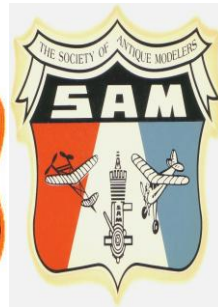
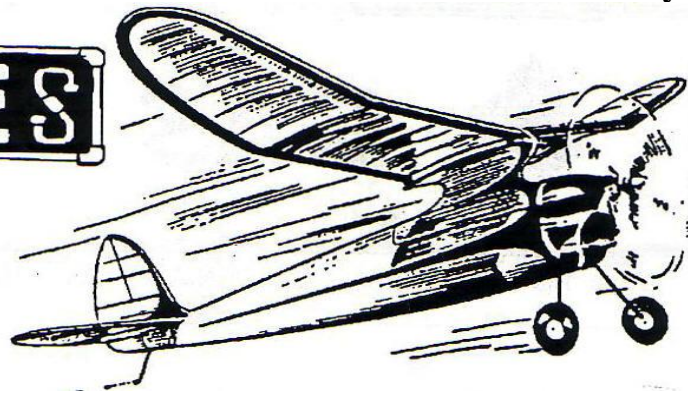


July 2011



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



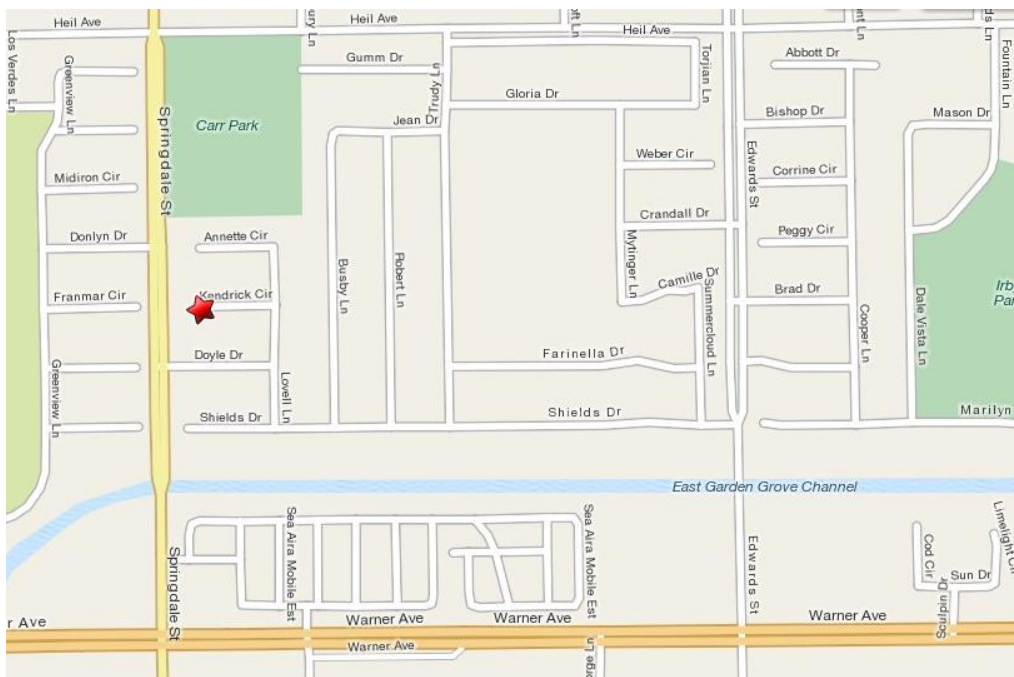
LINES

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
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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

July SCAMPS Meeting Location



The SCAMPS July meeting will be held **Friday July 8th** at the home of **John Donelson** located at **6022 Kendrick Circle** in Huntington Beach. **Directions:** from the 405 freeway exit Warner Avenue West. Travel west to Springdale Street and go right (North). Turn right on Doyle Drive to a left turn onto Lovell Lane. From there take the next left onto Kendrick Circle. The gathering starts at 7 PM-see you there!

SCAMPS NEWS by Clint Brooks

The Sticker saga continues...

Sticker number one made its final appearance at the rescheduled Orbiteers/Fresno Gas Model Club contest Memorial weekend. Don Kaiser and I both observed a buzzard climbing in lift drifting toward the launch area and knew what that meant. I launched first, catching the edge of what turned out to be a powerful boomer, then Don let his Top Banana go and quickly found his model specking out. The Sticker quickly climbed to a speck within a minute, and was soon far downwind and climbing rapidly. It was my last flight to max out, there would be no fly off opportunity to overtake the lead from the previous day, and I could only

watch as the model faded away against a dense cumulus base. Don at least got his model back, but it was close to entering orbit as well!

For the Lotto contest I had just completed Sticker number two, shown here with George Walter. I utilized the Ritz method to make the wing this time, as I understood it from Randy Wrisley as explained one morning at Fairview Park in Costa Mesa. It was much quicker than making an assembly from multiple stock sizes and sanding to shape. I will add a wing jig template to the PDF file on the SCAMPS website and update the sections to show a better rendition of



how this works. In any case, ship number two worked equally as well as number one-easily trimming out with zero ballast added, just thrust and basic incidence adjustments needed. I love this model-you need to try one too.

An addendum to the Sticker loss was the event of my meeting with a lone resident of the Lost Hills flying site. As I ended my bicycle pursuit in a futile attempt to keep up with my rapidly drifting model, I stopped to watch it disappear. As I looked around, I observed a lone sheep watching me nearby-as if acknowledging my hopeless situation. Well heck, the sheep looked just as lost as my model, so I attempted to herd the errant animal back to the flight line to see if there was some way to return it to the flock. Contact was made with the Lost Hill F.D. for suggestions on what to do. No advice given aside from trying to find the shepherd operating in the area and nobody seemed inclined to do so. In the meantime, my charge had refused water and was aimlessly drifting off toward the quarry area. I hate to think what happened after we all left-we wished the sheep our best.



Here are some images from the SDO/FGMC event on Memorial weekend. Saturday was best until late afternoon when the breeze kicked up, so no night flying was attempted. The bean feed Daniel hosted was a great success and much appreciated by all on the field. This seems like the way to go in the future-perhaps the food event will rival some of the flying with time. Sunday was cold and breezy with winds out of the Northwest, but plenty of lift mixed in. At times it was calm and the drift was not too bad. My first flight Sunday ended in an abandoned quarry pit near the entrance from Holloway road. On my decent into the pit to retrieve I managed to sink the front wheel of my mountain bike into a grass covered hole. The resulting flip over the front of the bike and poke in the ribs by the handlebar resulted in a broken rib for me. I was reminded briefly of how alone I was, but luckily I had my cell phone with me, and was not incapacitated. It was painful to laugh or sneeze for the rest of the day, but that was it. The weeks that followed were far worse

as things began to mend. It was a small turnout for this meet, and I think the cancellation from the previous schedule probably influenced this. It seems the free flight competition is getting down to some real hardcore regulars. We did have a good turnout from Northern California with Rocco Ferraro and his team of boys from the Napa area competing in the HLG and CLG events-they did very well indeed-both flying and the end of contest raffle! Hopefully some of these young men will take up the hobby after they graduate school-Rocco sure deserves a pat on the back for being such a positive influence. I had a similar teacher in elementary school that fostered all sorts of interest by showing us how to build and fly HLG. Every recess period was eagerly looked forward to as all the boys (and a few girls) took to the playground to trim and launch their gliders! It's amazing how influential this type of person can be-it certainly helped set my course in life, even though I didn't realize it at the time.



Phil Ronney



Eric Strenzel



Jeff Carman



Ken and Don Kaiser



Tom Carman Memorial event winners-L to R: Don Bartick presenting, Jeff Carman, Norm Peterson, Carol Carman, Ken Kaiser, Jim Hurst



Daniel Heinrich



Allen Heinrich



Not sure what started this....



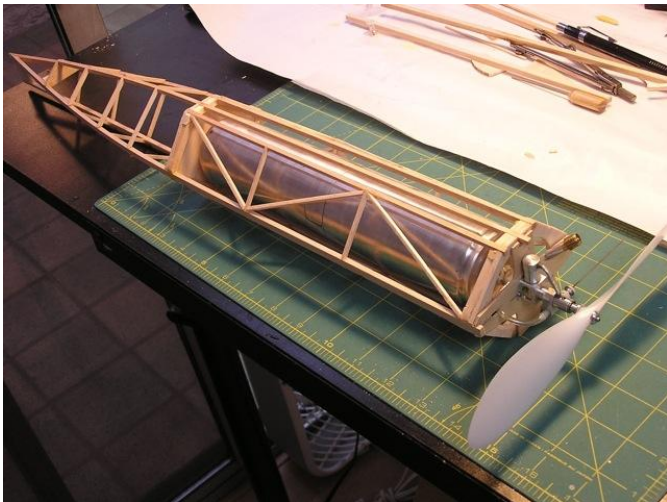
Saturday evening bean feed at Heinrich's Diner & Catering

Compressed Air Activity among SCAMPS members *by Hal Wightman*

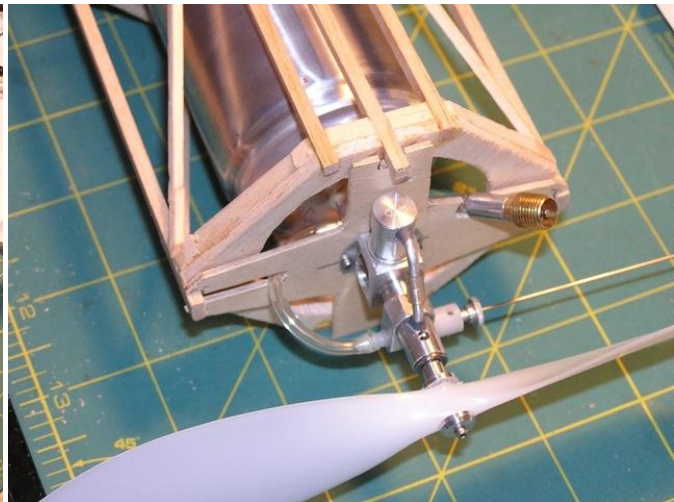
When we had our meeting at John Morrill's shop in January, many members were treated to the production prototypes of a new compressed air motor designed by John and being built by two assistants, Jim Sprenger and Jim Alling. Jim Sprenger has taken over marketing of the new motor. Several SCAMPS have purchased the new motor and are under production for their airframe. John Donelson has brought his model out to the Perris field and he's using a P-30 rolled tube fuselage and wing configuration with the air tank suspended below the fuselage. My thought after seeing it reminded me of a butterfly. Supposedly, Fernando will use one of the many wings he has in his barn to come up with a combination to fly his compressed air entry. I'm told that George Walter will convert one of his Miss Canada small rubber models to compressed air by enlarging the nose such that he can stick the air tank inside.

I decided to go with an original design. It has evolved over the last few weeks and the pictures below support my claim. After seeing John's, I can't help but think that mine reminds me of an 18 wheeler. I hope it won't be too much of a dog. At any rate, I'm looking at a 36 in wingspan with a 5" cord- about 180 sq. inches. As you can see, the tank is enclosed in the fuselage. The planes are to ROG, so I'm planning on using a single wheel in front and using sub-rudders on the stab to provide the 3 point stance.

According to Ron Boots, he expects to see at least 10 compressed air entries for this event to be held on Friday morning of the SAM Champs.



Wightman compressed air original-fuselage basic assembly



Close up of Morrill compressed air motor

Odds and Ends.....

From Kevin Sherman:

K&B Engines Lud Kading passes away

About 5 years ago, Royce Childress gave a gift SCAMPS' membership to Lud Kading, hoping he would enjoy the newsletter and maybe go to a meeting or two. Lud has been a SCAMPS' member since. He never made a meeting, but his wife Eleanor said he enjoyed the newsletter right up to the end. She sent me notice of his passing and wanted to thank everyone who contributed to our great newsletter. Lud "K"ading will forever be remembered as the "K" in K&B and Eleanor said Lud loved his business and hobbies.

Lost Model, Contact Bob Chase

My dad and I saw Bob Chase at Perris on a Saturday, and he said to let everyone know, "Please contact me if you lose an airplane." "Finding a model with my ultra-light is my hobby" Chase relayed. We told him there were a few models missing right now, and he did not hesitate to go to his ultra light and make many passes over the field, but none were found. He said it is pretty easy to spot a model from the air, so he guessed that a local beat him to the model. The key is to contact him quickly so he can look for it at his first opportunity. In any case, he said, "DO NOT HESITATE TO CALL ME!" Nice guy and much appreciated! *Phone number is 626-336-5485-ed.*

From Daniel Heinrich:

Recently I stopped in at Covina Hobby to pick up some stuff for a contest and was saddened to hear that Ed Bzovy, owner of Covina Hobby had passed away in November of 2010. He had not been in good health for some time and his son has been running the hobby shop for a couple of years now.

There are many people who remember going to Covina Hobby as kids. My dad recounts how they would scour the neighborhood for bottles to turn in for the deposit and-because the Baskin Robbins was on the corner-would ride their bikes over, get an ice cream cone and then go in and spend the rest of their money with Ed. Even today you can go in and see free flight models hanging from the ceiling and the balsa rack typically will have at least a few sheets of contest balsa. I like to go in because they still carry stuff we use in free flight as well as a good selection of control line products.

Ed Junior has been maintaining stock on the things we need and I encourage you to stop in and say hello at one of the last old fashioned hobby shops.

RIP Edward J. Bzovy, 5/12/1931-11/20/2010

2011 Lotto Contest Report *by Clint Brooks*

The 24th SCAMPS Lotto began on a cold and gloomy morning this year. It seems like every contest over the last three months has been like this. Most flyers showed up in shorts and light shirts expecting a warm day, and were soon donning coats and sweatshirts to ward off the chill. A fairly brisk southerly breeze was adding to this, but it wasn't a bad day really. About 21 flyers made it to the field by 9 AM-most spent the early part of the morning trimming or putting in Lotto flights to pass the time waiting for conditions to improve.

I didn't get around very much early on as I was busy trimming my new Sticker in prep for entry in small rubber. My Lamb Climber remained in the box due to forgetting the blast tube left in my Gypsy storage box, so my focus was limited. I did get some nice flights in on my latest version of the XP-40Q that is finished in the air race version that flew in the 1947 Thompson event at the Cleveland Air races. The real bird caught

fire in the race and crashed, wiping out the remaining variant of that elegant airplane. At least we can relive the vision of what that might have looked like in our models, and watching this machine orbit the field with the sun shining through the silver and yellow tissue was delightful.

Drift was consistently toward San Jacinto Avenue. All three of my official small rubber flights ended just short of the road-I had lots of exercise keeping up in hopes the model would not get lost like the last one. I don't believe anyone lost anything that day to the northwesterly drift.

Twin Pusher had four entries: Carl Redlin, Joe Jones, Daniel Heinrich and Kevin Sherman. Carl had a new model, covered in red Microflight film that looked pretty racy. Under the gloomy overcast the launch went off at 9 AM and Carl's model found air right away and towered above the rest of the field for a well deserved win. After I got to thinking about this event and model configuration, and wondered if the SCAMPS are the only club that really promotes this model type. There is such a rich history from the early days of modeling surrounding this configuration-are there any articles or books mentioning experiences from the early days? I know it was popular in N.Y. Central Park-the Sheep Meadow area was the venue. Somewhere I read that modelers were prohibited from flying there and would sneak in for flights and then ditch the cops on patrol that would chase them out. Eventually a permit was obtained that condoned model flying and it became extremely popular for spectators and hobbyists. I think an in depth article in this newsletter concerning the history of the twin pusher design would be most interesting-anyone want to share their knowledge or take this on?

Jeff Carman caught everyone's attention when his Nostalgia gas model D/T'd under power which exceeded the structural limits of the wing and resulted in a wild pinwheel with the remaining airplane. This was voted the most spectacular crash of the day. Not to be outdone, Ken Kaiser also demonstrated the effects of a D/T'd launch and a series of frantic loops. Personally I was most amused by Daniel Heinrich attempting to trim the little Cox helicopter. It finally did perform, but the dead stick drop to a clattering heap reminds me why I think helicopters are not true aircraft.

The day finally cleared up and was very pleasant by the close of the contest. As we packed up the lift really started going and the wind dropped! Typical isn't it? We all had a great time and many thanks to Hal and Jane Cover for hosting this again. Hal declared the 25th Lotto contest will be a celebration with significant prizes and a push for a big event, so make plans to be here next year and help celebrate 25 years of SCAMPS good times!

ABC Nostalgia		
1 St	Don Kaiser	507 sec
2 Nd	Philip Ronney	447 sec
3 Rd	Jeff Carman	408 sec
Small O.T Rubber		
1 St	Clint Brooks	507 sec
2 Nd	Austin Richardson	318 sec
	(2 others with no time)	
½ A Nostalgia		
1 St	Bob Scully	416 sec
	(3 others with no time)	
Old Timer ABC Gas		
1 St	Gary Sherman	412 sec
2 Nd	Philip Ronney	307 sec
3 Rd	Kevin Sherman	266 sec

Large O.T. Rubber		
1 St	Hal Wightman	540 sec
2 Nd	George Walther	476 sec
3 Rd	Joe Jones	425 sec
Twin Pusher		
1 St	Carl Redlin	384 sec
2 Nd	Dan Heinrich	179 sec
3 Rd	Kevin Sherman	144 sec
Perris Special		
1 St	Ken Kaiser	540 sec
2 Nd	Ray Peel	503 sec
3 Rd	Ron Thomas	466 sec
F1-Q Electric		
1 St	Hal Cover	540 sec
2 Nd	Kevin Sherman	503 sec



Carl Redlin



Joe Jones launching with Hal Wightman timing



2011 Lotto Pushers a moment after launch release



2011 Lotto Awards



Jeff Carman reaps his reward for best crash-a beginner's model...



Ken Kaiser collects some great shim stock for his strange launch technique



The end of the day and the essence of free flight.....

2011 SCAMPS Monthly Contest Schedule

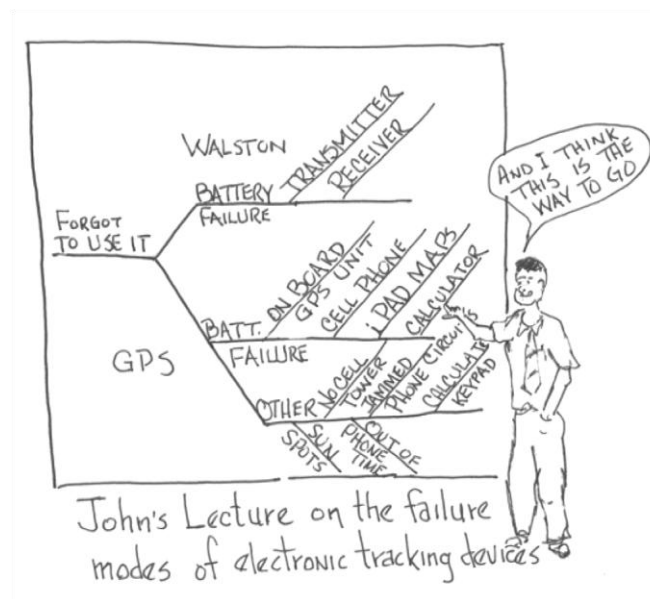
Month	Day	Rubber	Power	CD
Jul	6	Jimmy Allen / Comml Rubber	30-sec Antique	R. Thomas
Aug	10	OT Large Rubber (comb)	1/2A - C Gas (Nos)	P. Ronney
Sep	14	Coupe (FIG) / HLG / CLG	OT ABC Combined	A. Arnold
Oct	19	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	F. Ramos
Nov	16	P-30 / Jimmy Allen	1/2A - A AMA Gas	G. Walter
Dec	9	Gollywock Mass Launch + OT Small Rubber (comb)	B - D AMA Gas	K. Sherman

TRIMMING THAT NEW MODEL

By Terry Thorkildsen

At the Free Flight Champs I helped 2 of my friends trim in new AB Astrostars that they had built. Dialing these models in, I thought it might be nice to write up some of the trimming techniques that seasoned fliers have acquired through the school of hard knocks. Ralph Prey's articles that appeared in the July and Aug 1979 issues of Model Aviation are excellent on this and they go into much more depth. The following is written for a modern pylon gas model without auto surfaces.

1. Decreasing incidence will make the model go more to the left under power and also make the model go flatter in the climb. Taking out too much incidence will make the model go over the top or zero out under power.
2. Increasing incidence will make the model more loopy in the climb and go more to the right under power.
3. Thrust changes mainly affect the initial portion of the power pattern and has less pronounced effect in the latter portion of the power pattern. Because of this the earlier and latter portions of the power pattern should be examined to see if thrust changes are necessary.
4. It should be noted that thrust changes has more affect on a slower nostalgia type model. If the model jumps up when the engine cuts off on a nostalgia model it may have too much incidence and too much down thrust to compensate.
5. Adding tail weight will have the same result UNDER POWER as taking out incidence. The model will go flatter in the climb and go more to the left.
6. Using trailing edge stock at the rear of the rudder for a tab has a strong influence under power with minimal or less effect on the glide. This is one of the most effective trimming tools that you can use.
7. Looking from the rear of the model and adding stab tilt the model will turn to the higher side in the glide with minimal effect in the climb.
8. When adding stab tilt to the front of your stab platform only, you are taking out incidence. To avoid incidence changes, replace half of the amount that was added at the rear of the stab. As an alternate, you can just tilt the wing by adding the same thickness shim on one side of the pylon (full length of the pylon) with no incidence changes.
9. Looking from the rear of the stab a warp that raises the stab trailing edge will cause the model to hook to that same side under power. Hand launch glider guys have this one down pat.
10. Models with tall rudders have a tendency to weather vane in the glide. Too small of a rudder will cause a dutch roll. The height of the rudder is more critical than the actual size.
11. Unwanted warps in a model tend to be amplified by speed so the faster you go the pronounced the effect.
12. Wide glide circles do better in dead air, but do not let the model center into a thermal as easy as a smaller glide circle.



Cartoon by Hal Wightman (that's John Donelson I believe-ed.)

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

Half Price! New Member* Offer
Two-year memberships ~~\$50~~ now **\$29**
*new members (U.S.), or members who've lapsed for 12 months or more. International dues: \$37.50; Youth dues (18 and under): \$9. Expires 1/1/13.

National Free Flight Society
Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.

Membership includes access to the NFFS Plans Catalog of over 800 plans, scholarship and volunteer opportunities, rulebooks, committee support, and 6 issues/year of Free Flight Digest the world's most respected journal of its type. Each 40+ page bimonthly issue includes in-depth content on building and flying all types of Free Flight models: indoor and outdoor rubber, electric, glow, glider, duration, scale, Old Timer and more!

Yes! I love Free Flight and I've not been a NFFS member during the past twelve months. Please sign me up at this special 2-year price of \$29 (International: \$37.50; Youth: \$9).

Name _____ D.O.B. ___/___/___
Address _____ AMA# _____
City _____ State _____ Zip _____
Country _____ Email _____
Card# _____ Visa / M.C. Exp. Date ___/___/___

Make checks payable in U.S. dollars to NFFS and mail to: NFFS Membership Office, 118 Gentry Circle, Lafayette, LA 70508. Email: <carl.bekay@yafree.org>

Secure Online payments at <www.freeflight.org>

A & B RV RENTALS OF BAKERSFIELD CA

They deliver, setup and pickup RV trailer rentals to the Lost Hills Field. They have trailers from 24 ft. to 34 ft. and can sleep up to 8 persons
Telephone No. 661-587-2299

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)



SCAMPS/SCIFS Old Time Fall Annual

Combined with SAN VALEERS 23rd Nostalgia Annual
CD: Terry Thorkildsen (805) 495-6135
Co-CD: Tom Laird (310) 544-7606

November 5th & 6th 2011, Lost Hills, California

Saturday

7 AM to 4 PM

*A/B Cabin
30 Second Antique
½ A Texaco (7 AM to 11 AM)*
C Pylon
Large Rubber Cabin
Small Rubber Stick
Pee Wee Antique*

Sunday

7 AM to 2:30PM

*Texaco (7 AM to 11 AM)
.020 Replica
SAM Gas Scale
A/B Pylon
C Cabin
Small Rubber Cabin
Large Rubber Stick*

Entry fees: \$10.00 registration (includes 1st event), \$5.00 additional events
Lost Hills Membership required

Gollywock Mass Launch Saturday 8 AM
Twin Pusher Mass Launch Sunday 8 AM

**1/2 A Texaco: 8cc fuel, any .051 or smaller glow engine, best single flight of 3*

SCIFS: (CD) Dave Wagner (818) 342-8201 centmfgDavid@sbcglobal.net
SCAMPS Contact: Daniel Heinrich (909) 593-5789 AeronutD@cs.com