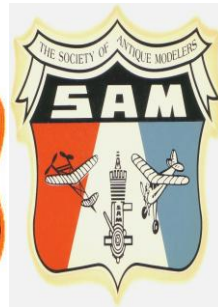
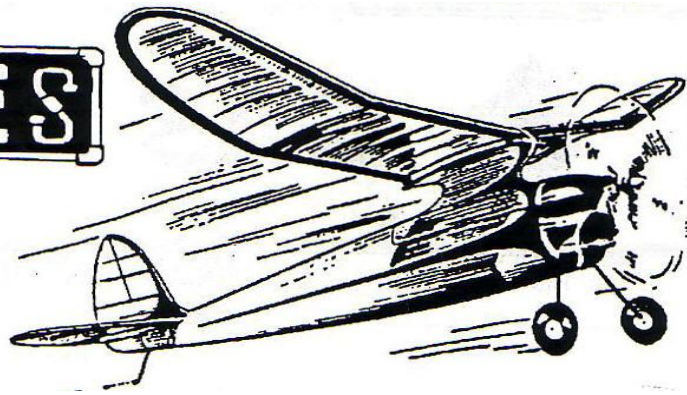


December 2010



Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158
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GAS



LINES

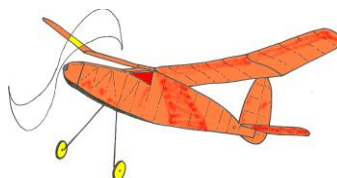
AMA 158 – Southern California Antique Model Plane Society – Sam 13

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The SCAMPS' December meeting and Christmas party will be held Thursday, December 2nd 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!. Happy Holidays to all and many thanks to everyone who hosted a SCAMPS club meeting in 2010!



SCAMPS NEWS *by Clint Brooks*

This is the last Gas Lines for 2010 and I wish all of you a very Merry Christmas and the happiest of holidays as we head into the year end and on to 2011. The year was pretty good considering the mostly mild summer we had although I sure got tired of the coastal fog every day. Flying at Lost Hills and Perris was excellent for the most part, at least the events I attended. I didn't build a lot of new models this year, but the ones I do have were all improved and performed even better than before which says I learned something. It's funny how we invest so much effort into such fragile things as free flight models.

All summer long I've watched my kit sales diminish, but at the same time I've been working on my first scale kit release, the Curtiss XP-40Q in 1/16th scale. I'm currently going through the first test build using the newly defined laser cut parts and kit drawing. I still need to validate the flight characteristics and pick up the adjustments I'm noting during the build process, but looking for an initial release in January 2011.

Well, this newsletter is not starting off with bad health news. Mark Williams was reported to have successfully completed his back surgery and hopefully his next effort is a return to free flight modeling. Good luck Mark and best wishes on your recovery.

I have no official report on contest results from the SCAMPS / SCIFS Fall Annual contest November 5-6. The weekend was rather challenging with weather deteriorating on Saturday after the Gollywock mass launch event. This pretty much ended flying activity by late morning as the wind set up and never diminished for the remainder of the day.



Hal W. and Hal C. discuss an upcoming Texaco attempt-2010 Fall Annual

Sunday started out cold and windy with a few hardy rubber flyers trying to work through the strong easterly drift toward the oil fields. Nostalgia gas flyers were going at it too, with most of the retrievals ending up at or beyond Holloway road. I waited until nearly 10 am and was beginning to think the weekend was lost when the wind began to subside. Within 20 minutes the field was nearly dead calm and began to warm with the sun in between the forming cumulus clouds over the valley. Suddenly it was perfect conditions and we began the contest in earnest! Launches stayed right over the field with most retrieves not much further than the launch area for a good hour. It was heaven-models turning directly overhead and climbing out in the moderate lift, offering good eye

candy for all of us on the ground. This continued until the winds slowly began to come back from the southwest in the early afternoon, but never did return to the velocity of Saturday. Gradually we all flew our attempts and the contest wound down around 2:30 for the SCIFS, and I believe it went on another hour for the SCAMPS Nostalgia Gas flyers. I think most of us had a great time regardless of the conditions, such is the life of a free flyer!



John Donelson, Allan Arnold and Ted Firster with Allan's "lost" Texaco model-2010 *Fall Annual*



Garbage in, garbage out?? *Wightman Cartoon*

High tech solutions demand some thought be given to the use of these tools, as demonstrated by Allan and John as

they attempted to retrieve Allan's 1/2A Texaco model at the Fall Annual. Two sets of GPS coordinates were inadvertently used to retrieve, and guess what happened? At least you can try the other coordinate before giving it up!



Don Kaiser with his Texan as dad Ken looks on-2010 Fall Annual



Ken Kaiser fires up his Texan as Don prepares for time-2010 Fall Annual



Set the timer and let it fly! Ken Kaiser-2010 *Fall Annual*



I didn't get the name, but he made a fantastic save when a Texaco model headed into the pit area-2010 *Fall Annual*

SCAMPS at Perris, Wednesday Oct 27 by *Bernie Crowe*

Despite warnings of winds from 18 to 27 mph on Oct 27, the few SCAMPS that braved the field were treated to early mist, some stunning skies, and no more than a gentle breeze at ground level. The field was chilly and shrouded with fog at 7 am, but the mist had cleared before 8 am and by 9 the temperature was approaching 70 deg. Attendance was down compared with the usual crowd, due no doubt in large part to the dire wind warnings, but we still had about 15 fliers on the field.



Bob Watzke and Dick Smith waiting for conditions to improve-*Oct. 27 2010*

Joe Jones and Bernie Crowe put up early flights, and while Joe's Pacer found the drift was minimal near the ground, Bernie's F1Q struck some strong shear currents at altitude, and despite a 15 sec motor run and 30 second DT, was half way to the freeway by the time it was down. He had similar luck with his revised-rules E-36 "Slick Willy" which almost reached the freeway with the same run/DT times.

Allan Arnold flying his Laurie Barr "Liquorice Stick" Mulvihill and Hal Wightman with his Nostalgia Wake also experienced some extended flights across the creek. The creek had patches of water in it, but the muddy areas between the pools proved firm enough to walk on, as Bob Goldie discovered when his Benenstein Wakefield used its built-in "creek seeker" to land smack in the middle.

It was good to see Bob Watzke back on the field again, and he flew several of his creations during the morning. Dick Smith likewise enjoyed a few good flights in electric, while George Walter hooked some good air with his rubber model. Ted Firster raised the adrenaline level with one of his gas jobs, and Milon Viel eventually persuaded his model to run long enough to get it into the air, followed by a great flight with his trusty Civvy Boy.

Around 10 am Ted Firster called Tom Carman, who had been released from hospital the day before, and at the conclusion of the call we all gave a big shout-out to Tom wishing him a speedy return to flying. All in all, a pretty good day's flying considering how bad the forecast had been!



Joe Jones gets a misty morning launch-Oct. 27 2010

SCAMPS November Club Contest by George Walter

I always check the National Weather Service website on Tuesday evenings for wind at Perris. The news for the next morning was great; only 1 to 3 mph winds. The discouraging part was the temperatures. It was to be only 36°F at 7AM. (If I wanted to fly in cold weather I would have stayed in Pennsylvania.) Hal Wightman and I left Placentia at 6AM and arrived at the field at 7:05AM. The “CD” was now 5 minutes late, but since no one was flying and all were warming their hands it didn’t matter. As I got out of the car I noticed the light breeze, but what I really notice was the 36°F. I came prepared, though, for the first time with gloves. The Flight Sheets were taped to Hal’s card table and the contest was officially open.

We were flying three events; P-30, Jimmy Allen, and AMA 1/2A-A Gas.

P-30 was the popular choice at this contest by far with 9 contestants. It was nip and tuck with six of the nine contestants recording two maxes. However, in the end it was Hal Wightman and Charlie Primbs who got that third max which required a fly-off. Hal put a flight up that only lasted 97 seconds. I walked over to Charlie to advise him that Hal had not maxed out and that first place could be won with less than a max flight. Charlie said, “That’s OK, I’m calling it a day.” Charlie had just walked across the drainage ditch and half way across the plowed field to the west and back, about a mile round trip, to retrieve his 30 Something and was not up to another hike. Although the wind wasn’t a problem, at times it was higher than the NWS indicated, so a few flight drifted quite a distant. I had one flight go north of San Jacinto Road and while chasing it I ran into Skip Robb retrieving his plane. On the long walk back Skip related an interesting experience he had at a Target Store earlier in the week. Ask him about it.

P-30 Results

1) Hal Wightman	<i>Boomer</i>	120/120/120/97-	457	Sec.
2) Charlie Primbs	<i>30 Something</i>	120/120/120	360	
3) Skip Robb		95/120/120	335	
4) Kevin Sherman	<i>Boomer</i>	88/120/120	328	
5) Caley Hand	<i>NJAPF</i>	120/120/63	303	
6) Bernie Crowe	<i>86 Square Eagle</i>	78/99/120	297	

7) George Walter	<i>NJAPF</i>	120/120/51	291
8) Tom/Jon Carman	<i>Souper</i>	30 28/120/86	234
9) Ted Firster		104/dnf/dnf	104

The AMA 1/2A-A Gas attracted only three contestants. The field was narrowed when Ron Thomas' Star Duster behaved poorly and broke a wing while impacting the ground shortly after launching his second flight. Larry Miller and Kevin Sherman both had two maxes but Kevin's strong second flight carried the day for him.



Hal Wightman probing the innards of his *Boomer P-30* model-*Nov Club* contest

AMA 1/2A - A Gas Results

1) Kevin Sherman	<i>Maverick</i>	180/150/180	510 Sec.
2) Larry Miller	<i>Ramrod 250</i>	61/180/180	421
3) Ron Thomas	<i>Star Duster</i>	146/dnf/dnf	146

The Jimmy Allen contest had four contestants until Ted Firster realized he couldn't find the right prop and then there were three. Roger Willis did not fly the third flight so the contest came down to Gene Drake and Allan Arnold. Allan finished with two maxes to win.

Jimmy Allen Results

1) Allan Arnold	<i>Sky Chief</i>	79/120/120	319 Sec.
2) Gene Drake	<i>BA Cabin</i>	100/120/77	297
3) Roger Willis	<i>BA Cabin</i>	76/120/dnf	196
4) Ted Firster	<i>Blue Bird</i>	dnf/dnf/dnf	-----

Thanks to all who participated.

What constitutes legality in ½ A Texaco by Kevin Sherman

Back in the late 1970s or early 1980s, the SCAMPS club started the ½ A Texaco event. My dad was in the SCAMPS at that time, and one of the early models guys were building was the Lanzo Record Breaker. I remember attending a SCAMPS meeting and someone was selling plans for that model scaled for ½ A Texaco. The event really took off and has since gained national appeal and SAM has written rules to govern the event based on the SCAMPS original ideas. Of course, like within most rules, there is some gray area and playing around with the gray area has and will always be part of competition. Other sections of the rules are quite clear and set in stone.

Power – A ½ A Texaco model can be powered by any glow ignition .051 or smaller engine. Diesel engines are specifically not allowed. The engine can be reed or rotary valve induction. Only alcohol based fuels may be used in ½ A Texaco. The amount of nitro used in the alcohol based fuel is up to the contestant. As long as your power plant meets the above requirements, it is legal. That means any modification to a legal engine is allowed. Changing compression, nitro content, porting, glow head type, etc is acceptable as long as they still meet the above basic rules.

Model – the model design is limited to those models which were designed prior to December 31, 1938. These are classified as “Antique” by SAM rules. Almost all Antique models will be listed in the SAM legal model list and designated “Antique.” If you decide to build some obscure model, it would be a good idea to carry documentation showing it is a legal Antique design. There is no size or weight limitations and models may be scaled up or down from original plans. This is important – model construction must follow the form of the original. That means no changing the moments, outlines, airfoils or any shapes etc. from the original design. For instance, airfoils may not be substituted or modified, fuselages cannot be narrowed or streamlined, wing aspect ratio cannot be changed, can’t make a lifting stab if it was not lifting on the original. Wood sizes may be scaled to agree with the model’s scale. So, if the original size model was scaled down to 75% the wood sizes may also be scaled to 75% and the original sizes do not have to be used. The model may be built with a dethermalizer at the builder’s discretion. Here is the gray area: Rule does not say builder has to follow original construction, just says builder has to follow “form” of the original. Rules say wood sizes “may” be scaled, but does not say that they have to be scaled. So, scaling up a smaller model, builder could use the smaller wood sizes of the original plan. Rules do not specifically say the model has to have the same number of ribs as original, same number of spars, etc., so that seems to be at the builders discretion. Some modelers who have worked in this gray area have created some controversy, with the majority of ½ A Texaco modelers follow the scaled plan and build it per the plans.

Flying – Always check with the CD before flying a ½ A Texaco flight. Most CD’s require the model to be “Processed” and fueled at the CD table. There are also several things at the CD’s discretion. While most require the model to ROG, it is at the discretion of the CD to allow hand launching. This is usually done when there is no safe place to ROG a model. They also have the discretion to change the allotted fuel amount. SAM rule says there is a maximum of ½ ounce, or 15cc allowed. It is common to have the CD allow less like 8cc which is used at many contests. There are no maximum flight times. As long as the timer keeps the model in sight, it can fly infinitely. The timer starts his watch when the model is released from the flyers hand. The watch is stopped when the model lands or the timer loses sight of the model. The timer may go with the contestant. Three official flights are allowed and three unofficial also known as “attempts”. An unofficial flight is a flight of 2 minutes or less. The flyer can declare a flight of 2 minutes or less an official at his discretion.

The event is very fun and very popular. It was never intended as a platform to set records. Make sure your model is legal so you do not go home from a contest with your feelings hurt! Oh yea, most of all, have fun!

Tip of the Month

by Kevin Sherman

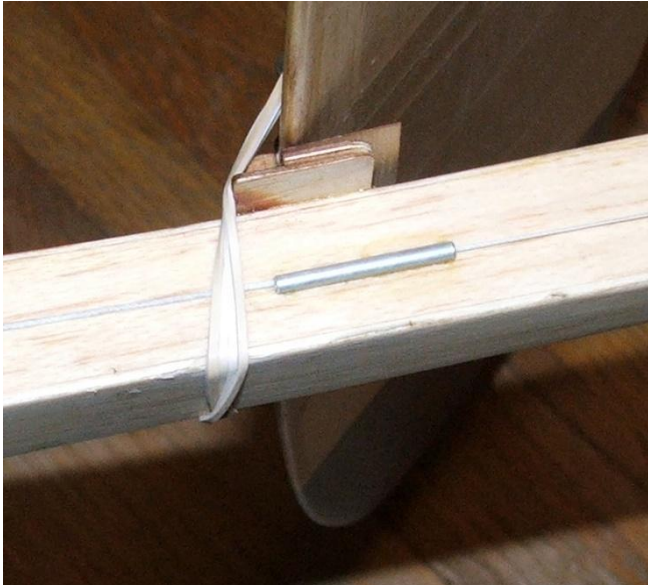


Figure 1 This is wrong - rubber bands going over the DT line

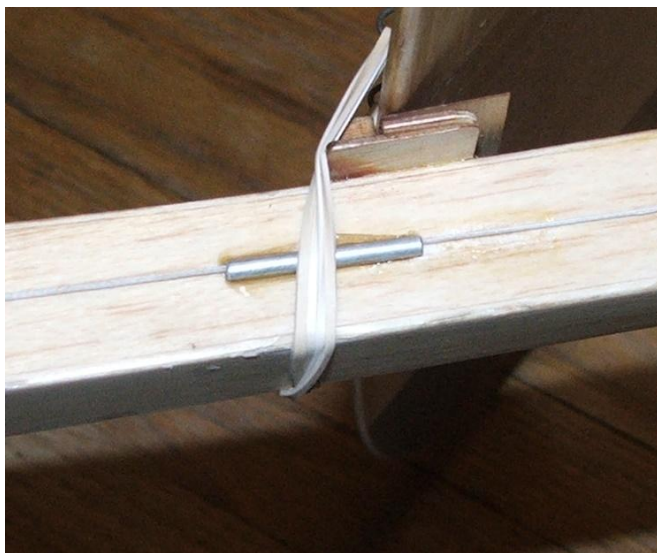


Figure 2 Proper placement of guide tube eliminates rubber bands from going directly over DT line.

tubes at the point where the rubber bands wrap around the fuselage or hook on a dowel (**Figure 2**). This way, the rubber bands wrap around the guide tube and do not interfere with the DT function. A second tip with placement of the guide is to work as a DT travel limiter. I usually use the front guide for the limiting. I also will use a special bent wire loop as the front guide instead of the aluminum tube for a smooth loop that does not cause any galling or fraying of the DT line. By placing this front guide at the proper position, and having something to on the line to that will not fit through the front guide, a stop is created (**Figure 3**). This will allow the stab to pop to the desired 40-45 degrees. Please refer to photos.

Many models call for a dethermalizer line to be run to the CG of the model, rather than having a fuse installed between two hooks at the rear of the model. Guys use putty timers, combination timers and fuses to dethermalize a model with the line running to the CG or in front of the CG. On power models, we see the combination timer, where the timer can perform both engine shut-off and dethermalizing functions. These are available for glow and ignition engines. Some of the smaller power models and many rubber models use a putty type DT timer where tension on the timer causes it to slowly unwind until the DT line eventually disengages and the tail pops into the DT position. We also have models where a fuse is put at the CG and a line is run with a hook and a rubber band is used to pull the stab down and is wrapped around the fuse. When the fuse burns through the rubber band, the stab pops up into the DT position.

What do all these methods have in common? They require a DT line to be run from the back of the model to the front where the DT mechanism is. The type of line varies, but many use a Dacron line and run it through aluminum tubing as a guide. This is where the tip comes in.

By placing the aluminum tubes in the right places, assembling and flying the model is greatly enhanced. Ever had the problem of getting your rubber bands that hold the front of the stab down over the DT line, causing it to be hung up (**Figure 1**)? I know I have made this mistake. A simple fix

for this is to put one of your guide

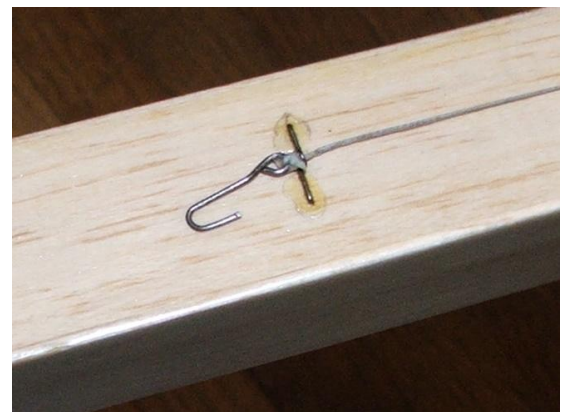
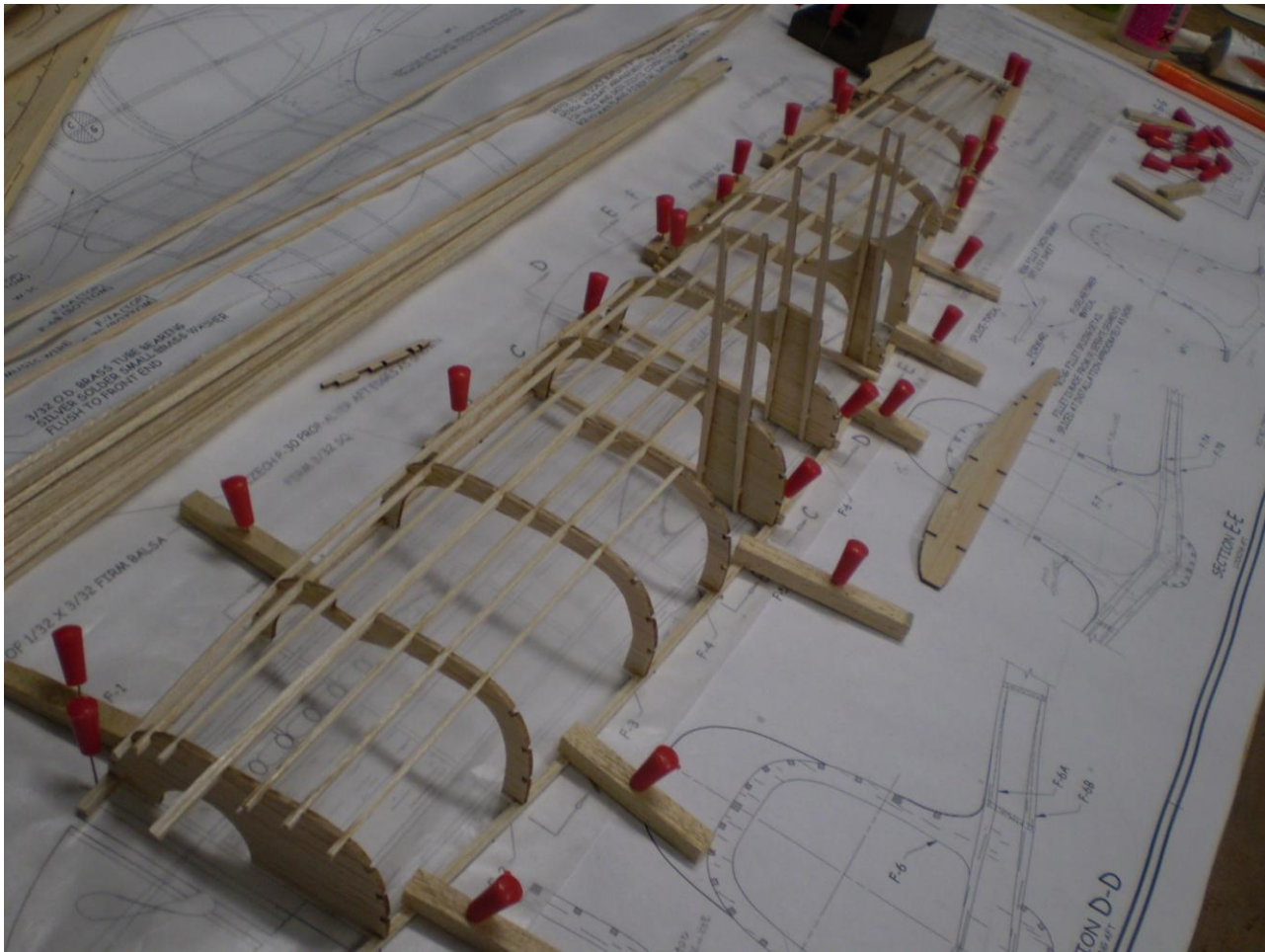


Figure 3 DT stop at front guide, using the rubber band hook and special bent wire loop

This will allow the stab to pop to the desired 40-45 degrees.



Curtiss XP-40Q test build No. 1 in progress.....Nov 2010