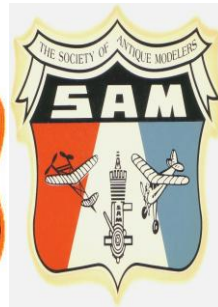
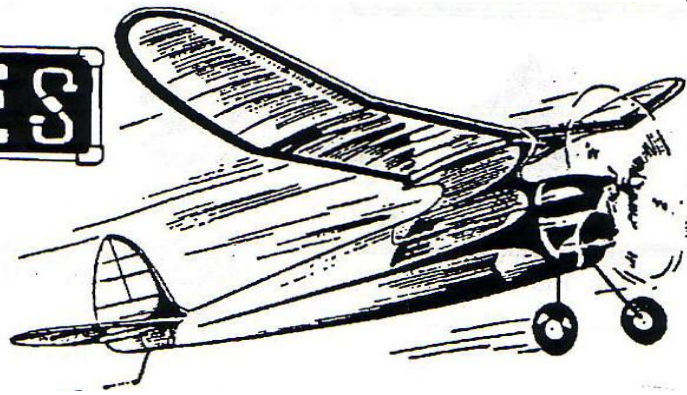


February 2011



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

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



Saturday, Feb 5, 2011 1-3 PM

John Morrill's Shop

143 Richmond

El Segundo, Ca

310-322-7858

February SCAMPS Meeting Location

John's Shop is a business front (and his house). Go west on the 105 Fwy and stay in the left lane as you pass the LAX airport exits. The 105 becomes Imperial Hwy. At the 3rd light, turn left on Main St and head south to Grand Ave. Turn right on Grand and immediately turn left on Richmond (South). He's on the right side. Park on the street or in the Chevron parking lot. Alternatively, you can exit the 405 onto El Segundo Blvd West and take it to the very end which is at Richmond Street and turn right (North). John's location is about a block down on the left, right next door to the Richmond Bar and Grill.



Thomas “Tom” Mark Carman, 63, of Hemet, CA died January 1, 2011. He passed away peacefully at his Hemet home surrounded by his loving wife and children. Tom was born in Pasadena, California, graduated from Santa Ana High School in 1965 and enlisted in the Air Force in 1966. Tom was assigned to Squadron 203, 55 ARRS as an Aircraft Repairman. He ended his Air force career as a Staff Sergeant in 1972. In the years following, Tom entered the field of auto mechanics eventually owning and operating an Exxon Station in Silverado Canyon where he also volunteered as an Orange County Fireman with Station 14. Tom’s journey led him to the Truckee-Tahoe area for a time before he settled in the Inland Empire and joined the Honda Corporation as a Master Mechanic. His distinguished career with Honda of the Desert and Indio Honda spanned more than 25 years. During his time with Honda Tom also opened JT Fleet Maintenance in Palm Desert with his Brother –in-Law Ron Jacques.

Tom was active in Free Flight model airplanes from an early age and became an icon in the modeling community. He competed actively and won numerous contests to include his final competition just weeks before his passing. Tom’s dad Mark was a founding member of the SCAMPS model club, his brother Jeff, and his siblings have flown with him over the years. Tom flew some AMA Gas, some

SAM old timer, but his main focus the past several years was in Nostalgia Gas, where he excelled. Tom was a tough competitor. If he was not winning, he was placing top 3, so beating him was a feat. It was common to see him and his flying buddies at the flight line all day long, always smiling, always having fun. To show what a good guy he was, one day he timed a mutual friend, Mike Ryan, all day, as Mike set a record in ½ A Gas. Even though Mike and others offered to time his flights, he insisted on helping Mike set that record and never flew that day. He was a leading member of the SCAMPS, teaching and helping others learn to fly and enjoy free flight. The flying community will never quite be the same.

With Loving Hands He Built Them
With Pride and Joy He Flew Them
With Family Gathered He Joined Them
Tom Carman
Jan 1, 2011
Forever Free Flying

Tom is survived by his wife of 36 years, Carolyn Carman, Hemet, CA, children Sharra Tait, Tracy, CA Gabriel Hernandez, Columbus, OH Jennifer Zamora, Fort Worth, TX Jon-Marc Carman, Malta, MT and his parents Mark and Barbara Carman, Mission Viejo, CA his brothers Brian Carman, Salt Lake City, UT Jeff Carman, Laguna Niguel, CA, sisters Joan Lemper, Ojai, CA Janet Marquardt, Canyon Lakes, CA and his 14 grandchildren, 1 great grandchild, 11 nieces and 8 nephews. Tom is also survived by the friends whose lives he touched through the many hobbies and clubs he was so involved with over the years.

On behalf of my entire family I would like to thank all of you for your kind words and love and support. You were what gave Dad so much joy to the very end with your shared love of flying and friendship. On a personal note I created a video tribute for my Dad and have posted it for your viewing on www.youtube.com. I have included a link below to copy and or you can simply search the youtube site with Tom Carman Tribute.
Thank you again for sharing in the beauty of my Dad's life.
<http://www.youtube.com/watch?v=2xmo-Y09TKU>
Jennifer Zamora
Proud Daughter

January 12, 2011

Dear Southern California Antique Model Plane Society members,

It is with sadness that we announce Art Swift passed away on December 6, 2010, after four years of declining health, of advanced heart disease. He passed away at home while napping, likely with Monday Night Football on the television. We in the family enjoyed his 85th birthday over a succession of days, a last family Thanksgiving dinner with him, and all spoke with or visited him over his last week. He was content and looking forward to more days. His cremated remains will be scattered with those of his wife Portia at a later date.

Art was born in 1925 in Oakland, California where he lived with his parents and step brother Clifford Niesen. Cliff, who was 13 years older than Art, was responsible for introducing Art into the craze of model airplanes during the late twenties and thirties. Art's early memories of those days included riding street cars to fly on the mud flats with the early Oakland Cloud Dusters and to visit hobby shops in Oakland and San Francisco.

The Swifts moved to Burbank about 1939 where Art's father operated an automobile upholstery shop, his brother joined the airplane industry and Art became active in the early Valley Vultures and San Valeers model clubs. Another memory found him flying free flight on the Warner Ranch in Woodland Hills and Canoga Park when the attack on Pearl Harbor was announced on his dad's car radio.

Art graduated from Van Nuys High in 1943 and went immediately into the machine trade in the defense industry for which he had been working part-time as he finished school. He and Portia met in high school and were married in 1945. Two years later they moved to the family home in Woodland Hills where they reared four children, Charles, Bill, Catherine and Eileen. Art and Portia lived there for the rest of their lives. Portia passed away in 1987.

Art's career continued in the machine trades, moved into general engineering and then finally into the growing aerospace industry of Southern California – the Silicon Valley of those decades. He finished his career as a Lead Engineer for special projects after participating in the orbital programs, the moon shots, the B-70 and B-1 bomber and the space shuttle programs, retiring from Rocketdyne in Canoga Park after 25 years of service to spend more time at home with Portia who had been diagnosed with cancer.

Along the way Art owned a hobby shop in Burbank where he remained in touch with the modeling community. He was member of the San Valeers for many years then participated in the establishment of the Southern California Ignition Flyers, the Society of Antique Modelers and the Model Engine Collectors Association. He was also a member of the Valley Flyers. The last model he built was a Dixielander with a PAW .15 diesel.

Remember Art when the sun shines (his favorite expression was "that's what we pay extra for in Southern California"), when you fire up your Super Cyclone on that Buzzard Bombshell or launch your Gollywock into the big thermal. Remember him when you visit London, England or the island of Maui, when you see a 1956 Thunderbird and, of course, remember him whenever the USC Trojans win.

With respect,

The Swifts

One other note regarding Tom Carman-he placed fourth in Large Nostalgia Gas for the 2010 National Cup competition which was an outstanding achievement for him. A super job by a super competitor who will be missed greatly by all of us.

Our condolences to the Carman and Swift families for their loss. Both families were very privileged to have these fine gentlemen as part of their lives-it is a better world because of them and you. We will miss them both in our lives-*ed*.

Moving on to other news-Lee Hines has advised a special offer in place to help get you or someone interested in free flight aeromodelling a chance to join the NFFS at a discount:

Not a member of NFFS--The National Free Flight Society?

Announcing a *Special* offer for new members: two years for half price!

Roy Hanson has made a generous offer: He thinks so much of the NFFS and the its publication, the NFFS *Free Flight Digest* he is paying out of his own pocket HALF the cost of EVERY NEW member who signs up for two years. \$29 dollars gets you two years if you are 19 or older ; \$9 dollars if you are younger. Non-U.S. members pay just \$37.50 for two years.

Each *Digest* issue is at least 40 pages, delivered six times a year. Each issue crammed with Free Flight how-to, plans, contest reports, photography and much more. Digest covers every aspect of Free Flight: AMA, Indoor, FAI, FAC, SAM, Nostalgia--the works.

If you are a former member who has let their membership lapse for a year or more, now is your chance to re-up for half price. To make it easy, you can even hit the following link and use your credit card.

<http://www.freeflight.org/JLF/MembershipOffer.htm>

If you have not been a member lately, the newsletter is doing great under the guidance of the current staff, and Don DeLoach as the editor. That alone is worth the price of admission to the Society-try it, you'll be impressed.

And speaking of Lee and Don, apparently Lee has come onto hard times again with his foot. I saw him at the Costa Mesa dog park the weekend before he left for Eloy and he looked pretty good, and very optimistic about his foot. Perhaps it was too much too soon, as Don relates below. Most of you know Lee well, so if you get a chance drop him a line or visit. And get well soon Lee-there are plenty of thermals still to go!

Hi Guys,

As many of us know our good buddy The Leeper had toe surgery in November and was at this past weekend's SWR/Eloy flying like the champion he is. Long story short his toes are swollen and infected again and he is on Dr's orders to stay off his feet 95% of the time for the next ten days—not really possible for a bachelor, let alone one nearing 75 years old.

Lee has not asked for help but I think it would be nice if the local modelers pitched and dropped by for a visit, perhaps toting a takeout meal. I would certainly do so if I lived closer.

The way I see it we need to keep Lee off his feet in order for him to heal completely and there's no way this is going to happen without the aid and comfort of his many friends.

Thermals,

Don DeLoach

SCAMPS Meetings by Hal Wightman

A thanks to the SCAMPS hosts for our membership meetings.

I've been scheduling the membership meetings for SCAMPS since 2003 when I first became active and shortly after Jim Adams passed away. He had been taking care of the schedule before that. Being a neophyte in the club, I just took it for granted that the meetings were held at member's houses. I have come to appreciate how fortunate we are as an organization. I know the SCIFS have had a difficult time having places to meet and it has hindered their ability somewhat to function.

We typically have the same 8 or 10 members that contribute their home or workshop as well as providing food and drink for somewhere up to 35 guests/members for a meeting. Their wives also frequently open the meetings up for the other spouses to attend and socialize. I want to thank each and every one of the hosts and hostesses and I'm sure the rest of the organization thanks them as well.

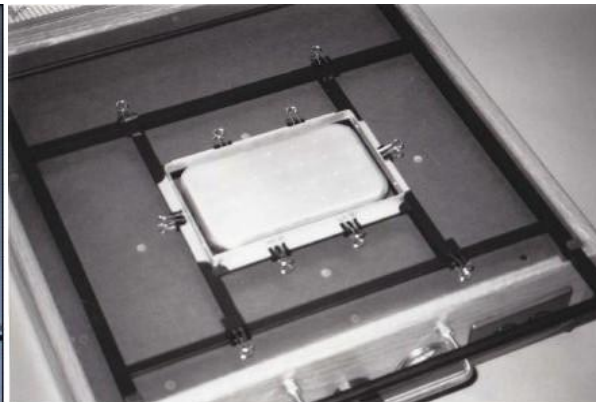
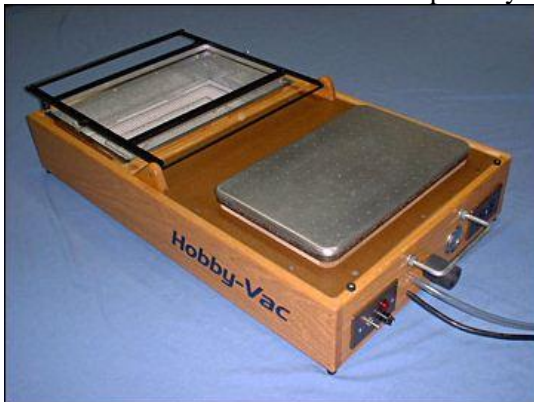
We have a new host this year in John Morrill. We will meet at his business/shop/house on Saturday, February 5th in El Segundo. The directions and address of his place will be posted in the hosting schedule to be printed in this newsletter. This is the shop that John manufactured products under the Simplex label that included the Simplex .25 and the Hornet Simplex .19 ignition engines, the winder, the stooge, and the Wakefield front ends. He is currently making prototypes of some compressed air motors and should have some of them on display in his shop. He'll probably run some of them for us.

Hope to see you there.

I've heard the field is in fairly decent shape right now. Its nice green and ready for some peaceful and pretty flying sessions. We have no club contest schedule yet, but two contests at Perris coming up starting in February. Get those new builds ready to fly-we'll be hard at it pretty soon!

Recently I've come to realize I need a decent setup to make vacuum formed parts in support of my cottage kitting operation. I've attempted several vacuum forming boxes with acceptable results for the occasional part, but with the XP-40Q kit it's driven to something beyond that. Going to the internet yields quite a few little hobby type vacuum boxes very similar to what I have done, but there is one out there that appears to really hit the mark. This is a homebuilt unit that is very well designed for hobbyists or small business operators looking for limited production capabilities (yep..). Known as the '**Hobby-Vac**', this is a very versatile machine that can handle material to 12" x 18" up to 6" deep draw, and thermoforming plastics up to 1/4" thick. The name of the company is Workshop Publishing and can be viewed at the link noted below.

Plans are a PDF download for \$29. He also sells the oven heating element kit for \$65 which is the only unique thing you have to obtain. The rest of the components are off the shelf hardware items and he gives quite a bit of information and sources for all the items needed to build the machine. He has done quite a bit of research and built many machines, and the vacuum system details are very interesting. If you have similar needs this package is quite a bargain really-the knowledge you gain is worth far more than the \$29 he asks, and saves you from re-inventing the wheel. I'm about 1/3 done with my machine, and so far it has not offered any significant difficulty to build. I think I will probably have around \$300 invested at the end, and its worth a lot more than that in capability.



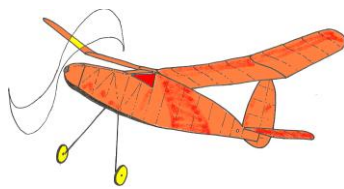
http://www.build-stuff.com/1001plans_hobby_vac.htm

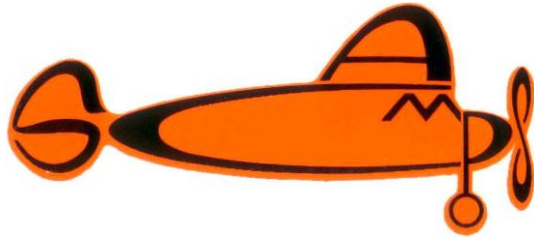


Curtiss XP-40Q Kit No. CBMD-003 Available Feb 2011
Build one!

Hey-I'm the editor, and I didn't get many contributions this month!

Enjoy!





SCAMPS Haggart/Bowden

Sunday, February 20, 2010 – Perris, CA
AMA Sanctioned Contest

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

EVENTS:

Haggart-Bowden 2-minute precision

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

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

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

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

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

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

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

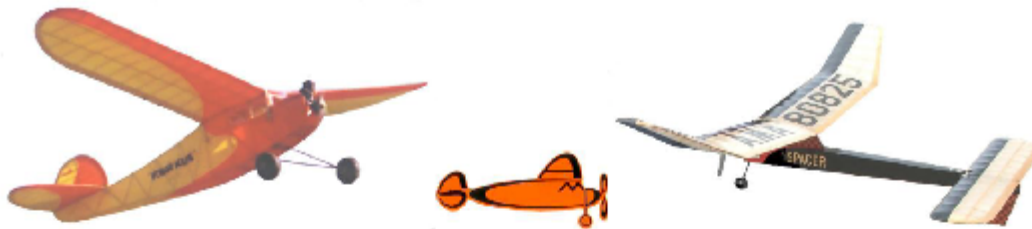
* **Nostalgia Rubber**

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

CD Allen Heinrich

(760) 956-2949

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



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