Kaiser 424
ABC Old Timer		
1) John Riese 426		
2) Al Richardson 364		
3) Milon Viel 219		

Small Old Timer Rubber		Large Old Timer Rubber		Nostalgia Rubber	
1) Hal Cover	780	1) Hal Cover	780	1) Bernie Crowe	1023
2) Clint Brooks	375	2) Mike Meyea	501	2) Kevin Sherman	754
3) Charles Primbs	180	3) Clint Brooks	493	3) Al Richardson	518
4) Roger Willis	179	4) George Walter	476	4) Fernando Ramos	284
5) Larry Miller	166	5) Charles Primbs	408		
6) Allan Arnold	101	6) Dan Heinrich	291		
7) Fernando Ramos	85	7) Fernando Ramos	278		
8) Mike Meyea	DNF	8) Bob Goldie	159		
9) George Walter	DNF				
ABC Nostalgia		½ A Nostalgia			
1) Don Kaiser	720	1) Don Kaiser	540		
2) Ron Thomas	711	2) Ken Kaiser	522		
3) Kevin Sherman	531	3) Bob Scully	378		
4) Ken Kaiser	507	4) Allen Heinrich	221		
5) Jim Hurst	490	5) Phillip Ronney	146		
6) Jeff Carman	487	6) Jeff Carman	116		
7) Phillip Ronney	485				



Beautiful Monokote job on a sunny spring morning-the essence of Free Flight-Mark Eddingfield



1/2 A Nostalgia under way-Mark Koker



Roger Willis testing his DH Tiger Moth Racer-lovely!



Mike Mayea with his Korda Stick-looked fabulous in the air



Phil Ronney getting ready to fly his Ramrod



Sal Taibi and Hal Wightman with Hal's Powerhouse



GO SCAMPS!!!



The always impressive Hal Cover readies the Pomona Champ for another towering flight



Don Sherman & Son with his Taibi Powerhouse

No Easy Days

F1Q at the Isaacson and Bob White Memorial Contests

Bernie Crowe

Every February the SCAT club holds the MaxMen 14 Rounder – now the Bob White Memorial 7 rounder – at Lost Hills and runs it to International FAI contest rules. It attracts some of the best sportsmen from around the globe, and is a chance to see some of the latest and most spectacular Free Flight technology in the World. Many years ago Bob Isaacson and Norm Furutani decided to hold a contest the week before, so that fliers coming in from all over the World had a practice contest ahead of the 14 Rounder and a full week of flying on one of the best flying sites in America. Tragically Bob and his wife were killed in a freak car accident at Lost Hills years ago, but Norm continues to run the contest as the Isaacson Memorial. I have been to one or other of these contests before, but never to both of them. Despite the weather we were having in February, I decided the time had come for me to do both. We set out on Friday February 5, and as predicted, the weather was atrocious on the way to Lost Hills, raining heavily and continuously. We checked in to the motel and then went out to the field to see what kind of state the access road was in.

On the field early the next morning the rain had stopped but it was overcast and breezy. The FAI flight line was about 200 yards from the car line, so I took both models out there so I had a backup if one failed. The first problem I encountered was tracking – I couldn't find my receiver which is 'always' in the antenna case, so I had to fly without it. The second problem was that the drift on the field was to the north, towards a plowed area, and many fliers were concerned about retrieving planes in that field. Ted Firster agreed to time for me in the first round of F1Q, and sure enough that was where my plane went- into the mud! I rode my bike out to the edge of the field and dismounted – people were already getting stuck in the mire and I wasn't going to risk it. I lost sight of my plane doing this, so turned to get a line from my timer, but Ted had clocked it off at three minutes and didn't see it to the ground. With no idea where the plane was, I resorted to searching the whole field on foot. And with each step, my boots picked up a huge clod of mud so that I had about 15 lbs on each leg as I tried to walk.

It took me 45 minutes to find my plane and by that time I was exhausted. I had damaged my left leg and knee in December and it didn't respond kindly to this kind of treatment! But the round was almost over, and I had to get back to the flight line for the next round. When I got back there was no sign of my backup plane that I had left on the ground. I had visions of it having been blown away, but then I saw the Dutch flyer Pym Ruyter signaling to me. He had put my plane in his tent to protect it from the wind! Nice guy! The contest organizers decided to move the flight line about a mile to the south away from the muddy plowed field. I made my way down there, but there was no time to recharge my battery, and the spare battery was in the back up plane, so I decided to go with that one. I stood at the F1Q line as the weather worsened and the wind started to come up. Pym, who was also flying F1Q, decided to launch as soon as the horn sounded the start of Round 2. He didn't max, and I decided to wait for better conditions. The conditions got worse. The wind started gusting really strongly, and I cradled the plane in an attempt to protect it, but then a huge gust tore the wing mount off the fuselage and folded the stab in two. Not long after that the CD postponed all the events until Sunday. We went back to the Motel 6 where I tried to repair my damaged plane. Not a good day.

Sunday dawned to much better weather, and good news. I found my tracker receiver in the trunk of my car, so I was back in business. The organizers decided to fly just five more rounds so that we could complete the contest on time. Hal Cover was flying Q as well and he joined Pym and me at the repositioned flight line. Pym was flying a very sophisticated and beautifully built carbon plane with all the bells and whistles, including VIT, bunt, and radio DT. His plane was not fully trimmed and he used the radio DT (which also cut the motor power) to save his plane a couple of times when it went out of control. Very neat. Pym expressed a lot of admiration for the climb rate of our simple balsa airplanes, especially Hal's, whose climb rate is much faster than mine. Hal and I maxed out the rest of the flights and went to a 10-second motor run for the fly off. We launched into really poor air and neither of us made 3 minutes, but Hal beat me easily to take the win. My wife and I retired to the Motel 6 to watch the Super Bowl and lick our wounds.

Pauline had agreed to accompany me to the two Lost Hills contests on the condition that she get some kind of compensation for the ordeal, and we settled on four days in San Francisco. To me it was a pleasant break between contests, but I think Pauline saw it as a trip to San Francisco with two mandatory Lost Hills stops on the way up and down! We returned to Lost Hills the following Friday and spent the day on the field with the FAI fliers from all over the

World. It was good to renew acquaintance with friends from Canada, Denmark, Belgium, the Netherlands, Australia and New Zealand, the United Kingdom and the Ukraine and Russia. I also met up with old friend Hugo Benedini from Argentina.

Sunday was F1Q day for me, and the weather was the best we had seen yet. Hal Cover had not returned for this contest, and Pym Ruyter had damaged three planes during the week and elected not to fly, so the other F1Q contestants were Aram Schlosberg from New York and Julie Parker from Texas. Martin Cowley kindly agreed to time my first flight and I maxed easily. Aram timed my next flight and questioned my three minute flight. He said we were only flying to two minutes according to the CD. I talked to Julie and she had indeed done a two minute flight and was set to make the next. Apparently a piece of paper in our Contestant Packages said that all “mini” events were to be flown to two minutes – but I hadn’t gotten my package at this point. Several of us, including Pym, talked to CD George Batiuk and pointed out the F1Q is flown to three minutes per FAI rules, so he agreed to change the max for the last three flights. My first two rounds were maxes by virtue of having done over two minutes.

Julie and I both maxed the next round easily, though Aram was still having trim problems with his plane, and like Pym used his radio DT a couple of times to save it from an untimely end. I went out to make my fourth flight, and knew as soon as I launched it that something was wrong. The plane was under incidence badly and just went over the top and into the ground under full power. It scattered bits across the field and it was obviously terminal. If only I had had a radio DT savior system! I got out my backup airplane, which had been repaired at the motel but not tested, and put up a 7-second run test flight. It didn’t look good but the round was almost over so I had to fly. I launched for the official flight and it shrieked as it left my hand, hesitated in the air, and then blew the prop and spinner off the front of the airplane. The plane stalled and crashed, but that was academic. My first flight had been an “attempt”, and my follow-up flight had dropped a part in flight, so I was done for that round with a zero. Moreover, I was out of planes, so I was going to get a zero in round 5 as well. Bummer. I could have gone and had a root canal done, it would have been more fun!

Kevin Sherman and I have talked about this before: you can go weeks at Perris putting up flight after perfect flight, but the minute you enter a contest, WHAM. Tell me again why I do this?



Ruyter F1Q ‘Office’



Pym Ruyter F1Q and Hal Cover

SCAMPS Monthly Club Contest Calendar for 2010

Date	Rubber	Power	Contest Director
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.



SCAMPS & SCIFS Texaco

April 17th & 18th 2010 – Lost Hills, CA - A.M.A. Sanctioned Contest

---Run in Conjunction with the San Valeers Club Annual---

Saturday

7:30 AM to 4:00 PM

1/2 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 20 sec. ROG, 15 sec. HL, 3 minute max)

*A/B Pylon

*C Fuselage

4 oz. Wakefield

**A/B Nostalgia

**C Nostalgia

Twin Pusher Mass Launch (8:30 AM)

Sunday

7:30 AM to 3:00 PM

Dawn Patrol Texaco

(7:30 AM to 10:00 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

****All Nostalgia Events, (9 Second Hand Launch, 12 Second VTO or ROG), 3 minute Max**

***Sam Power events to be flown using 2006 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 awards 1st, 2nd, & 3rd all events.

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

SCIFS Contact, Bud Matthews (661) 993-5201 (E-mail BudM6629@sbcglobal.net)

SAN VALEERS 61st ANNUAL & 28th ANNUAL 7 ROUNDER
APRIL 17th & 18th, 2010 - LOST HILLS, CA.
A NFFS NATIONAL CUP & AMA AA SANCTIONED CONTEST

AMA CAT II & NOSTALGIA CAT II* (WEATHER PERMITTING)

<u>SATURDAY 8 TO 5</u>	<u>SUNDAY 8 TO 3</u>	<u>BOTH DAYS</u>
1/2A GAS	A GAS	P-30
B GAS	D GAS	CATAPULT GLIDER
C GAS	HL GLIDER	(all flights same day
1/2A Nostalgia**	ABC NOSTALGIA**	for each entry)
1/4A GAS (15sec VTO, 12sec HL)	1/4A Flyoff 7:30 to 7:45am	Nost Rubber/Wake comb
SLOW GAS*(9Sec all flights)		
(Slow gas flyoff @ 5:30 PM)		

F1A NORDIC - FIB WAKEFIELD - F1C POWER

SATURDAY 9 AM TO 4 PM (7 rounds)

1st Round at 9am, F1A 210 secs, F1B & F1C 240 secs. Flyoff begins at 4:15pm

MINI EVENT F1J & Vintage FAI

Sunday 8:00 am to 1:00pm (5 rounds)

1st round at 8:00am. Flyoff begins at 1:00pm

CANNON BALL RUN

Saturday 6:30 TO 8:00 AM

RULES: Any gas model. 7 second engine run. Time to the ground. Total of 2 best flights wins!!! \$3.00 entry for unlimited number of flights.

BOB HUNTER MEMORIAL SUNDAY MORNING - Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) SUNDAY MORNING: Sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

PERPETUAL AWARD - Sponsored by Ralph Prey

A perpetual award for the highest time in any AMA Gas event with an original design flown by the designer of the model. (Previous winning design, not eligible)

*SLOW GAS RULES: No builder of the model rule, no auto surfaces, single bypass stock engines only (except TD's .049 & .051), 15% Nitro max, three maxes and one flyoff to the ground. 9 Sec motor runs all flights (including flyoffs).

**NOSTALGIA per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.

BOM RULE enforced on AMA and Nostalgia events except as noted above.

MERCHANDISE AWARDS (Engines, Kits, \$\$\$\$, etc) TROPHIES FOR JRS

CD: John Patwell (661) 298-9372 CO-CD: Terry Kerger (626) 281-9731
Registration: \$5.00, Entry fee: \$5.00 per event, JRS FREE

JUNIOR EVENTS: CATAPULT GLIDER, HLG, 1/2A gas

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"