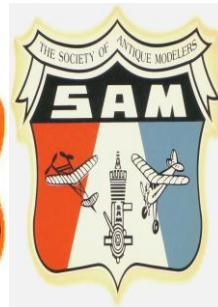
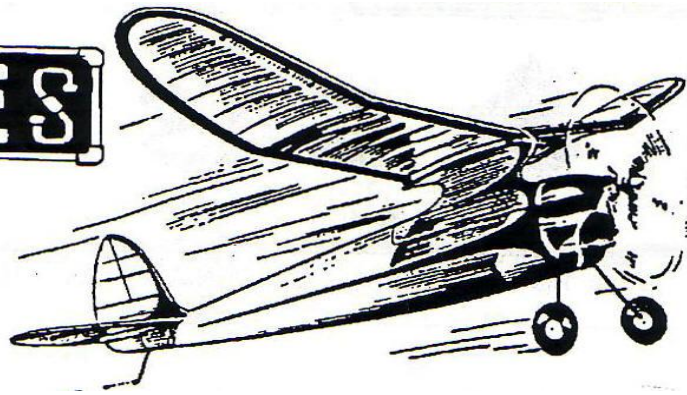


March 2011



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

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Kevin Sherman
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GAS



LINES

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

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March SCAMPS Meeting Location

Allen and Judy Heinrich will be hosting the next club meeting on Sunday, March 6 from noon until 2 PM. A luncheon will be served, and the ladies are welcomed to attend. The address is 11197 Hawthorne Avenue, Hesperia. If more information is needed please call Allen at 760-948-6334.

SCAMPS NEWS *by Clint Brooks*

If it wasn't for consistent contributions coming to me from club members I wouldn't have much to put in this newsletter each month. Please accept my thanks to all who have contributed since I took on this role. I know others of you are considering contributions as well. All I ask is provide it in electronic format that I can translate into MS Word. Don't worry about wordsmithing it too much either-I will take a look at it before it goes out and fix any obvious errors. And if possible, include some images to support if it makes sense. All contributions are eagerly welcomed!

I've been super busy trying to get my XP-40Q kit off boarded and out for retail, so I have had nothing but focus on that project in all my spare time. I did get away for the Ike last weekend-what a beautiful weather pattern we had

for February! I took the casual approach-flew P-30 on Saturday and attempted HLG on Sunday, then watched all the FAI color in between. Very interesting to see the FAI concentration levels and competitiveness-I guess I'm feeling the urge to try some of that too now. In any event, it was a gorgeous and memorable weekend for all who attended. Much kudos to Norm and John for putting on such a class event. And I did manage the P-30 win even though I bombed out on my fourth max attempt!

At the end of the newsletter is the latest membership roster from Kevin. Hopefully it is current for all paid members. If you are still waiting to pay your dues for 2011, maybe it's time to get that taken care of and support the SCAMPS in 2011.

As of this writing the Haggert-Bowden event is rescheduled to Feb 27th due to rains this past weekend that filled the drainage channel and closed San Jacinto road. It looks like the weekend of the 27th is at risk for another big rain event, so I'm not too sure when this contest will occur. Kevin has been doing a great job of putting out the email notices so I expect we will just kick the can down the road until conditions improve. On to other things....

Tom Lay has put out a notice for an engine that may be of interest. Originally circulated via email, I'm including it here in case someone missed it.



“It is a Ken .60 with an Ohlsson .60 front end. I call it a KENOHL .60. I was told this was done because a KEN had a restricted intake. It has no dings, no chips, all head fins are perfect, and it has excellent compression, with no leak-down whatsoever. I will take \$150 for it or Possibly a trade?? Prop is not included.”

Tom Lay
thelayster@aol.com
626 964-5724

Spacer Madness

by John Reise



At Eloy this January the nostalgia boys seemed to be having a lot of fun. The picture of Tom Carman with his Spacer in the February Scamps newsletter inspired me to create a similar plane as a tribute to him. I could also use the Spacer for the annual Taibi contest at Perris. Kevin Sherman kindly sent me an MSWord document with the setup parameters he used on his Spacer and I copied the wing warps, thrust and CG settings.

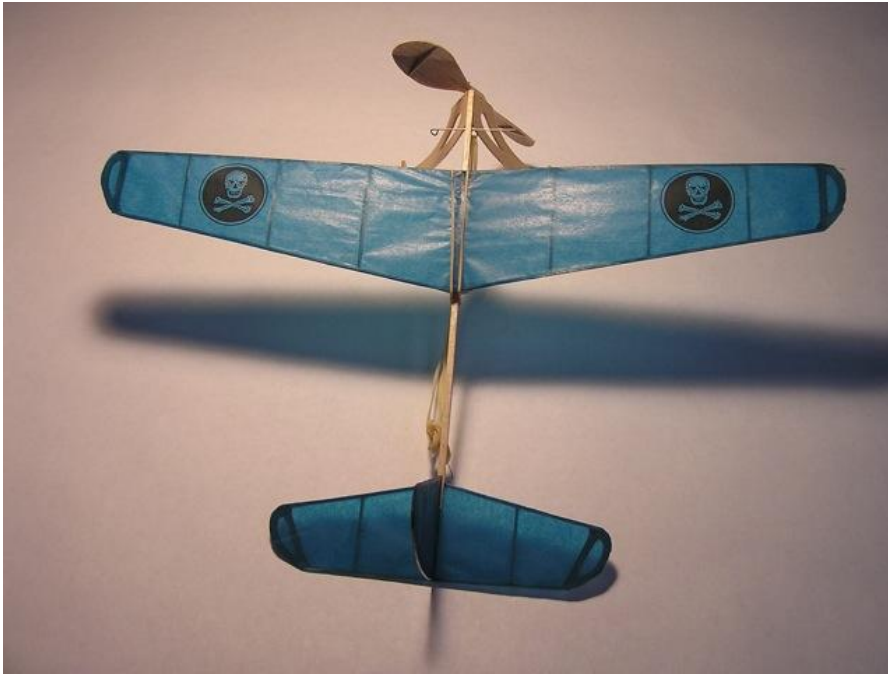
I have a CD by Thomas Wilks that has many magazine articles and plans for nostalgia gas planes. He also has CDs for other types of planes, like old time gas and rubber, control line, scale, gliders, etc. I imported the December 1954 MAN article by Sal Taibi for the 600 Spacer into CorelDraw and scaled it 85 percent for 435 square inches. Then I used the tile print feature of CorelDraw to make up a number of legal sized pieces of paper which I Scotch taped together. Of course buying a plan from NFFS or Aerodyne would be easier but I had some time on my hands at work between phone calls,

Construction is conventional. Hardwood upper and lower main spars with shear webs. I have been having problems over the past number of years with inconsistent power patterns resulting in many crashes. I believe the culprit was the Micafilm covering that I was using. This time I covered the wing with Ultracote. Scientific measurements prove that the Ultracote covered wing has twice the torsional rigidity of a Micafilm wing of the same type of construction.

Power is an OS 15 steel fin engine running on suction turning an 8-3 Master Airscrew prop to keep the speed down. Actually, all the local hobby shops were out of 8-4 props so I ran what I could buy. Weight is 19 ounces. So far I'm using my ignition FAI no nitro fuel till I get used to the starting and launching drill.

The best feature is the Texas Timer, I think it is called a Max something or other. It has a built in pinch off and DT scroll. I trimmed the plane using the quick DT function. This is a real plane saver. Today at Taft a gust of wind or bad launch caused a left power pattern, a real no-no and usually a sure crash. The Spacer built up speed and went into the usual-for-me high speed death spiral. Just before it hit the ground the timer cut off the fuel then the quick DT pulled the nose up and it settled down nicely.

I hope to get out to Perris Sunday and have the more experienced flyers help me with further adjustments.



Phantom Flash build

by Hal Wightman

I thought you might like to see the Phantom Flash I built from the kit we all bought at John Morrill's place at our last SCAMPS meeting. I haven't got a place to fly it (indoors) but it looks like it'll fly OK. It's a very cute kit and the parts included are amazing. One tip: When you build the prop, be careful about how you stick within the guideline for gluing the prop blades to the hub. I had one blade slightly longer than the other from the hub's center and it was out of balance a little bit. I inserted 3/16" of bare copper wire into the lighter blade tip and it balanced OK. Note the winding stooze wire forward of the wing. You

don't fly with that in place- it's for holding the plane with you wind from the rear. *Editor's note: I have one of John's P.F. kits in case someone is looking to purchase one. It is a very nicely done kit-the skull and crossbones are printed on the tissue included-to make it legal for competition of course!*

The new building board *by Eugene Drake*

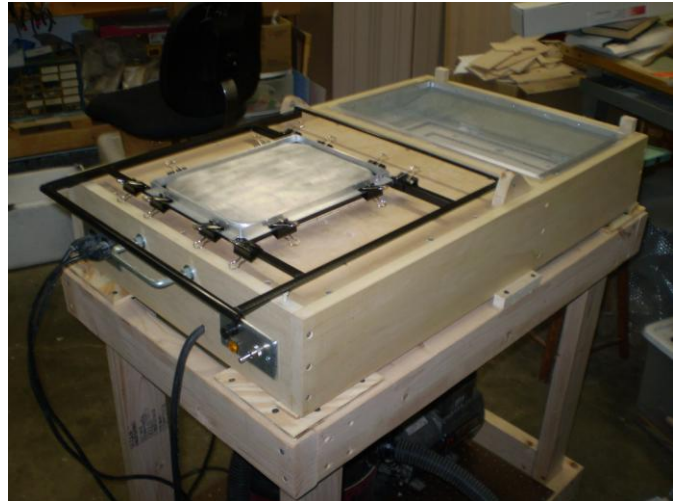
I have decided to build a Red Buzzard for the Sam Champs. The first thing on the agenda was a building board that would support a fuselage 36 inches long. For years I have used flat kitchen cabinet doors with corn stock type composition board glued on the building surface. The old boards worked fine for Jimmy Allen type planes. However, a Red Buzzard is a new big bird and requires a new big building board. So off to the local Lowe's hardware store for a 24 inch wide Closet Door. Lowe's must have had 30 doors that fit the bill. I pulled one out of the rack and took a look and discovered that it was rainbowed side to side as well as end to end. It was a door to behold for sure. So into the rack again and a repeat performance, now it only had end to end rainbowing and not real bad at that, it might work with some shimming of the ends. Anyhow, I really needed a straight edge if I was going to lay out big bucks for a new door. So off to the wood working tool section and I purloined a straight edge for the task. Back at the closet doors and I started through the stack of 30 doors with a blood in the street attitude. I finally found a flat door, but the surface was scared on both ends. The ends were definitely repairable, the door just looked sad. Maybe they will let me have a discount on the scruffy door!

With my new building board in hand I headed to the cashier lines. The cute young thing at the cashier was moving slowly so a line was forming behind me quite quickly. No problem, I am near the front of the line. She sure was cute!

My turn to check out!! The cute young thing saw the defects in the door and was not going to allow a kindly old gentleman to be taken by the big Lowe's company. She quickly called the "Fetch'um Boy" to go get a new Good Closet Door. Now, I was in real trouble 2 young kids trying to help and old man. God Help me-I was in trouble! I protested. No, I want the scared scruffy old door; really I can use it for building model airplanes. Now I was in real deep trouble. I was a "Luna-tick" that actually built model airplanes. I could see it in her eyes. Finally after holding up the line for several minutes to the consternation of the fellows in the line behind me I was allowed to exit the store after paying full price.

With prize in hand I headed toward my pickup truck. If only I can get it in the truck and gone; something like a tool thief. I needed to get out of the parking lot quickly before I got captured by the "Lot Kid" and returned to get a 'Good Closet Door'!

This reminds me of a recent experience I had trying to locate a piece of Formica laminated fiberboard for my Hobby-Vac project. Nobody sells Formica tops or other cabinet elements anymore, so my work was cut out as this was required for the platen design. After hitting all the local lumber and homebuilding emporiums I finally ended up at a specialty woods outfit in Los Alamitos. I explained my need for a piece of laminated Formica scrap, attempting to keep my true purpose a secret. When my disappointment registered when told they had nothing like that, of course they began to grill me on the purpose. Well, it's kind of like explaining why the sky is blue—"I need it for a machine". "*A machine that does what?*" Well, "for vacuum forming plastic sheet." "*For what purpose...*" and on and on until all present vaguely understood I was somewhat serious in my pursuits. As it turned out there was a small millwork shop next door, and I was able to procure a nice hunk of Formica laminate from his pile of remnants for a very reasonable price. I was happy but sometimes the details that go into explaining what you are doing can drive you crazy.



As for the Hobby-Vac; it went into action for the first time last Friday. I am very pleased with the results-it works as advertised. If you are considering any type of significant thermoforming capability for your shop you need to look at this piece of equipment. Now I need to learn the tooling methodologies, material characteristics I'm using for forming and some practice shots. It does yield professional results and truly works well on a small investment. Money and time well spent in my opinion-I highly recommend it.

Clean up that old engine by Eugene Drake

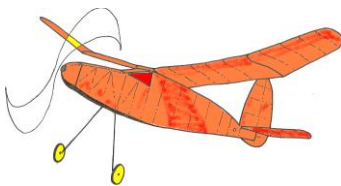
Idly walking the isles at the local Model Engine Collectors Association (MECA) meetings I find an engine now and then that calls to me so loudly that I must take the STRAY home. Some people collect STRAY dogs; I acquire an engine now and then. Stray dogs/stray engines; it is about the same story with either option, they both need cleaning before they can come into the house.

I have tried hot Antifreeze and have a 1 quart Crock Pot for that function. In one of the airplane hobby magazines there was a short bit about using Dawn Power Dissolver to clean engines. The first move in any project is finding the required products. Dawn Power dissolver is not stocked by the standard grocery store in and around Riverside. I loaded my flea bitten Stray dog in the pickup and went hunting for Dawn Power Dissolver. We found the product at ACE Hardware on Van Buren Blvd. in Riverside. My Stray dog was happy that we found the product and we went home to try out Power Dissolver.

Applied cold, Dawn Power Dissolver cleaned a lot of Gunk off a Cox TD .020. The engine would not turn over until it had been soaked in power dissolver for several hours. A drawback to Dawn Power Dissolver surfaced

fairly quickly. The red plastic air/fuel intake on the TD engine was now oxidized and covered with a whitish coating. I can't say the function was destroyed, but its front end sure looked poor. The engine is now oiled down and stored. Maybe I will find a red TD fuel/air intake cheap some where some day.

Dawn Power Dissolver does remove Caster oil gunk from engines. Just squirt the cold product on an engine; and soak the engine for a few hours. Brushing with an old tooth brush helps speed up the process. Don't use Power Dissolver on plastic parts it eats them up; in fact it dissolves them!



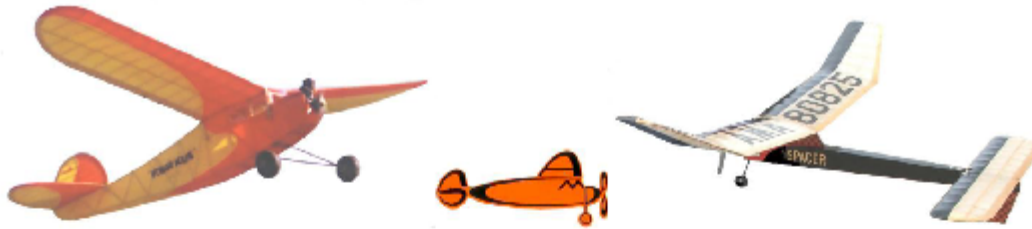
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SCAMPS 4th Annual Taibi Contest

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

SAN VALEERS 62nd ANNUAL & 29th ANNUAL 7 ROUNDER
APRIL 16th & 17th, 2011 - LOST HILLS, CA.
A NFFS NATIONAL CUP & AMA AA SANCTIONED CONTEST
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.

AMA CAT II & NOSTALGIA CAT II* (WEATHER PERMITTING)
SATURDAY 8 TO 5 SUNDAY 8 TO 3 BOTH DAYS
1/2A GAS A GAS P-30
B GAS D GAS CATAPULT GLIDER
C GAS ABC Nostalgia Nost Rubber/Wake comb**
1/2A Nostalgia (all flights same day**
1/4A GAS (15sec VTO, 12sec HL) 1/4A Flyoff 7:30 to 7:45AM for each entry)
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

Vintage FAI
Saturday 8:00 am to 1:00pm (5 rounds)All flights 180 secs Flyoff begins at 1:00pm
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.

JUNIOR HIGH TIME AWARD: (ANY EVENT)

MERCHANDISE AWARDS (Engines, Kits, Fuel, Wood, etc) TROPHIES FOR JRS
******AIRTEK RADIO DT RAFFLE (must be present to win)******
CD: Ted Hidingier (602) 316-4430, Co-CD Terry Kerger (626) 281-9731
1st event: \$10.00, Additional events: \$5.00 per event, Jrs. FREE

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