

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



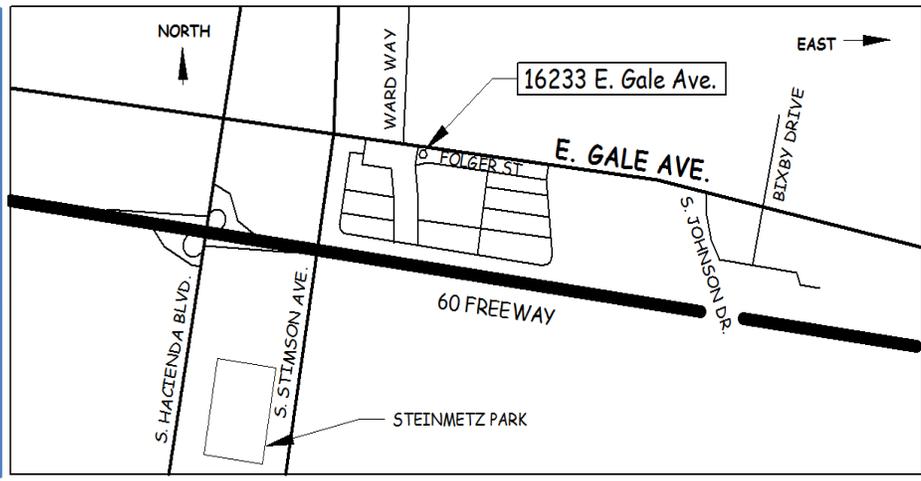
LINES

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
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

May SCAMPS Meeting Location



**Milon Viel's Shop
16233 Gale Avenue
City of Industry**

Meeting starts at 12 noon. Milon's home phone number is 949 673-0986 and the office number is 626-968-4764. Driving from the East on the 60 Freeway, take the Azusa Ave. exit. Turn right on Azusa Ave. and turn left at the first major intersection, which is Gale Ave. Milon's shop is on the right hand side just past the large Edison facility. Driving from the West on the 60 Freeway, take the Hacienda Blvd. Exit and turn left to cross the freeway. Proceed to the next major intersection and turn right onto Gale Ave. Milon's shop will be on the left hand side just before the large Edison facility. Everyone, drive through the chain link gate and park on the East side of the building. Enter through the front doors-see you there!

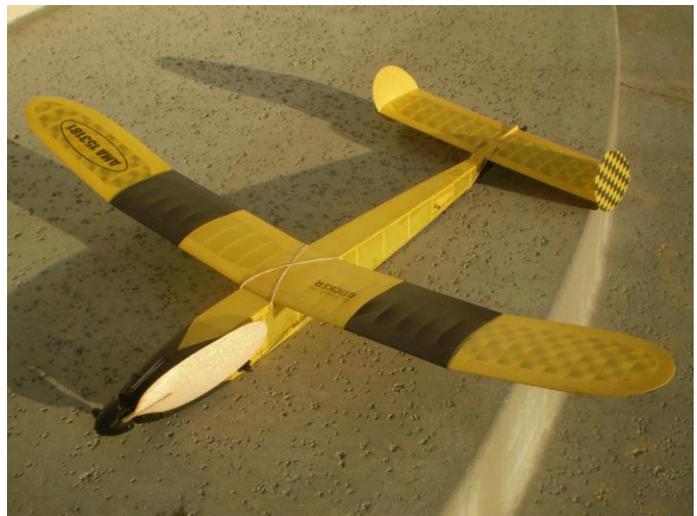
SCAMPS NEWS *by Clint Brooks*

April is fading fast, leaving tall green stuff in its wake. Anybody who attended the SCAMPS vs. San Valeers last weekend at Lost Hills was treated to some of the tallest weeds ever seen at that site. If you were not under your model on the drift downwind, you were not going to see it after it landed. In fact, there were quite a few models missing after the SCAT Annual the weekend before, and more added during last weekend's festivities. I'm not sure what all was lost at our contest, but Hal Wightman gave up both his Texaco models in an effort to win the trophy again this year.

The other bad thing about it is the density of the foxtails-unreal! Keep those gators handy for the rest of the year as your socks will feel like pincushions if you don't.

I had been rushing to finish my new small stick model-the Ray Beaumont 'Sticker' for trials at this contest. I was very pleased with the initial performance-the model flew right off the board. No ballast required, just adjusted the incidence a bit, set up some minor stab tilt for a right glide, and it was ready for power. In fact, my fourth powered flight was an official but I set the D/T too short and blew that one. A little thrust adjustment, some more power and the next flight was OOS for about eight minutes as the lift was working strong on Sunday. I was more than a little dismayed at the thought of losing this model so soon in the tall weeds, so I pedaled my mountain bike slowly down the southbound dirt road hoping it would come back into visual range on the way down. This proved to be a good strategy as the slowly turning model reappeared in sight about 1000 feet up, and I quickly pedaled to be near the touchdown point, which was about 20 feet off the road when I arrived under it. I was very fortunate to have picked it up again-it was truly lost.

If you are interested in something besides the Gollywock-I highly recommend this model. It can probably get by with less rubber than a Wock, and performance is better in my opinion. I also felt this model was much easier to trim-I think twin fins make it a bit easier in this regard, but that's my take on it. Mine weighs in at 95 grams without rubber, but 25 of that is the noseblock and prop with its lead counterweight. Selective wood use and light prop blade can probably get you into the 70-80 gram range if you are careful. I know that isn't in the weight range Hal Cover has attained with his Wock, but I still think this model can outperform it, and Hal has probably used some special voodoo to obtain those light weights anyway. The Ritz wing construction appears to be very efficient and the model performs more like my P-30 than any Gollywock I've ever seen. I do have the basic model laid out in my CAD system-I will detail it and post it to the SCAMPS website for you to download for free.



The Ray Beaumont 'Sticker' design from 1942-Brooks model and photo

SCAMPS April Club Contest *by Joe Jones*

The SCAMPS April monthly contest schedule included an FAC Greve Race, P-30 rubber, and Old Time ABC Fuselage power. The morning started cool with scattered cloud cover. The wind held off until after 9:00, allowing the Greve race to proceed in low-drift conditions. The cloud cover dissipated after 9:00, providing sunny conditions with substantial drift to the north.

There were four Greve racers present – Roger Willis’ Mr. Smoothie, Bernie Crowe’s Mr. Smoothie, Fernando Ramos’ Mr. Smoothie and John Donelson’s Goon. Kevin Sherman proxy-flew Bernie Crowe’s airplane. We planned to fly three rounds, eliminating one entrant in each of the first two rounds. John Donelson broke his new motor winding for the first round, eliminating his Goon. The three Mr. Smoothies were launched for the first round. Roger Willis’ Mr. Smoothie suffered from a warped stabilizer, resulting in a 17-second flight. Bernie’s time was 69 seconds. Fernando’s time was 57 seconds. John’s broken motor resulted in changing to two rounds. Kevin and Fernando launched for the final round. Both airplanes flew well. Kevin’s 1500 winds compared to Fernando’s 1250 winds seemed to be the difference between the 109-second and 71-second flights. It was a treat to see these beautiful models gracefully flying together. Greve race results were:

1	Bernie Crowe*	Mr. Smoothie	69/109
2	Fernando Ramos	Mr. Smoothie	57/71
3	Roger Willis	Mr. Smoothie	17
4	John Donelson	Goon	DNF

* Proxy-flown by Kevin Sherman

There were four potential entries in OT ABC Fuselage. Milon Viel’s Albatross had a serious glide stall on its test flight, resulting in a broken fuselage and reducing the field to three. Hal Wightman’s Super Cyclone-powered Albatross made two flights but refused to start for the third flight. John Riese suffered an engine over-run on its first flight and also had a glide stall, resulting in a broken landing gear. Ron Thomas flew his Elfin 15-powered Hayseed for a single 180-second max to win the event. Ron’s Hayseed drifted to San Jacinto Ave. OT ABC Fuselage results were:

1	Ron Thomas	Hayseed	180	180
2	Hal Wightman	Albatross	45/66	111
3	John Riese	Kloud King	Attempt	0

There were 6 potential entries in P-30 rubber. Kevin Sherman was unable to find the stabilizer for his Boomer (did it blow away?), so he couldn’t fly. Mike Pykelny flew his Boomer to first place, posting 2-minute maxes on the first and third flights with a 69-second flight in the middle. Gary Sherman’s beautiful old-time Hi-Ho was second. George Walter’s Not Just Another Pretty Face (NJAPF) was third. George’s third flight DT’d at 2 ½ minutes and was on the ground at 4 ½ minutes. Austin Richardson, with help from his friend Julian and grandpa Al, was fourth again this year. Austin flew a vintage Prowler II that Al designed early in the history of P-30 competition. Ted Firster posted a single max to place fifth. P-30 results were:

1	Mike Pykelny	Boomer	120/69/120	309
2	Gary Sherman	Hi-Ho	64/96/120	280
3	George Walter	NJAPF	66/61/120	247
4	Austin Richardson	Prowler II	73/80/49	212
5	Ted Firster		120	120

Thanks to all who competed.

An adjunct to the contest was the first flights of Jeff Carman's Powerhouse. With help from Kevin Sherman, Jeff made a successful first flight. Then, with power added the Powerhouse climbed high, caught lift and put in a beautiful approximately 3 minute flight.

More good news! A local gentleman returned my 1/4A Spacer that I lost the previous week



Austin Richardson Prepares to launch his P-30



Austin Richardson winds his P-30



Bernie Crowe's Mr. Smoothie with Kevin doing the honors



Fernando Launches for Greve Race



Fernando Ramos' Mr. Smoothie



John Donelson's Goon



Greve Race mechanics



Gary Sherman's Hi-Ho P-30 entry



Hal Wightman starts his Albatross



Ron Thomas prepares to launch his Hayseed



Here is a photo of the SCAMPS Texaco Trophy being award to me by the CD, David Wagner, at Lost Hills this past weekend. My time of 27m32s will be engraved on a plate along with my name and the name of my model, Ehling. This is the fourth plate I'll have on this trophy. I've won it in 2004, 2006, and 2010. The first two times I won it using my MG2 plane with an O&R .60 wide port. These last two times have been with my 1937 Contest Gas Model (known as the Ehling) using one of John Morrill's manufactured Simplex Hornet .19 cu. in. engines. My flight this year was somewhat unusual. I was able to see the whole flight through binoculars from the field. Allen Heinrich was the timer and retriever. He was riding his hefty 4 wheel all terrain vehicle for the chase. Unfortunately, while trying to keep up with the model, he chose to take a shortcut into a gypsum pit and the vehicle hit a rut and rolled over onto him. He thinks he may have cracked a rib. He lost sight of the plane at that time and stopped the watch at the 27min 32sec time. When he came back to the flight line- very slowly because he said it really hurt to hit any bumps- he obviously didn't have my plane. This was a first from my experience. He has chased Texaco for me several times and is one of the best. After helping him get his vehicle back to his trailer, we

discussed what had happened. As it was, shortly after he had his accident, the model turned in the opposite direction and began to head back away from the oil field. I saw it to the ground and had a time on it of approximately 31m 20 sec. Between the noise of the four wheeler and the noise on the flight line, we could not tell the engine run time, but typically it is about 14 min. based on the allotted fuel of 27 cc (based on 3# 10 oz plane weight). Both Allan Arnold and John Donelson have set their sights on this trophy. Allan has won it once in 2005 with a flight time of 56m 25s. He and John are building new Texaco models and both have one of the Simplex Hornet .19 [cu.in.](#) engines. Brad LeVine also has a Texaco Ehling model with the Simplex Hornet .19 in it. He has won this trophy once in 1982- some 29 years ago! It looks like one of our past presidents, Jim Adams, has the most plates on the trophy dating from 1969 to 2003. He has 5 plates posted. The earliest plate is 1967. *Congratulations on the win Hal-we know it was quite the sacrifice all around for competing in Texaco this year. Hopefully your models find their way back to you in the coming weeks.*



April 17, 2011 SCAMPS Field -FAC WWII Mass Launch **Scale Staffel** and **Blacksheep Squadron** participants. Great show guys-looks like a good time was underway! I have no news on this contest, but would love to report on it based on the fact it was held on the Perris flying site. We need more scale events at Perris...and a schedule that does not conflict with Lost Hills events that involve SCAMPS!



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup Event

**SAN DIEGO ORBITEERS 53rd ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA, CLASSIC & FAI EVENTS**

*

**FRESNO GAS MODEL CLUB 72st ANNUAL – CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS**

*** MAY 14th & 15th 2011 ***
*** LOST HILLS, CA ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY	SUNDAY ONLY 7 AM – 3 PM
<p>½ A GAS (1) C/D GAS P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) ½ A TEXACO DAWN P-30 NIGHT GAS (COMBINED)</p>	<p>SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN ¼ A NOSTALGIA ½ A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA ½ A VIKING TOM CARMAN MEMORIAL (2)</p>	<p>EARLY ½ A NOS. .020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER DAKATO (Time Target)</p>
<p>F1Q (ELECTRIC) FIJ/F1P (POWER) FIG (COUPE) F1H (TOWLINE) A GAS B GAS HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL</p>	<p>(1) Junior & Senior/Open Event (2) Cash Awards See Special Instructions on backside</p>	

**** AN ORBITEER TRADITION LIVES ON ****
JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON – 1 PM)

<p>AWARDS FOR FIRST 3 PLACES (except as noted) Ceremonies at: 5:15 PM Saturday 3:15 PM Sunday</p>	<p>\$15 REGISTRATION Sr. & Open / \$2 Jr \$5 per Event Sr. & Open / \$1 Junior - Optional: \$35 for Registration & Unlimited Events</p>
<p><u>For Information Contact:</u></p>	
<p>Don Bartick, CD - San Diego Orbiteers 22465 Casa De Carol Ramona, CA 92065 (H) 760-789-3773 (E) dbartick@4-warddesign.com</p>	<p>Bill Booth, Sr., CD-Fresno GMC 2937 E. San Gabriel Fresno, CA, 93726 (H) 559-227-7217 (E) wpbsam@comcast.net</p>
<p>LOST HILLS MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$20 AT FIELD TO JOIN) ***** BE THERE *****</p>	

Also on the field . . .
◆ CULINARY CREATION TM MOBILE KITCHEN ALL WEEKEND ◆

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)