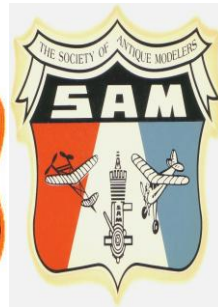
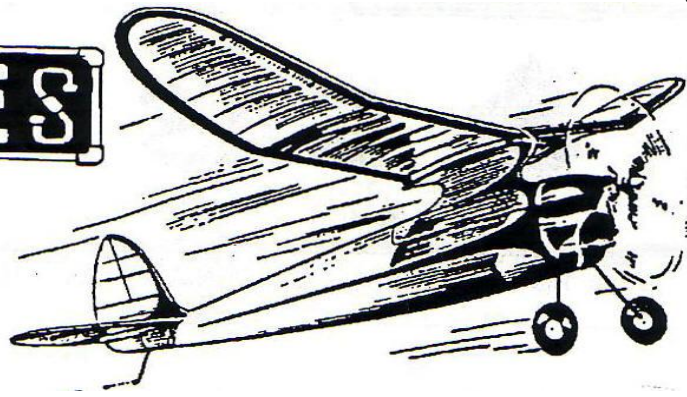


January 2011



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

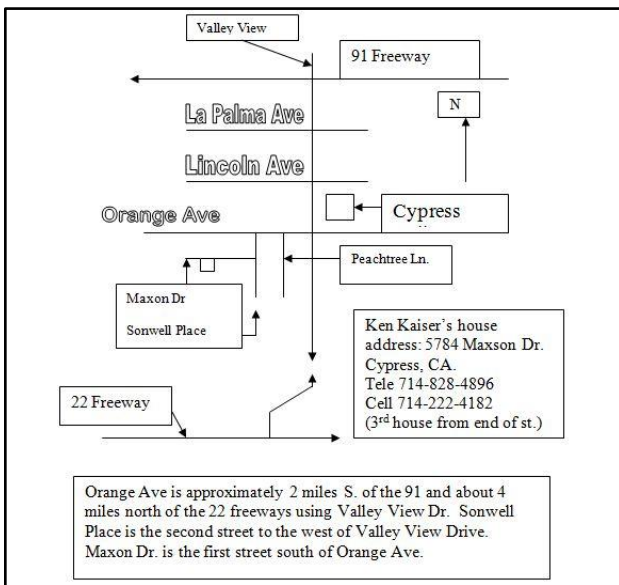


LINES

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

SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
Secretary/Treasurer	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
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 January SCAMPS meeting will be held at the home of Ken Kaiser Saturday January 8th from 12 noon to 2 PM, and the ladies are invited-a luncheon is planned.

This is the same weekend as the AMA Convention at Ontario and SCAMP members are encouraged to attend the Friday or Sunday AMA shows to allow for the meeting.

See you there!

SCAMPS NEWS by *Clint Brooks*

We are entering the beginning of the new season with thundering rain! This makes it good for staying indoors and working on a new FF job, or perhaps rebuilding from some not so great flights from last year. It doesn't matter-when there is inclement weather in Southern California it's building time! And...there will be plenty of plush green stuff for those tender first flights to work with as we head into the winter and spring.

I reported on my newest kit effort last month-the 1/16th scale Curtiss XP-40Q. I suppose by now you are tired of hearing about it, so I'm hoping to have them ready for sale sometime mid to late January. I'm going to market all my scale designs as short kits which seem to be the acceptable practice among the cottage industry kitters these days. Doing it this way offers the most value to the builder, and frees me up to keep developing new designs, of which there are a few yet to go! I have to say there is no significant money in this to speak of, but the development activity and the design work is most satisfying to me, so I guess that counts too. Kind of like

creating impressionistic art that flies-maybe in time this will be an art form that is again widely respected. Gotta get people to watch what we do-we are far too hidden as a sport and hobby, particularly rubber powered scale.

Speaking of that-check out the new **San Diego Scale Staffel** newsletter. The club has embarked on a new strategy-free membership if you want to take the newsletter electronically. This almost makes it too easy to get involved with their club, and hopefully will spark some new blood into taking a look. George Mansfield has done an excellent job with the first electronic issue with a very professional looking format and crisp look. Here is some detail if you would like to hook up with the Scale Staffel crew (and I hope you do):

Scale Staffel Model Airplane Club-FAC Squadron #41/AMA Chapter 915

Founded to encourage and advance the hobby of building and flying free-flight scale and sport airplanes

Annual Dues: None

Emailed Newsletter Subscription Fee: None (send your email address to gmansfield75@gmail.com)

Note: that's George Mansfield you are emailing here.....

Renew Today! *(From Kevin Sherman email)*

To keep our club strong and viable, it is important to maintain the support of our membership. This includes participating in contests, joining us for our monthly meetings, flying with us on Wednesdays and most of all, keeping everyone a part of our wonderful club. So please, send your membership dues for 2011 in if you have not already so. To receive a printed copy of the newsletter through the mail, membership dues are \$30. If you would like to receive your newsletter via E-mail, dues are \$15 (for E-mail, please include your up-to-date E-mail address). Please send your dues to Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882 and make funds payable to SCAMPS. The deadline for dues so you will not miss an issue of Gas Lines is January 15, 2011. The sooner the dues are received, the better for me. I am putting together a membership roster that will run soon in an upcoming issue of Gas Lines. Thanks to all!

Also, an additional reminder to submit your Lost Hills Model Airfield Association dues, which (I think) are still \$25 per year. Contact George Walter for more specifics as he is the treasurer of the association. And speaking of Lost Hills, Kevin Sherman announced he has taken on the role of President for the board. If you have concerns or suggestions about the Lost Hills operations please contact Kevin to get it onto the board agenda for consideration.

There has been a flurry of communications regarding the Tustin airship hangar indoor flying session planned for the end of December. This newsletter should be in your hands early enough to take in the following, and perhaps join in for some rare activity at a historic site for both full scale aviation and aeromodelling:

Three Days in Tustin – 12/28-30/2010

In addition to the Record Trials and Fun Flying, on the second day, Sponsored by the Isaacson Winter Classic, there will be two special events:

1. **Phantom Flash "Races"** last one down wins. Stock Phantom Flash, must be to plan with the Skull and Crossbones logo on wing. Plastic or wood prop OK. <http://www.gryffinaero.com/models/ffpages/plans/phantomflash.html>
2. **8" Span Simple Catapult Glider** contest – flat plate airfoil, best 3 out of 9 flights. Sample <http://www.kirkschnable.com/amaglider/assets/indoor-glidern/standard-catapult-glidern/pdf/simple-simon-plans.pdf> - suggest 1/16th for wings. It's a long way to the roof! Another is Chuck Markos' Mini Cat in the MA Archives

Don't forget to contact the sponsors to reserve your spot!

Tuesday - Harbor Soaring Society - Fred Hesse: fhesse@social.rr.com

Wednesday - Isaacson Winter Classic - Norm Furutani: norgin@earthlink.net

Thursday - Ralph Ray: ralphray@earthlink.net

I believe Ralph Ray and Stan Buddenbohm is the engine driving this activity-many thanks to Ralph and Stan for opening it up for all who wish to attend. It should be an interesting few days at Tustin-stop by and check it out if you can!

Here is an excerpt from another email Kevin Sherman has circulated, presented here again for those who may have missed it:

Hi All: Hope you are having a wonderful Holiday Season. I am in the process of updating our web site <http://scamps.homestead.com/> for the 2011 SCAMPS season. This will include a list of club meetings, contest fliers, new photos, etc. I have just published our contest fliers for 2011 and it will not be too long before the Haggart Bowden with Allen Heinrich again volunteering to CD.

Taibi

Hal Wightman and I have discussed a new event for the Taibi Contest that will allow **all** Taibi designs into one event. What we have done is to break down Sal's designs into the flying eras they were designed and they will have to fly to the rules that govern each era of model.

For instance, the Starduster, Orbiteer and Perris Special were designed in the Modern Era and will fly to the rules of Modern AMA Gas. Since we fly 3 minute maxes at Perris that means we will be flying Cat II, which allows for a 7 second HL, then 5 seconds in the fly-off rounds.

The Spacer, Racer and other Nostalgia legal designs will fly to the Nostalgia Cat II rules, allowing a 12 second HL, and a 15 second VTO, then 8 HL and 12 VTO for the fly-offs.

Sal's Old Timer designs will fly 20 seconds HL, then 15 in the fly-off rounds. Designs include the Winged Yankee, Powerhouse, Pacer, Dodger, or any other SAM Legal model.

Remember, models need to conform to the rules that govern them. For instance, if a Nostalgia model has a modern engine, then it will be flown to the modern rules. Has to have a Nostalgia engine to fly Nostalgia and so forth.

We made this change so we would not exclude any Taibi model from competing in the Taibi Contest. If you have any questions about the Taibi contest, let me know at Julykevin@aol.com

I will be donating a good engine for the winner of the "All Taibi" event.



Larry Davidson's new *Lanzo Bomber* for Fuel Allotment and Texaco. Model is covered with polyspan and colored using Larry's polyspan dye. Power is a Brown Junior. Kevin Sherman photo

December Club Contest

by Kevin Sherman

The last club contest of the 2010 season was fun and the weather was great. My dad and I got to the field around 7:00 AM and Tom Carman was pulling in right behind us. There were several flyers already on the field when we pulled in but most were standing with their hands in their pockets and visiting during the cold morning. Apparently, you have to pull your hands out of your pockets to fly, and that was not an option! By 8:00 AM, everyone started flying and shedding their coats. The cold gave way to warmth and we were soon flying in 80 degree temps, with minimal drift and clear skies. I started calling for the Gollywock Mass Launch about 8:00 AM, which was scheduled for 8:30 AM.

Five flyers entered Gollywock Mass Launch and all made it to the flight line at 8:30 with no broken motors or other casualties. At about 8:30, I counted them down and the launch went off without a hitch. Hal Wightman and Hal Cover seemed to get the highest, but Cover outlasted the rest for the win with a 240 second flight. Hal Wightman was second posting 177 seconds; Allan Arnold was third with a flight of 180 seconds. Caley Hand was fourth with a 90 second flight and Larry Miller was fifth with a flight of 75 seconds. Everyone enjoys the mass launches and most stopped what they were doing to watch. Good Show Mr. Cover!

Small Old Timer Rubber had 6 participants, with 8 people signing up. I am not sure why the others did not fly. Surprise, surprise, Hal Cover again took the top spot flying his old Dyna-Mo, which hadn't been in the air in a number of years. I think in the future, we should handicap him by cutting off half a wing! That would at least give the rest of us a chance, maybe. After just missing his first max, he posted two maxes for a total of 527 seconds. Hal Wightman took his second place Gollywock from the Mass Launch to a second place finish in Small Rubber with a total of 424 seconds. For his last flight, he wound it to the max (and then some), and the extra power caused it to loop before it got into the power pattern. It goes to show why it is important to wind to the max even when test flying. It really is the only way to trim for contest flying. Two second place finishes in "Rubber" for a "Power" flyer; not bad Wightman! Caley Hand also flew her Gollywock in Small Rubber to a fine third place finish with a total of 403 seconds. She showed the boys a thing or two and this after profusely swearing, "I am not a contest flyer." Oh yea? Skip Robb flew his Korda Victory to a fourth place finish with 220 seconds. He commented that when he was done flying the contest, he would catch a thermal because he sure

couldn't catch one during. True to his word, his very next flight centered a good one. Join the crowd Skip! Allan Arnold broke his motor, and did not take his second or third flight and finished fifth with 180 seconds. Larry Miller did not take his third flight and finished with 140 seconds and sixth place.

In B-D AMA Gas, we had 7 entrants and all of us flew. Being the CD of a "Fun Contest," I set the rules for the AMA event. We had 9 second engine runs for hand launch, and 11 seconds for VTO. For all the AMA Gas jobs, this was like shooting fish in a barrel. The only flyer not to max out was Phil Ronney and he was flying Nostalgia models, no match for the higher powered AMA Gas jobs. Tom Carman brought his Hotty-go-fast Nelson powered Texan and took the top spot with one max in the fly-off. For the first round of the fly-off, we cut engine runs to 7 seconds HL. Tom easily made his 3 minute max and was the top-dog, with a total of 720 seconds. Jeff Carman flew his Texan to second place with three maxes and a 125 second fly-off flight for a 665 total. The only other flyer to take a fly-off flight was Ted Firster, and he slightly over-ran for a 0 in that round. That left, Gary Sherman with his Jett powered Starduster 900, Kevin Sherman with his Nelson powered Mavstar and Ted Firster with his K&B powered Starduster tied for third with max-outs and 540 seconds. Gary Sherman had sat around during the morning and started flying late. His first flight with his Duster was spectacular. The model made two barrel rolls to the right, made a decent transition and had a huge right glide circle. I quickly asked if his wing was on the keys, and he replied, "I do not know." It still maxed easily and when it was retrieved, the wing was about 1/2" askew. How about the stability of the trusty Duster! He got the wing on the keys and put up two more maxes, although boring compared to the first.

Ever heard of a guy beating himself? Well Phil Ronney did just that. We allow more than one entry in our club contests and also re-entry. Phil flew two complete sets of officials, one beating the other by 31 seconds. Way to kick your own butt! Phil posted totals of 475 and 444 seconds for sixth and 7th place. Lobby as he did, I made him fly his Nostalgia Gas models to the rules we had set for AMA Gas. Sorry Phil.

These monthly contests have really caught on and everyone seems to really have a good time participating in them. Bernie Crowe, our club contest coordinator, is in Brazil right now, but said he will set the schedule for 2011 upon his return. Thanks to all those who directed contests this year and to those who participated.



And off they go! Gollywock mass launch-December 2010 club contest



Hal Cover preps his Gollywock for victory as Caley Hand observes-*December 2010 club contest*



A tale of two Texans, Jeff and Tom Carman-*December 2010 club contest*



Tom's Texan screams into the Perris sky-*December 2010 club contest*



Contest Announcements

As mentioned earlier the Tustin Indoor events cover three days at the end of December. Fliers for two of the days are noted below:

HARBOR SOARING SOCIETY

(HSS) SPONSORS AN

INDOOR FUN FLY AT

THE TUSTIN DIRIGIBLE HANGER



HSS has the opportunity to access the giant dirigible hangar in Tustin, for a single day of model aircraft flying inside the hangar. AMA members are invited to participate in the following aircraft types:

Indoor Free Flight Rubber Duration – Microfilm, penny planes, scale, and similar aircraft.

Indoor Glider – Hand launched, catapult, and similar.

Electric Powered – Light (small) sport, 3-D, slow flyers, helicopters and similar.

Hangar is 1000' long x 300' wide x 150' high. 600' of the length will be available for model aircraft. Areas will be designated for different aircraft types.

Event Date: Tuesday December 28, 2010. 7 AM until about 4 PM.

Cost: Charge is \$20 per person for any number of planes but will be collected in advance. Further details will be provided to those interested.

AMA membership is required.

Event Director (CD) will be Henry Smith III (henry.smith.3@earthlink.net) who will have final authority to decide if any particular aircraft is suitable for this venue. Aircraft over 16 oz are discouraged unless they have very low flying speeds.

Site Access: Participants will meet at Gate 14 (end of Armstrong Ave.) at 7 AM. Gate will be locked at 7:15 AM after which the group will caravan about one mile to hangar. Gate will be open for 10 minutes at 9:00, 11:30 AM, and again at 12:30 and 2:30 PM. However, everyone is encouraged to bring lunch so as to utilize flying time. Departure will be approximately 4 PM. Car pooling is recommended.

There is no electricity or plumbing at this site. There is a port-a-potty outside the hangar. Bring your own power for charging and your own food & drinks.

Anyone interested in participating should reply to Fred Hesse (HSS newsletter editor) at fhesse@socal.rr.com or 714-963-5838. Group is limited to first come first served, so please reply soon.

The Isaacson Winter Classic

Presents: Indoor flying at the Tustin MCAS Blimp Hangar

December 29, 2010

The Isaacson Winter Classic is sponsoring one of three days in the famous Tustin MCAS Blimp Hangar. Sponsorship means that instead of the normal \$50 a day, YOU will be able to attend on Wednesday, December 29, 2010, for only \$20. See the hangar: [Tustin pics](#)

Hangar is 1000' long x 300' wide x 150' high. 600' of the length will be available for model aircraft. Areas will be designated for different aircraft types.

We will be flying:

Free flight - indoor duration, gliders, sport rubber and electric – this is a sanctioned AMA record trial.
Small/light R/C- electric power airplanes and helicopters. Battery upper limit will be approx. 2 cell 350MAH Lipo. The hangar is a wooden structure and fire is a concern!

Inappropriate aircraft will not be allowed to fly! (ex. high speed and/or heavy craft) At the discretion of the CD and organizers. We cannot access

AMA membership is required of all fliers.

Event Dates: December 28, 29 and 30, 2010

Tuesday, December 28 is being sponsored by the Harbor Soaring Society. Fee is \$20, contact Fred Hesse (HSS newsletter editor) at: mailto:fhesse@social.rr.com or 714-963-5838.

Wednesday, December 29 Is sponsored by The Isaacson Winter Classic. Fee is \$20, payable to Norm Furutani. We are limited to the number of participants, so let me know you are coming. You can pay on arrival. Contact Norm: norgin@earthlink.net or leave a message on my cell 310.408.7046

Thursday, December 30th – at this time there is no sponsor. Fee is \$50, Contact Ralph Ray: mailto:ralphray@earthlink.net

Site access:

Access is restricted and the gate must remain locked. The gate will open briefly for entry or exit at the following times! 7, 9, and 11am, 12:30, 2:30 and the end of the day. Please! No exceptions!

The gate (gate #14) is located at the south west end of Armstrong Ave. The closest intersection is at Valencia Ave. and Armstrong (Tustin CA.) Contact Norm if you need further instructions.

There is NO electricity, lighting or water available. There will be a port a potty outside. NO smoking or alcohol. Please remove any trash.

Your sponsor for the day:

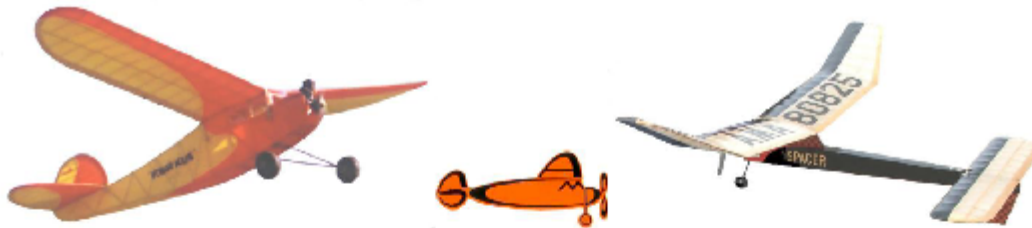
The Isaacson Winter Classic is one of the premier Free Flight contests in the USA. Next year the contest will be held on February 12-14, 2011 at Lost Hills, CA. For more info contact Norm

Event organizers – Ralph Ray and Stan Buddenbohm. Contest Directors – Norm Furutani and Lee Hines

As noted in the flyer above, the Ike will be conducted February 12, 13, 14 at Lost Hills, which is just the first part of a week of competition among the various FAI oriented groups, including some European countries who are conducting their national events at Lost Hills this year. It's interesting how confined free flight is becoming the world over due to lack of premier flying sites. We are fortunate to live so close to the Lost Hills venue and luckier yet it even exists.

Nothing has been submitted yet for the SCAMPS monthly club contests, but I'm sure Bernie will be soliciting ideas and CD volunteers to continue this growing tradition at Perris. If you have suggestions for events or wish to become involved as a contest director email Bernie or me if you wish and it will be taken into consideration.

Now get back to that building board!



SCAMPS 4th Annual Taibi Contest

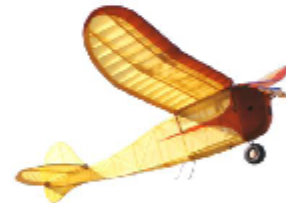
Sunday, March 20, 2011 – Perris, CA

This will be an AMA Sanctioned Contest

Flying Starts at 8:00 AM and contest closes at 1:00 PM!

EVENTS:

- #*All Taibi (Any Taibi design flown to its era's rules)
 - *Perris Special (15 Second engine run – Glow, Ignition or Diesel)
 - *ABC Old Timer (Fuselage & Pylon combined 20 second engine run)
 - *Small O.T. Rubber - Combined - (Stick & Fuselage)
 - *Large O.T. Rubber - Combined - (Stick & Fuselage)
 - *Nostalgia Rubber – (All Nostalgia rubber including Wakefield)
 - *ABC Nostalgia (9 Second Hand Launch, 12 second VTO)
 - * ½ A Nostalgia (9 Second Hand Launch, 12 second VTO)
- (JUST ADDED – Twin Pusher Mass Launch!! Bring yours!)**



- *3 minute Max
- *All Old Timer Flights will be HAND LAUNCHED, no ROG
- *Nostalgia, HAND LAUNCH or VTO, no ROG
- *SAM rules for standard SAM events
- *Entry fee is \$5 per event
- *Merchandise Prizes & Certificate Awards



AMA Modern AMA models like Starduster, Perris Special, Orbiteer will fly to current Cat II . rules, 7 second HL, then 5 in fly-off; Nostalgia legal designs will fly to NFFS Nostalgia rules, 12 seconds HL, 15 VTO, then 8 HL, 12 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943