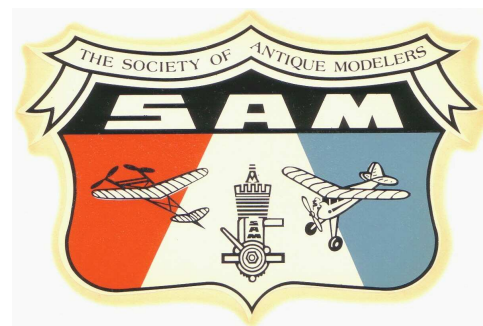
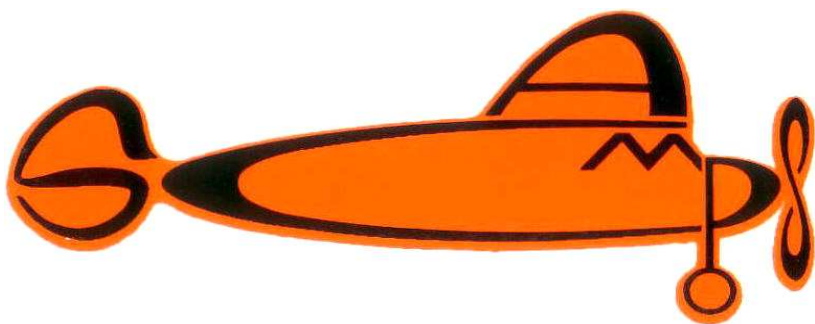
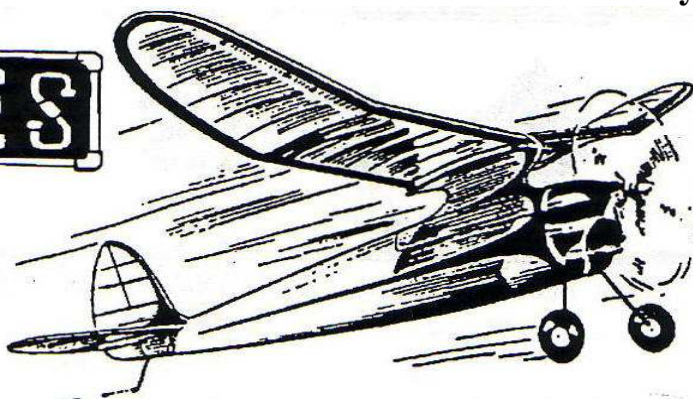


May 2010



**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	<a href="mailto:Civyboy31@aol.com">Civyboy31@aol.com</a>



The SCAMPS' May meeting will be held **Saturday May 1st** at Dr. Don and Mary Chaptan's home located at **43705 Paisano Place** near the City of Temecula. A luncheon is planned from 12 to 2 PM and the ladies are invited to attend. This is the first meeting held in the area and many thanks to Dr. Don and his wife for offering to host the SCAMPS. **Directions:** you need to take the 215 or 15 South to Temecula. Take the 79/Warner Springs exit on the Temecula Parkway East to Margarita Road and turn left-go North past De Portola Road until you come to Jededia Smith Road and turn left. Follow this West until you meet Paisano Place and turn left. The Chaptan's house is at the end of the drive with an iron gate in front. See you there!

## **SCAMPS NEWS by Clint Brooks**

Kevin sent some copies of an old SCAMPS newsletter. To me this looks like museum stuff, but to others it's probably like it just came out yesterday. It's amazing how much our technology has changed in the time since this vintage issue was distributed. Computers have sure enabled us all to become significant publishers in our own right-can you imagine going back to a typewriter at this point? Enjoy the nostalgia-that's what this is all about isn't it....?





Dedicated To Old Time Flying In Southern California.

Ed....Bud McNorgan  
Yearly Sub.....\$1.00

Vol. 5, No.3,

11421 Salinas Dr.,  
Garden Grove, Calif.

Hi, guys!

Sorry to be a little late with this, but after being delayed with my work at the house, I've been busy trying to get that finished. Just putting on new molding and door-jams now, then a clear varnish and tout finf.

Had a lovely day for the 36.02 and rubber contest a few weeks ago at Mile Square. Some real good looking ships there, and a nice turn-out. Fred Harrison took rubber, with a Bill Barnes trainer, time of 7:26. Ed Slobod was next with 6:56, and George Batiuk was 3rd with 4:46 time.

In the 36:02, Lenny Curiel placed 1st with a time of 9:00 and 5:56. Irvin Aker was next with 8:00 and 4:38, and Jim Adams was 3rd with 9:00 and 2:47.

The Texaco Tryout was a hard fought battle between Fred Harrison, with his Valkerie, and Bill Ladner, with his Thunderbird. They made their three flights with 1oz. per lb., then went to 1/2 rations until the contest was won by Fred Harrison on the 6th flight. The May contest should be the best yet. My Ehling got hung up on some wires, of course. That baby Cyka has an attraction for wires. A new plane up in Denver, and a new one in Taft.

I missed the Phoenix meet because I drove my daughter up to Fairfield to meet her husband, just returning from a year in Viet Nam, etc. and flew back Sunday. Just couldn't trust her to go it alone, she was too excited. Wasn't sure she'd make there safe and sound.

Sal and Van are just back from the Islands. And now Mark and Barbara are going to Europe for 4 1/2 weeks. They're going to tour from Barcelona to the British Isles with their son, Tom, who is over there with the Air Force. Who is next?

Well, Bud just went back to his last door-jam, so I'm elected to finish this.

Next meeting will be at Hugo Lung's. You all should know the way by now. If not, call and Bud will give directions.

After that, the next one is here. You may all come and admire his handywork. Say's he's going down to the union hall and apply for his carpenter's licence. I don't know about that.

Got a book from John Pond and spotted this very ugly drawing of Col. Bowden's "Mouse" in it. Jim Dean is going to draw up the scale plans for me and the volume will go to John. I'm planning on building this ugly thing and powering it with an equally ugly English engine called the Mechansire. Antique, of course.

Harry Barnes, of the Scampe, in Alaska is doing well with the hobby shop he has opened there. He's our most northern member, you know.

Circulation is way down now. We're down to club members and paying fans. All non-paying names have been deleted from the list. Now it's somewhere under 100.

Bud has been having more problems with his back lately. And if the bosses at work have their way, he'll be on his way into the hospital for repairs one of these days. I keep telling him that's his age showing. This may come about in May, tentatively, and of course this creates problems. I type this at home and Bud has it run off, courtesy of his boss, at work. Since he will be off for about 4 to 5 months, there will be no way for this to be done. So, unless someone volunteers taking this rag on over for this period of time, it will have to be discontinued until such time as he's back at the wheel again.

By the way, one more item to bring up. It has been brought to this editor's attention by fellow members and is rather a painful thing to have to write. Now, we all love kids and enjoy having them BUT! they must be well mannered and well behaved to enjoy them. These meetings are for the enjoyment of all, and when complaints come in they must be dealt with. We would hate to have to restrict these meetings to members only, but if past actions continue,

we may be forced to resort to such drastic measures. So in the future, anyone bringing kids, of any age, see that you can vouch for their behaviour. Just remember we are all guests in the home of the member of the evening. It's not fair to punish the well behaved guests by the actions of the ill-mannered ones.

There's really much more to say, but as usual, time is getting short. I still have to type this and needless to say, I'm not a typist. Strictly an amateur. So we'll save some for next time. Okey?

Ta Ta for now.....

*as always  
Bud*

## April Contest Results – Joe Jones

The April monthly contest schedule included an FAC Greve Race, P-30 rubber and Old Time ABC Fuselage power. The morning started with fog, a lot of water in the drainage channel, and wet grass. The fog burned off by about 8:00; everyone seemed to avoid the water and the grass dried somewhat.

There were only two Greve racers present – Roger Willis' Mr. Smoothie and Bernie Crowe's new Mr. Smoothie. Roger and Bernie agreed to reschedule the race when more competitors can participate. Bernie completed several successful trim flights. Then Roger and Bernie, along with mechanics Skip Robb and Gene Drake, put on a demonstration mass launch. Both airplanes circled to the right about 25 feet apart. Bernie caught lift and Roger flew past it. Bernie flew 161 seconds; Roger flew 102 seconds. It was a treat to see these beautiful models gracefully flying together.

Ron Thomas was the only ABC Fuselage entry. He flew his Elfin 15 powered Hayseed for a single 180 second max to win the event.

There were 6 entries in P-30 rubber. Ted Firster flew his Pizzaz to first place with two maxes. Lift was available but difficult to capture. Allan Arnold was second with his Candy-B T tail model. George Walter's Not Just Another Pretty Face (NJAPF) was third. Skip Robb and Austin Richardson were tied for fourth. Skip flew a Clint Brooks-designed Yardstick. Al Richardson's grandson Austin flew a vintage Prowler II that Al designed early in the history of P-30 competition. Hal Whiteman was fifth completing only two flights with his Clint Brooks-designed Boomer. P-30 results were:

1	Ted Firster	Pizzaz	120/86/120	326
2	Allan Arnold	Unidentified	120/95/97	312
3	George Walter	NJAPF	98/74/120	292
4(T)	Austin Richardson	Prowler II	59/79/92	230
4(T)	Skip Robb	Yardstick	91/73/66	230
5	Hal Whiteman	Boomer	59/92	101

Thanks to all who competed.





**Neither snow nor rain or wind will keep us from our appointed ROUNDS ... (Crowe photo)**

*Yep-wouldn't be a SCAMPS event without 'em....*

## **Other News**

Word is out that our own Fernando Ramos has been nominated to the Flying Aces Club Hall of Fame. He is one of a group of expert FAC scale modelers who have had significant influence on the world of FAC and the stick and tissue movement in free flight over the years. Our congratulations on this nomination and hopes that you will be selected for this richly deserved honor.

## **Tustin Blimp Hangar Activity**

Well known HLG and CLG activist Ralph Ray has been able to arrange for a series of opportunities to fly at the Tustin airship hangar in recent months. Several sessions have been held since late 2009 and each time new indoor records have been set for HLG and CLG classes. This activity is beginning to ramp up in 2010 with people from all over the U.S. now making plans to attend when the facility is booked through Ralph. April saw quite a bit of activity in the hangar and several SCAMP members were on hand to witness the events. George Walter submitted the photo of Tom Barnett prepping what appears to be a coconut scale Farman aircraft of some sort. Very nicely done Tom-other photos showed it in flight but were too blurry to offer good reproduction here. Looks like a great flyer and must have done well in the calm allowed by the hangar environment. Most of the flying performed was traditional indoor classes dominated by the glider crew attempts at record breaking.

Additional photos of the April hangar flying session are available to view at this link:

<http://picasaweb.google.com/brianf20/LightroomExports02?authkey=Gv1sRgCMms1ZOPuKPqXQ&feat=email#>





**Tom Barnett putting the turns into a nice looking scale model at Tustin (Walter photo)**

**Blast tube resource and other details**     Gene Drake

Clear plastic 'Blast Tubes' are sometimes hard to find if you live in the wrong town. There is an aquarium supply called "Aquatic Eco-systems, Inc ." located in Florida that has an online catalog. They list clear PVC tubing in sizes from 1 inch to several inches in diameter. Acrylic tubing is stocked in sizes from 3/8 inch to 1 inch and from 12 to 36 inches long. They ship in a day or two of receiving the order. To place an order, go the web site [www.AquaticEco.com](http://www.AquaticEco.com) . Under the web site logo you will find a search line. Type in "Rigid Clear Tubing" and you will be delivered to a well constructed web business page. They prefer to ship 6 of any size tubing and give a price break accordingly, but they will send one on request. I placed an order of in excess of \$25; so I don't know if there is a minimum order. The order arrived in California in 5 days which is normal truck time from the east coast.

*Another tip from yours truly on a good resource for thin wall aluminum blast tubes that are .75 outside diameter; perfect for P-30 or other small rubber models. At Lowe's and Target gardening supply sections you will find a nice watering wand for sale in the \$7 price range. These come in a variety of colorful anodized finishes, and the straight section of the wand is a good 24 inches long. Most people buy these to water their posies, but free flight modelers will instantly recognize the value presented in such a device at this cheap price.*

*Once you have obtained a copy, remove the valve assembly from the straight end and you will see a nicely flared edge that is perfect for the front of the blast tube. Cutoff the radiused portion and trim to the length you need and add the locking notches for your motor peg. Sand the cutoff edges to remove burrs and such and you are ready to go flying. I like the aluminum tube mainly due to the fact it will not warp with heat like the aquarium tube stock always seems to, and is very resistant to any damage under normal use. Plus the colorful anodized finish makes you look like a true pro and draws admiration from all who notice. Now I just need to find something similar that is one inch outside diameter for the larger rubber models! -ed*

## **Flat Stanley gets a ride at Perris** Hal Wightman

For those of you who don't know Flat Stanley, let me introduce him to you. Typically third graders color a doll like figure about 6 inches high cut out of craft paper and send them in envelopes to their kinfolks. The purpose is to have pictures taken with Flat Stanley showing where he has been and what he has seen. He is returned along with photos of his adventure to the class and the pictures are pinned to a large map of the US to help illustrate geography to the class.

One of my twin grandsons that lives in Leonardtown, Maryland sent us Flat Stanley a few weeks ago and he specifically requested that I give him a ride in one of my model airplanes. The photo below shows Flat Stanley nestled quite securely in the cockpit of my Watzke Special. I took several photos of him in the plane and him being launched and flying around. My wife and I also took him to the Balboa Pier and Nixon's library to show something of Southern California. All in all, Flat Stanley had an enjoyable trip visiting the grandparents.



**Flat Stanley with looks of concern from the cockpit of Hal's Watzke Special**





Hal Wightman took Texaco first place at the SCAMPS /SCIF dual meet April 17, 18 with a time of 20m 24s with his 1937 Contest Gas Model (ie Ehling)- powered with a .19 Hornet engine as manufactured by John Morrill. The plane weighs in at 3.7 pounds.



**Daniel Heinrich presents the SCAMPS Texaco perpetual trophy to Hal (Walters photo)**

Kevin Sherman is seeking missing information with regard to our Texaco Trophy history. There are four missing winners that need to be added to the record on the trophy. Hopefully our readers can provide some feedback on who these flyers are. Missing are winners for 1995, 1996, 1997 and 2001-please contact Kevin if you know any of these names.



Bud McMoran hopefully guides his 10 foot Fiske-Hanley into the air. Note square miles of tarsun and open skies.

Free fighting at its best! What a thrill as the ship climbs to a small speck in the blue. Conoco's Lung Cokin.

course, a "byone" was staged on January 29 just to get some idea of the problems involved. At this preliminary meet, flights were limited to ten minutes to gather an idea of how many could sustain this length of flight. To McMoran's delight, and everyone else's, the "byone" went very well. Slow to the main event!

With things going so smoothly, something wrong had to happen. Contest Director Sal Taibi had put his reservation for good weather at Taft but forgot the rest of the state! Typical of the weather during a 375 mile drive by the columnist, was spotty weather at the head of the valley, rain in Modesto, second fog in Visalia and Bakersfield and then beautiful weather in Taft. It was no different on the south side of the hills with rain in Los Angeles extending to San Diego at the border. No wonder the turnout failed that optimistic 50 entries!

As it was, over 30 modelers showed up with 13 paid entrants. Some modelers woke up so late there was nice weather and arrived on the field as late as 1:00 p.m.! For those who did come it was a tremendous thrill to watch the models climb to several thousand feet altitude against a background of blue

sky and heavy clouds. The day was perfect in that the temperature never exceeded 70 degrees, hence the day had mostly weak thermals. The models would gradually glide down from high altitudes with gracefulness unbelievable of those huge birds!

Retrieving was a real pinch for this meet as rats were employed exclusively. How would you like to drive over pavement for several miles after your model? What a way to go! The hired gnatcatchers which seem to be the main retrieving force failed to make an appearance (weather again?). Regardless, they were not missed and would not have been used as the wind drift was less than five mph.

By now, you are probably saying what a ball! You are so right. Those who came thoroughly enjoyed themselves. Probably the most disappointed man on field was Hugo Lang and his Bassett Miss Philly VI. Having won the "prize" and led all day with a flight and led all day with a flight of 34 minutes early in the morning, it was natural he should feel some pangs on being snood out in the last hour by John Keller. Actually, Hugo reacted too long on his laurels as his third flight (taken after news of the 39

minute flight) was taken after most of the thermal activity had completely died. Don't be caught resting fellows. Gotta keep going all the time to better your own score!

Probably the most pleasant thing about the contest was the ease of starting engines. The average flight The average flight ran 15 to 20 minutes. Five fellows actually beat out 30 minutes! The contest was one of those where any good consistent model had a chance, and with a little luck, could be a winner.

Special commendation should go to Sal Taibi who did an outstanding job in the first Texaco Revival. Next year, the SCAMPS are going to stage another Texaco contest about the same time. It's well worth a long drive to attend.

Oh the results, never thought you would ask. Here they are, and send you five-minute-mazons.

John Keller (Petticoat PB-2) Cyle 30:10  
Hugo Lang Olive Philly VI Cyle 34:34  
Bob Baseler (Marston) CR60 33:50  
Harry Barnes (Marston) Brown Jr. 30:46  
Jim Adams (Scard) Brown Jr. 26:45

\*Best winner of the revised Texaco Trophy Contest for gas powered models is John Keller. A Thracy Petticoat design from the "Golden Days" of free-flight. (pre-1939)

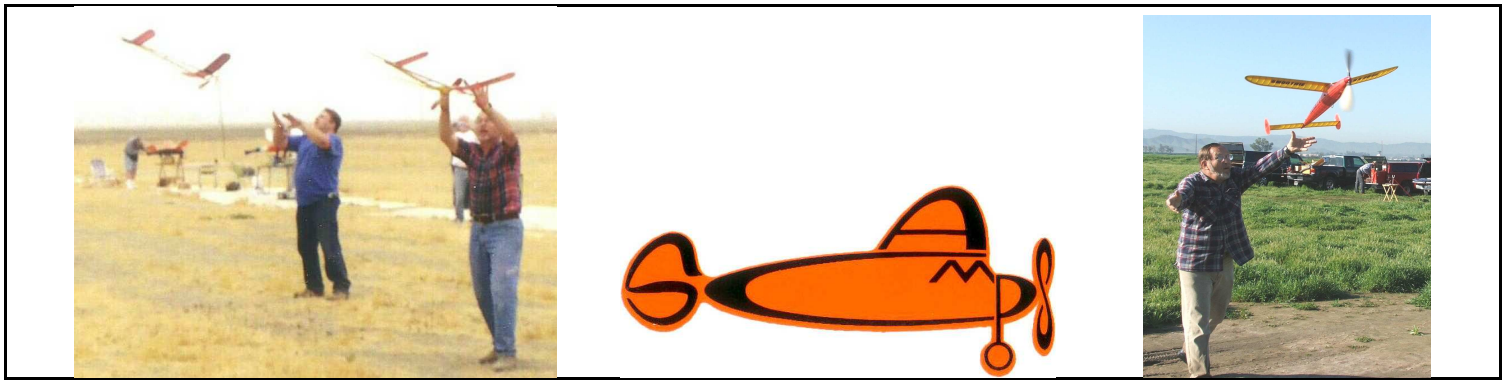
Southern California Antique Model Plane Society organized this great revival meet. Score card shows some fantastic flights. How do you get them back after flights like these?

### SCAMPS Monthly Club Contest Calendar for 2010

Date	Rubber	Power	Contest Director
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 Twin Pusher & Lotto Fun Fly**

**Sunday, June 20, 2010 - 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**