

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

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GAS

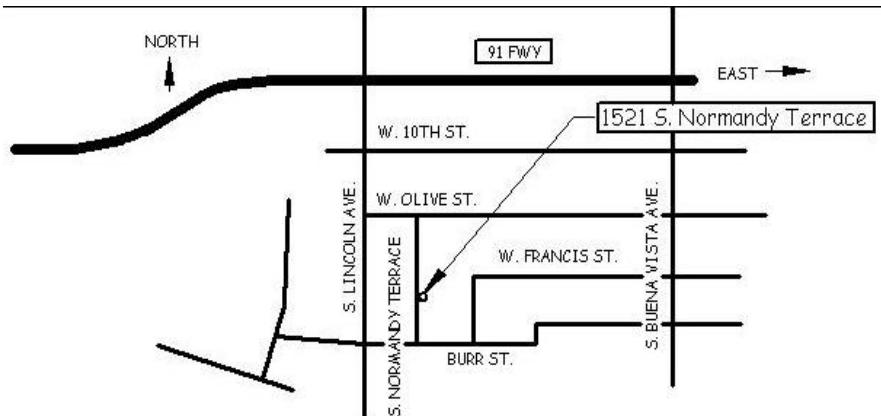


LINES

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
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Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com



April SCAMPS Meeting Location

Gary and Kevin Sherman will be hosting the next club meeting on Saturday, April 2. A luncheon will be served starting at 1 PM, and all are welcomed to attend. The address is 1521 Normandy Terrace, Corona. If more information is needed please call Kevin or Gary at 951-737-7943.

SCAMPS NEWS by *Clint Brooks*

Things are heating up as we shed the winter rains and move into early spring conditions. I was amazed how much the weeds grew in two weeks between the Haggart-Bowden meet and the Taibi contest. Its perfect conditions in Perris right now for some test flying on that plush green carpet.

And I have been conducting test flights on the new XP-40Q at Perris over the past two events. I have learned that four bladed propellers on rubber models look neat and perform well under power, but offer no advantage whatsoever for glide performance. So, back to a two blade convention and performance is pretty good in all regards. And (my personal plug here) the kit is for sale now. A short kit will set you back 35 bucks, but I include the canopy and formed parts such as under wing heat exchanger fairings, etc. along with the laser cut

parts. Visit my website at www.cbmodeldesigns.com for more details and ordering information.



Allen Heinrich's prop finger-Brooks photo

Also on the horizon for construction is a replacement for my Gollywock which was last seen heading toward the Nuevo Free Flight graveyard during the early part of the Taibi contest last Saturday. I think I'm pretty much done with the desire for a Gollywock, and am seriously pursuing layout and construction of the Ray Beaumont design 'Sticker'. This will be challenging to some degree with a spar-less wing and very thin (6% or so) airfoil section for both the wing and stab; old timer vintage, but with an airfoil a little more in line with modern designs. This should be interesting, more to follow in the coming weeks I'm sure.

A few fingers were chopped pretty well at the Haggart-Bowden event this year. The first victim honors went to Allen Heinrich with a deep gash to the right forefinger that went to the bone and fractured it. Everyone heard the thump as prop met flesh, and soon Allen was on his way to the Perris emergency room, never returning to finish the contest. Not to be outdone, within an hour or so Kevin Sherman also dueled with his prop and lost, soon joining Allen at the local emergency room for repairs. We all have prop scars-it's easy to do and regrettable when it happens. I'm not sure what the lessons learned were this time, but be careful folks-it takes time to recover and potential nerve damage is a serious issue.

We also have some contest reports to go through, so here is the latest....

SCAMPS February Club Contest *by Kevin Sherman*

With poor weather conditions forcing the cancelation of our January contest, the prospects of getting the February contest in did not look much better. Flying the past few months has been sparse to say the least. We have been dealing with wind and more recently, rain again. On February 23, we finally caught a window of good weather, and it was decided to proceed with the contest. We had a light breeze and temps in the 30s to start the day. It remained cool all day, and the breeze filled in to about 5 MPH for most of the morning. Later, wind increased to near 10 MPH, but the contest was over by then. We had events for F1G (Coupe), Twin Pusher and ABC Old Timer Pylon. The turnout was excellent, I think because guys have been going stir crazy. Most however were only there to fun fly, and participation in the contest was light.

Two flyers faced off in Coupe with Allan Arnold taking the top spot with a total of 349 seconds. Hal Wightman was in the runner-up spot with a total of 259 seconds. At 8:45, we started calling for the Twin Pusher Mass Launch set to go off at 9:00. I quickly went down the line to see who was flying, and to my surprise, I was the only one. So, I wound the De La Mater up to about 80% and put in a flight of 3 minutes. My dad had said it was two when I flew, but a quick review of the stop watch showed it was 3 minutes exactly. In the OT ABC Pylon event, John Riese and Ron Thomas went head-to-head. John flew his OS Max converted powered Alert to a second place finish with a total of 527 seconds, barely missing one max. Ron Thomas flew later and put 3 maxes in with his ED Hunter powered Alert, maxing easily each time.

The flying site was in reasonable condition, with a few water and mud holes here and there, but very flyable. Chasing was not too bad, except for later in the day when models were going across San Jacinto creek, and guys had to walk to the cement crossing to cross to the other side. This made for some long walks, but we were just happy to have a little sunshine on our faces, and air beneath our wings.

As most of you know I have had a couple of minor health issues lately and due to the fact that I had just had surgery on my arm two weeks earlier I offered to run the table for my dad so he could enjoy a day of flying. As it turns out maybe he should have run the table instead but more on that later.

After postponing twice because of rain and mud, the field looked very flyable, temperatures were moderate and there was very little breeze. I was disappointed in the low turnout for the signature event but some years the entry count is low and others it is not. Everyone seemed to be having a good time. Kevin was showing how it is done in Perris Special until the model decided that since Bud Romak was not there it needed to show everyone how one of his signature moves was done. The subsequent bonfire was sans timer, engine and tracker thankfully. Allen Heinrich brought out a brand new Skyrocket B Special and it seemed like it was going to fly perfectly right off the board. All flights looked great with no trim adjustments until, while advancing the spark, he decided to check to see if it was still running. 12 stitches and he broke the bone at the end of his right index finger. Gotta watch those APC's!

I became a bit concerned when Clint Brooks brought back Bob Scully's Zero but no Bob. We all figured that he would come back shortly but like so many of us he did not want to give up on the model and did not return until after noon! Thankfully he was fine, mild temperatures helped a lot.

My dad had packed up the food from the Saturday night meeting that did not get finished, so around 11:45 I set out lunch for all who were hungry (*very much appreciated-thanks!*). The weather was still nice so I also decided to extend the flying for the day. Everyone was pretty much done by 1:30 but John Riese was able to post his flights in Nostalgia and Don Kaiser finished out his flights as well. Unfortunately Kevin got bit by a Super Cyke he was test running and had to go check on my dad. No broken bones for Kevin but in his words, neither one of them will be picking their nose any time soon.

All in all one of the best flying days we have had for a contest and I had absolutely nothing to fly! No problem, it is just good to be among friends. Look out for me at the Taibi meet! We had 19 entrants with a total of 38 event entries.



Kevin Sherman and ill-fated Perris Special-R.I.P..H-B 2011



Ken Kaiser tells it like it is..H-B. 2011



Phil Ronney tweaks the diesel...H-B 2011



Nice worm kill by John Riese...H-B 2011



Good sport John allows a photo op-the wing folded under power.



Clint Brooks and XP-40Q

Taibi Contest 2011 *by Kevin Sherman*

Rolling into the 2011, 7th Annual Taibi Contest, it became apparent we were going to have to make a change to the scheduled Sunday March 20th date. Weather reports showed a large winter storm approaching the west and rain and wind were predicted. So, what to do... The SCAMPS/SCIFs contest at Lost Hills is approaching soon, so much postponing was not a good option. I heard from Betty Moke last week, and she said she and Sal would not be able to make it this coming weekend, and also more rain was forecast for the coming week. We of course wanted the contest's namesake to be there, so we were weighing all options. After much discussion, it was decided to act quickly and move the contest forward one day to Saturday, and get the date change out immediately. I sent E-mail notices to our E-mail members and mailed cards to those who get the newsletter by mail. I posted it on our web site as well as on our Facebook Page. John Riese also posted the change to the Lost Hills web site. It was the best option to get the contest in and we did our best to get the update out there.

The change in date did cause some conflicts. Our fellow free fliers in the San Valeers were having their monthly meeting that morning, and some SCAMPS said they would not be able to make it. John Donelson was walking his daughter down the aisle in marriage (congratulations John!), and Allen Heinrich had a commitment at Church he could not miss. Since Allen was going to supply prizes, I made a quick dash to the hobby shop and to Aircraft Spruce to buy glue, dope and thinner as part of the prize pool. I also went through the Sherman hobby shop and found other great prizes like fuse, fueling syringes, needle valves, T-hooks, Tatone tankmounts, etc.

We ended up with many more prizes than events, so guys would have a wide selection.

Hal Wightman and I showed up at Perris about 7:15 AM, and started setting up the CD table. Most of us hit sprinkles on the way to the field but it was spotty and not heavy. So, prospects of getting the contest in remained high in spite of the inclement weather. After getting the EZ-UP canopy erected, and all the necessary paperwork pasted to tables, guys started signing up for events. Near our scheduled starting time of 8:00 AM, some sprinkles hit the field and guys gathered under the shade to stay dry. The sprinkles lasted about 15 minutes, and then contestants were ready to get started. The light breeze early began to fill in and drift was towards San Jacinto road all day (At about 11:00 AM, I clocked wind gusts exceeding 12 MPH). Before we were started in earnest, Ken Kaiser suggested we cut max times to 2 minutes in consideration of the strong drift, so CDs Hal Wightman and I decided to do just that. Flights were still crossing San Jacinto road even with the two minute maxes. I signed Sal Taibi and I up to fly the All Taibi event with his Starduster 900, and even though I dethermalized early, still made it across with a flight of a minute and 41 seconds. This flight was taken at about 10:30 AM

At 9:00 AM, we had our Twin Pusher Mass launch, with only Joe Jones and me competing. Both models flew great and went out of site well before they landed at 2 minutes 44 seconds. A tie was declared in Twin Pusher. I want to thank my Co-CD Hal Wightman for running the contest most of the day, while I was flying in the TP event, the All Taibi event and looking for lost models.

I was about to give Hal a break when Don Kaiser returned from a chase empty handed. He came by the CD table and said his always trusty Top Banana was lost in a neighborhood as it failed to DT. He was obviously dejected, and Ron Thomas tried to talk him into going back to look for it. I asked Hal if he minded that I joined the search, since I am good at finding lost models and Hal gladly agreed. Ron Thomas and I headed out to where Don described it had flown. He was close to it when it came down, but was unable to see exactly what house or yard it flew into. Don said he would be happy to just get the Veco 19 power plant back. Not long after Ron and I arrived Don came rolling in. We started a grid search and looked in as many backyards as we could. Tall block walls made the task difficult. After covering what Don thought was the most likely point of landing as well as possible, Ron and I moved one street over and I was going house to house looking everywhere I could. Don found a homeowner outside and asked if he had seen the model and the homeowner joined in the search with us. Ron and I crossed paths on the new search street and about that time, I spotted on the back of a roof what looked to be the front of a fuselage and engine. It was right in the original zone Don had pointed us too. From the new street, we were able to see it. The three of us, plus the neighbor made our way to the house in question and Don made contact with the owner. Turns out, he had already retrieved the wing and tail (rear of fuselage broke off on impact), and Don got the idea the guy was a little reluctant to give his model back. When he looked out and saw his neighbor, Ron and myself he helped Don retrieve the model. One interesting side note, the neighbor that helped us look used to build model airplanes! We all grabbed a model part; I had the tail, Ron the wing, and Don the fuselage and made our way back to Taibi field. It was a great end to that saga. Upon my return, I was told Clint Brooks had lost his Gollywock. I headed back out to try to find his model, but after an extensive search, I also returned empty handed. Clint was going to go out again after the contest and try to look more. (*I did-no luck..*) It headed more towards the 215, where there is a football field. I have not been over that way in a long time, and there is a sizable pond-probably formed from our rain this winter I had never seen before.

I had everything organized for the contest, but I still feel bad I left Hal to run the contest by himself and again want to thank him for doing so. It is a great stress reliever for me knowing I have such an able Co-CD. I also want to thank everyone who came out to support the contest. Daniel Heinrich, Roger Willis, Hal Wightman, Clint Brooks, Joe Jones, Ted Firster, Ron Thomas, Gary Sherman, Ken Kaiser, Don Kaiser, Ray Peel, Jeff Carman, Tom Barnett, John Riese, and Team Richardson with Al Richardson, son Van and grandson Austin all entered the contest. Sal Taibi, Betty Moke and Gene Drake were there to take in the festivities. Thank you all! A special thanks to Gary Sherman for buying donuts for the contest. What would Perris flying be without donuts!

Daniel Heinrich brought out his new Big Starduster and had it close in 3 flights and flew it in the All Taibi. Jeff

Carman had his near new Starduster 900 going well with only a handful of flights on it. In fact, it flew so well, Jeff walked away with the OS Max III .29 engine for first place in the All Taibi. Sal always gets a kick out of seeing his old 900 go, so I was happy to put a flight on it for him.

We hope to have better weather and a greater turnout next year.

All Taibi

1) Jeff Carman	Starduster 900	120/120/120	360
2) Daniel Heinrich	Starduster 1100	109/120/120	349
3) John Riese	Spacer 435	078/084/120	282
4) Gary Sherman	Starduster 900	120/DNF/DNF	120
5) Kevin Sherman/ Sal Taibi	Starduster 900	101/DNF/DNF	101

Perris Special

1) Ron Thomas	Perris Special	120/120/120	360
2) Ray Peel	Perris Special	074/071/120	265

ABC Old Timer

1) John Riese	Kloud King	120/DNF/DNF	120
2) Al Richardson	Sailplane	DNF	

Small Old Timer Rubber

1) Joe Jones	Gollywock	118/120/DNF	238
2) Roger Willis	FAC Moth	081/056/095	232
3) Austin Richardson	Sparky	072/036/087	195
4) Clint Brooks	Gollywock	120/DNF/DNF	120
5) Tom Barnett		DNF	

Large Old Timer Rubber

1) Van Richardson	Korda Wakefield	113/120/DNF	233
2) Joe Jones	Lamb Climber	DNF	

Nostalgia Rubber

1) Ted Firster		053/DNF/DNF	053
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ABC Nostalgia

1) Jeff Carman	Texan	120/120/120	360
2) Ted Firster	Texan	094/120/058	272
Ken Kaiser, Don Kaiser, John Riese	DNF		

Twin Pusher

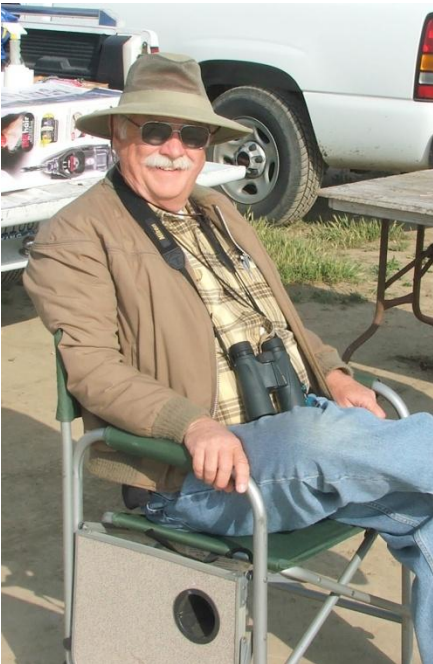
1) Joe Jones	Burnham	164	
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Taibi Contest CD Hal Wightman



Sal and Betty stay warm in the car



Gene Drake chased several models



Joe Jones winds as Roger Willis times in background



Ken Kaiser, Ron Thomas and Ray Peel out at the flight line.



Van, Austin and Al Richardson, Go Team Richardson!



Twin pushers underway! Kevin Sherman and Joe Jones 2011 Taibi Contest



Kevin Sherman and the Legend Sal Taibi with Sal's Starduster 900

State of the SCAMPS

by *Kevin Sherman*

The Southern California Antique Model Airplane Society was formed to promote the flying of old timer and antique model airplanes in the 1960s. The core of the club has always been old timer oriented and there are still a lot of flyers in the club doing just that. Over the past several years, we have made a conscious effort to shift from an exclusive old timer club to a free flight club. We have included Nostalgia events, AMA events, and some FAI events in our regular club contests and at our monthly fun fly contests. This shift is what has kept our club so relevant, while other old timer clubs, staunch in their beliefs, have gone by the way side. Many other clubs are no longer around, or are on the verge of folding. I think our philosophy of becoming an all inclusive free flight club is why we have grown from 78 members when I became an officer, to our current 112 members. Plus, when we fly at Perris on Wednesdays now, we are treated to everything from FAC scale, to High Performance AMA ships, to a bunch of electric powered F1Qs and E-36 models. Rubber power varies from scale to Wakefield, and our eclectic bunch is treated to a variety of ideas in free flight. I think it is great!

The newsletter quality is a big drawing card for the club too. Clint has done a great job with the newsletter, and I always hear comments about how it is the best newsletter in free flight. When I was writing the newsletter, I tried to include a lot of pictures with the club member's names. That way, we could all get to know who each other, even if we did not see each other a lot flying. It has worked too. I have had several people come up to me and know who I am because of the newsletter. Clint has continued to do the same thing and has put his own spin on it. Keep up the great work Clint!

We are one of the few free flight clubs to have a web site with member photos, and all kinds of club information. We continue to get a few new members from our site. As of this writing, we have had 12,880 hits on the site. If I do not have your picture on our site, please E-mail me a picture and it will be added. E-mail it to: Julykevin@aol.com.

In the last newsletter, Clint included our current roster, and only a few errors have been reported. I will probably ask him to run it again in a few months when all the errors have been fixed and we update it with any new members. Since offering our membership with the choice of an E-mail newsletter (at half the price of a printed newsletter), we have slowly seen a shift to that option. Right now, we have 28 members getting the newsletter via Snail Mail, and 84 getting it E-mail. By being able to make the newsletter into a small PDF file, it opened the E-mail option for us. This has made us a pretty innovative club, and allows us to offer a very reasonable membership price. The E-mail membership also includes color pictures and it can be printed by the recipient. Not only has the E-mail membership made getting the newsletter distributed much easier, it has reduced club's expenses.

Our treasury has \$2,344.56 after paying for the March Newsletter printing and mailing. Other expenses expected this year include more SCAMPS decals to be produced, membership cards printed, and expenses required to put on our contests. Most of the contests are close to a break-even proposition. We also have 9 more months of web site fees and printed newsletter expenses and postage. The club is in good financial standing.

I am happy to report, our club is strong in every aspect.

**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"

41st ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 23 - 25, 2011 at Lost Hills, CA Category II - AMA Sanction - National Cup Events



US FF CHAMPS REGISTRATION: Proof of current AMA Membership and current Lost Hill's Membership required. \$25 includes *first* Event and a Sloan Food Voucher. Additional events are \$10 each. Gold card \$65 includes unlimited events and a Sloan Food Voucher. \$5 Entry Fee for the Single Design Event. Juniors *first* Event free, additional events \$2 each.

SWEEPSTAKES: \$300 cash plus certificate.

Included with Gold Card, must declare intentions of competing for the Sweepstakes Award. Must fly in 2 of the 3 Divisions (AMA, OT, Nostalgia/Classic), must fly a minimum of 7 events including three power and three non-power events. One point for each flyer bested, 9 points max. Points given for 1st to 9th place. Example: One to ten flyers 1st/9, 2nd/8, 3rd/7, 4th/6 etc....9th/1. One point for each 60 sec. flight time, 9 points max. (Fly-off flights do not count). Intent rule applies.

Three EVENT CHAMPIONSHIPS: \$150 cash plus certificate: AMA – Classic/Nostalgia – Old Timer Included with Gold Card, must declare intentions of competing for the Event Championships. Must fly a minimum 5 events, including two power and two non-power. Points same as above. Intent rule applies.

Awards: Cash and Certificates: Four or more flyers \$50, \$25, \$10. Three flyers \$25, \$10, 3rd/Certificate. Two flyers 1st/ \$10, 2nd/Certificate. One flyer Certificate. (Note: All official events flown qualify for flight points toward Sweepstakes and Championship Events.) JR EVENTS will be \$15, \$10 and \$5 plus certificate.

Lost Hills Member's Meeting, Saturday, September 24th at 6:30 p.m.
Please support Sloan's Food Catering starting Thursday evening thru Sunday.

Notes: *Hand Launch and Catapult Glider* will be flown from a pen - submit time cards every two flights.
All Engine Runs and Max Times are per the AMA Rule Book and NFFS Official Competition Rules.
FAI Saturday Events - (7) one hour rounds, starting at 8 a.m. F1A first round max 210 sec. F1B,C,P first round max 240 sec
All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.
FAI Sunday Events - F1G,J,H and Q (5) forty-five min rounds beginning at 8 a.m. F1G,J,H 120 sec max F1Q 180 sec max
Flyoff rounds no earlier than 1 p.m. per CD.
Old Timer Flyoff - Power event fly-off flights will have a reduced engine run of 3 sec. from previous flight.
Non power event fly-off flights will have a 1.5 minute max increase of the previous flight.
ENTER ALL TIMES IN SECONDS, except TEXACO Events.

Ted Firster, Contest Director, 951-776-4971, Civiboy31@aol.com
Lost Hills Web Site: <http://www.lhffmaa.com>

See other side for Schedule of Events.
2/18/2011

41st ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 23 - 25, 2011 at Lost Hills, CA - Category II - AMA Sanction - National Cup Events

Friday September 23 7 a.m. - 5 p.m.	Saturday September 24 7 a.m. - 5 p.m.	Sunday September 25 7 a.m. - 3 p.m.
Modern Events	Modern Events and FAI	Modern Events and FAI
ROW: Power and Rubber Electric F1Q and E-36 CO ₂ Jetex/Rapier P-30 (Jr and Open) Moffett (ROG) Mulvihill Super D Gas	ROW: Power and Rubber Electric F1Q and E-36 CO ₂ Jetex/Rapier P-30 (Jr and Open) Moffett (ROG) Mulvihill Catapult Glider Pen (Jr and Open) A Gas C/D Gas F1A, F1B and F1C/P	ROW: Power and Rubber ends 11:30 a.m. Electric F1Q and E-36 CO ₂ Jetex/Rapier P-30 (Jr and Open) Moffett (ROG) Mulvihill Hand Launch Glider Pen (Jr and Open) ½ A Gas (Jr and Open) B Gas F1G, F1J, F1H, F1Q
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
Early ½ A Nostalgia Nostalgia Cabin (ROG, dummy not required) Nostalgia Rubber and Wakefield You may fly your first three flights of any event.	Early ½ A Nostalgia Nostalgia Cabin (ROG, dummy not required) Nostalgia Rubber and Wakefield ½ A Gas B Gas C Gas	Early ½ A Nostalgia Nostalgia Cabin (ROG, dummy not required) Nostalgia Rubber and Wakefield ¼ A Gas A Gas
CLASSIC	CLASSIC	CLASSIC
Classic Towline	Classic Towline Classic ½ A Gas	Classic Towline Classic A/B Gas
OLD TIMER EVENTS	OLD TIMER EVENTS	OLD TIMER EVENTS
All Texaco Events MUST be launched by 11:30 a.m. Pee Wee Antique (1/4 A Texaco) (ROG) ½ A Texaco (ROG) Texaco (ROG) A Pylon B/C Pylon A Fuselage B/C Fuselage .020 Replica	NOTE: Old Timer Only...ALL O/T Events can be flown at any time during the Contest. You <u>do not</u> have to start and finish the same day. <u>Power Events</u> A size 15 sec HL, 20 sec (ROG) 3 min max B/C size 20 sec HL, 25 sec (ROG) 5 min max .020 Replica 15 sec HL, 20 sec (ROG) 3 min max <u>Rubber Events</u> Small Rubber 3 min max Large Rubber and Wakefield 5 min max Two Bit Rubber 2 min max	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin 8 oz. Wakefield Rubber Scale (ROG) Gas Scale (ROG) 2 Bit Rubber
Note:	UNOFFICIAL EVENTS	UNOFFICIAL EVENTS
Bill Vanderbeek One Design Event Flown Friday through Sunday (\$45, \$30, \$15)	7:30 a.m. Gollywock Mass Launch 9:30 a.m. "The Mikkelson Memorial" Twin Pusher Mass Launch Night Gas	7 a.m. Dawn Mulvihill Any Open Place from Friday and Saturday schedule may be flown on Sunday's Schedule Will not bump previous flyer(s)

