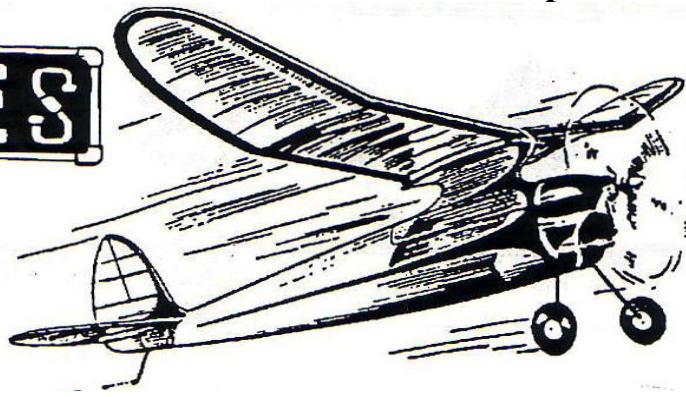


September 2011



**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



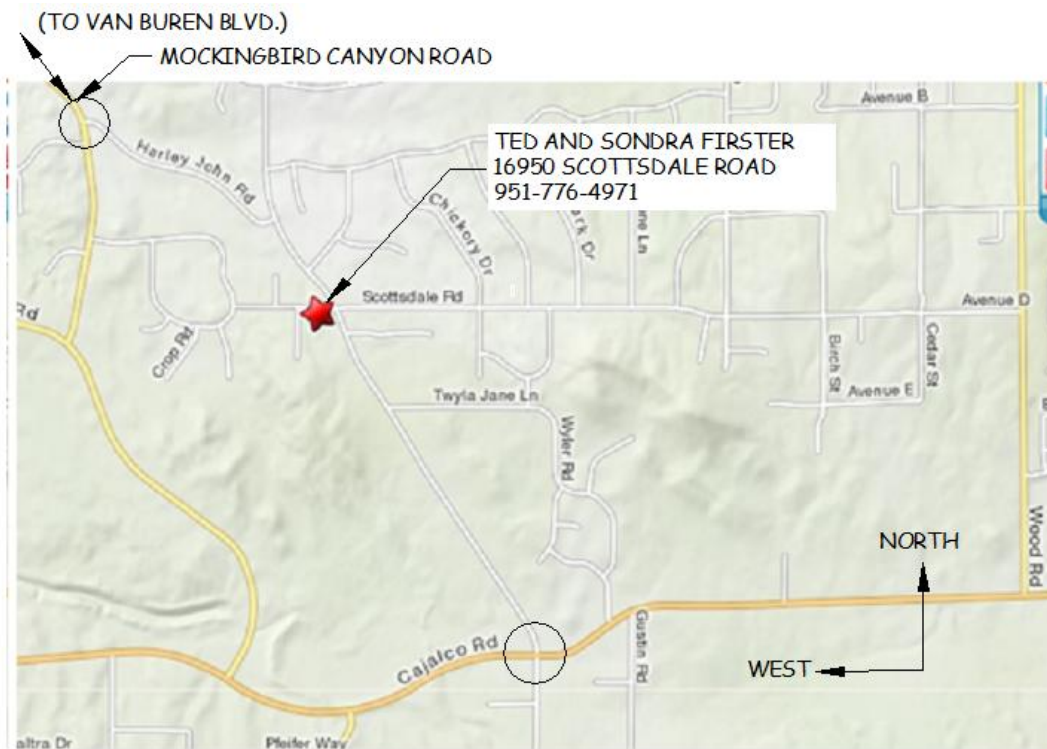
# LINES

## 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
Secretary/Treasurer	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Editor	Clint Brooks	(562) 493-2749	scampsedite@Yahoo.com
Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

### September SCAMPS Meeting Location



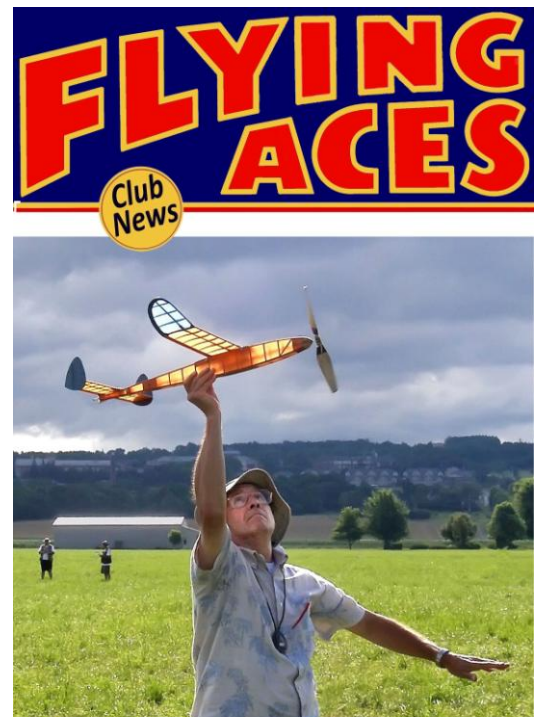
The SCAMPS' September meeting will be held **Saturday September 10<sup>th</sup>** at the home of **Ted and Sondra Firster** located at **16950 Scottsdale Rd.**, in Riverside (phone 951- 776-4971). The brunch meeting will start at 11:00 AM and Ted said we can fly RC Park Flyers. Directions to the Firster's residence – Take the 91 freeway to Van Buren south, approximately 3 miles to Mockingbird Canyon Rd. south (bottom of drainage at the traffic signal, can turn right only) approximately 3 miles to Harley John, left turn (only way you can turn) to stop sign (Harley John makes a right turn at the stop sign), look for Scottsdale Rd., turn left. The first lot on the left

corner of Harley John and Scottsdale is our house. Or take highway 215 to Cajalco Rd. (toward Corona) approximately 6 miles to Harley John, make a right turn at the 4 way stop. (Harley John is just past the Fire Station). The first street where the road becomes a 4 lane highway is Scottsdale, turn right. You are here. Remember these directions are minimal, so if you are unfamiliar with the Firster's residence, it is advisable to consult a map.

## **SCAMPS NEWS**     *by Clint Brooks*

Coming up this month is the U.S.F.F.C. on the weekend of September 23-25. Ted Firster is again assuming the CD role for this event and it keeps improving each year. Hopefully you are getting your new models sorted out by now and will be ready to fly in many of the events offered-it should be a great weekend of free flight competition. Chris Rec has offered to bring out a portable lighting system to allow everyone to fly each night under light. The lighting unit is mast mounted, 32 feet tall (collapses during the day) and will light a 5-7 acre area in theory. Chris is hoping to aim several of the lamps skyward in addition to the remainder lighting up the ground area to provide some illumination to models flying above the mast height. The plan is to fly CLG and whatever else folks want to fly under those conditions. If it's calm, it would be a blast to fly No-Cal or other indoor types at night under the lights-I've done this in large parking lots at night that have enough light. It's great until the model gets above the pole height of the lighting and then you have to watch closely. So Chris has the right idea in trying to illuminate above this level a bit. Chris also included a source for a micro strobe that weighs less than two grams with modification. Thursday, Friday and Saturday nights would be open to night flying under the lights. Saturday night lighting won't happen until after 9 to allow the planned night gas FF events to be conducted per usual darkness standards. Park flyer R/C models are welcome to share the airspace as available. Chris is open to suggestions on how best to deploy the light system, so if you want to share your ideas before the contest send him an email at [skiprec@gmail.com](mailto:skiprec@gmail.com).

I've been slacking off on renewing my dues for the Flying Aces Club in the last year. I know I'm bitten with the scale bug, but I felt the FAC newsletter was going downhill badly after Lynn Reichel passed away, and the website at that time was difficult to use. There was some serious reorganizing done in this period, and new folks are involved with both the newsletter and website. I have rejoined the club this year and am very impressed with the first newsletter I received. Altogether much superior to anything we've seen-full color cover and some color inside, and very high quality reproduction. It follows the same format as before, but you really get motivated with this new look. I rank it right up there with the best publications we have in this sport-it's something you all need to see if you have the slightest interest in stick and tissue scale and small old timer modeling. And, the website is now very user friendly and interesting-following the graphic format of the newsletter. All in all, a very strong presentation by the Flying Aces support team and sure to attract many to that activity. Check out the FAC-it's one area of FF that is seeing some growth.



John van der Nuet is a Dog Park regular and SCAMPS member. He is of the rubber powered sort and brings out his new projects from time to time to share with us on Sunday mornings. Over the past few months he's been bringing his Curtis Helldiver project out during the construction phases seeking counsel, etc. Over the past several weekends in August he has brought out the finished item and has been engaging in test flights for glide trim, and last weekend was venturing into low power excursions with it. Early flights look great and the Helldiver looks like it is a good subject for rubber



scale. Nice work John- I'm looking forward to seeing it cruising overhead soon!

*At the 2007 AMA annual convention I came across a Dumas kit of the SBC Helldiver at the swap meet. I couldn't believe the \$10 price on the box soooo .... wanting to try building my first Bi plane and seeing this seemed to be less complex than the typical Bipe I walked away with \$10 less in my pocket and feeling alternately guilty of stealing and joy at my great buy.*

*The kit then languished in the **Seasoning box** where I keep all those models that I'll someday build. A little over a year ago someday came and I started building the Helldiver between finishing a square rigged ship I had started several years earlier and a plastic model of an M41 tank. Not to mention the frequent repairs of the models that I managed to mangle all too frequently while flying.*

*Well, to cut to the finish, the model is finally in flying condition and in the trimming stages. It came out looking better than any flying model scale airplane I've ever built and initial trimming flights, though of short duration are very promising.*

*John van der Neut*



I received a few images from Kevin and Hal that I think you will find interesting. One is Bernie with his Lamb Climber wing that has apparently exceeded the model's maximum structural airspeed somehow and permanently deformed the wing rod joiners. At least the wings are intact so he has succeeded in salvaging the situation. Kevin also sent along a picture of his beautiful new Mexi Boy with Super Tiger 60 power. I love the level of detailing that Kevin puts into his models-each one is a masterpiece-very crisp execution Kevin. I'm sure it flies great too-if it looks right it probably is!



Hal Wightman is a frequent art contributor with numerous cartoons generated over the years. We are fortunate to have his wit and talent in our club, and his continued efforts never cease to amuse us. This month he has submitted a pen and ink wash sketch of the weekly gathering at Perris on August 11. In the sketch are (from left to right) images of Gary Sherman, Gene Drake (that's his back), Bob Goldie, Carolyn Carman, and Fernando Ramos. I just love the richness of this image-it shames any photo you care to take, which is shown for comparison below-that's Hal in the foreground performing his artwork.





Here is Hal's rendering-excellent work; good eye and steady hand! It is suitable for framing.....



And as long as we are the subject of Hal Wightman, he sent along some pictures and blurb on the completion and test flights of the compressed air models John Donelson and Hal each designed. These utilize the compressed air systems designed by John Morrel. Looks like both designers were successful in execution of their concepts!

*John Donelson and I brought out our CA planes today. Today was the first flights for mine. On the fourth flight, I put in 150 psig pressure in the tank and ended up with a 4m 30s flight right over the flying field. Obviously there was good lift. The plane didn't climb more than about 150 feet in the air, but it just hung around. My plane is an original design and has 180 sq. in. and a wingspan of 36 in. It's covered in Jap tissue and weights 106 gm. I've used an N.A.C.A. 6409 airfoil which according to William Winter's Model Aircraft Handbook is suitable for "light gas models and light outdoor models".*



John Donelson (L) and Hal Wightman pose with CA motor original designs



Hal lofting his CA model into the Perris morning air



John puts his CA model into the calm morning air

As mentioned earlier in the issue here is the information regarding the mini-strobe you can attach to your model for night flying:

*Submitted by Chris Rec*

In my brief modeling life one thing that has surprised me is how quickly the flying day goes (at a contest). One of the bummers is you just don't have time to talk to people you really wanted to talk to AND, not only is time a factor, but space also. The glider guys are in one area, rubber guys over there, power here, R.O.W. there, old timers here, etc. My idea-flying "under the lights." Friday September 23, 2011 at the Free Flight Championships, Lost Hills. Everyone- gas, towline, HLG, CLG, rubber, old timer, etc-fly whatever model will fly within the lighted area. I will be renting a Light Tower from Ahern Rentals in Bakersfield [http://www.ahern.com/Catalog\\_2010/Ahern\\_Catalog\\_2010.pdf#page=73](http://www.ahern.com/Catalog_2010/Ahern_Catalog_2010.pdf#page=73) (if you wish to see the unit details).

The tower will extend to a height of 32' and lights 5-7 acres. My original idea was to place it near the glider pen, but then I got the idea of putting it up on the hill where the magnetic gliders fly from. If we can put the light tower up there we may have a "light ceiling" of 150-200 feet AGL. If the tower needs to be used on the field it will be retracted during the day and moved out of the way.

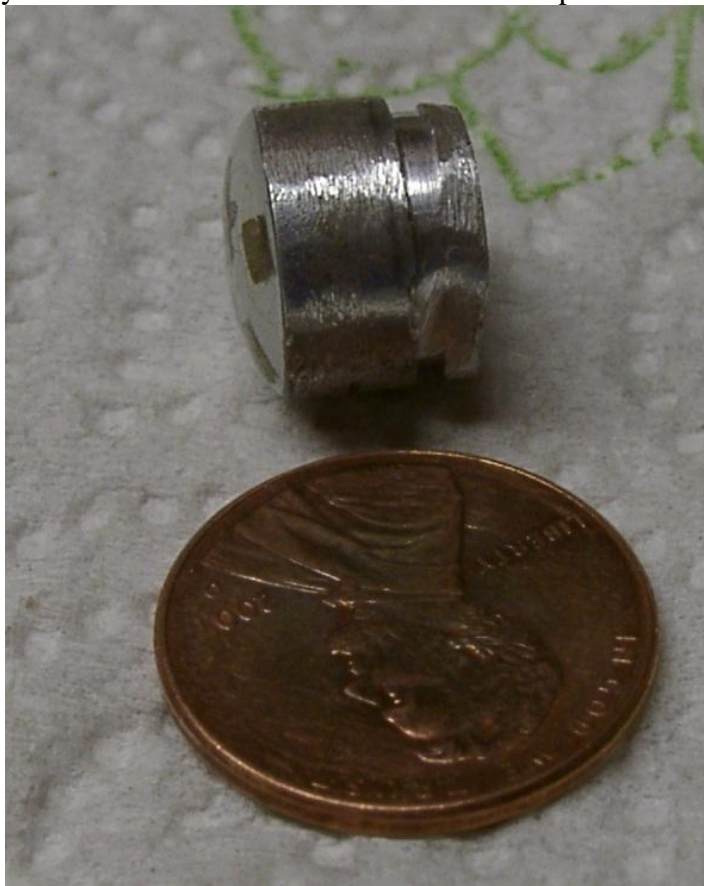
I've been playing with miniature strobe lights called "blinkies" or "magnetic body lights." Check this website to see what they look like and order from: <http://www.flashingblinkylights.com>.



In my first experiment I placed the light on the side of my tip launch glider, but as it faced sideways as soon as it landed in grass it couldn't be seen. I then placed it on top of the nose. I also used a blinky that had a plastic shell instead of aluminum. The plastic shell actually reflected the strobe through the plastic housing, making a larger lighted area. The light on the side of my glider (aluminum) weighed 1.9 grams after some grinding on the shell. It could be lightened further by drilling on the backside etc. I removed the magnets on the inside and instead of a magnet I used aluminum foil which presses the batteries against the light. For the aluminum light I found the "Flashing Ring" to be the best to start with. They call it "Flashing Rings Red / White / Blue - SKU NO: 10213" on the website. This light only needs two batteries -just grind off the ring part.

All you have to do is glue the blinky on your plane and you'll see it flying around in the dark. Yes- it's very ugly how I placed mine on my HLG but it worked very well. I crashed into a light pole, fence, landed on top of a 20' batting cage and it keep right on strobing - as ugly looking as it was. If you have a plane you could maybe place the light near the CG and have it strobe through a wing panel -that would be neat!

Keep in mind you don't need any lights at all. Just bring something that will fly under the "light ceiling" It may be neat to see a lot of strobing little planes flying around in pitch darkness, then again, maybe not. We can try it both ways. It's all about experimenting and having some fun and getting lucky. Please email me or call me with input and ideas regarding lighting suggestions. Don't be afraid to burst any bubbles on my part. If this kind of thing was attempted before, be it the thirties, forties, fifties, last month etc, and failed or succeeded please let me know so we can learn and not repeat any errors. If you want some blinkies I can send you some- for the cost of about \$1.25 each and \$1.50 shipping. If you need some right way just pay me when you can. I'll also have some at the FF champs for sale.



**Modified mini-strobe**



**Mini-strobe mount on HLG**

## August Club Contest

by Phil Ronney

Kevin Sherman Glides to Victories at Perris...

A cooling fog greeted a handful of dedicated "SCAMPS" Wednesday morning Aug. 10, for a small but competitive contest. Two events were watched over by first time contest director Phil Ronney. OT Large Rubber drew 5 flyers while 1/2A – C Nostalgia Gas surprisingly garnished only three. The weather was outstanding for mid August and by 10:00 AM the fog began to lift while the breezes remained very small creating reasonably short chases. The temperature never got over 85 degrees.

OT Large Rubber was extremely competitive with Kevin Sherman winning the event by one second over Bernie Crowe, 480 to 479. George Walter was third, followed by Hal Wightman who entered the event twice, and Al Richardson. *Ed. Note-apparently Kevin's twin pusher dominated over the more modern designs flown against it...hmmmmm.*

Kevin Sherman again topped the field of three flyers in 1/2A to C Nostalgia Gas with his perfectly trimmed, 540 Sq. In. Spacer powered by a Hot Veco 19. He easily maxed his first three flights to take the lead from 2<sup>nd</sup> place finisher Jeff Carman. Phil Ronney, who also entered the event three times, was only able to place third. Contest Director Phil Ronney tried a slightly different format for the NOS gas event. Having attended NATS the year before he decided to use the "NAT's" NOS timing structure. 9 second engine runs (hand launch only) and 2 minute maxes. The idea was to allow more flights with less chasing. Phil Ronney entered his Ramrod 750 twice and his Champion 600 once for a total of nine official flights. Actually there was one more flight which we won't mention here. On his first timed flight with his Top Banana, the timer malfunctioned about 1 second into the flight and his plane was severely damaged when it couldn't recover from a steep angled climb.

Also present at the contest was Carolyn Carman who stopped by to say hello. We all miss Tom Carman who would have loved this contest. Many thanks to all who participated.



### SCAMPS OT Large Rubber (comb) Club Contest - Perris 08-10-11

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Crowe, Bernie	Climber	168	163	148			479	2
2	Sherman, Kevin	DeLameter	180	177	123			480	1
3	Wightman, Hal	Duplex cabin	180	109	96			385	4
4	Richardson, Al	Champ Wake	80	131				211	6
5	Walter, George	Duplex stick	136	96	180			412	3
6	Wightman, Hal	Red Buzzard	148	73	99			320	5

\* SIX MINUTE FLIGHT!!



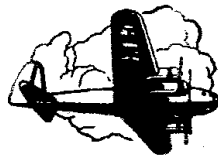
**SCAMPS 1/2A to C Nostalgia Gas Club Contest - Perris 08-10-11**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ronney, Phil*	Top Banana	81	113	116			310	
2	Carman, Jeff	Texan	120	117	120			357	
3	Sherman, Kevin	Spacer	120	120	120			360	
4	Ronney, Phil	??	120	84	120			324	

\* CD

**2011 SCAMPS Monthly Contest Schedule**

Month	Day	Rubber	Power	CD
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





# 41<sup>st</sup> 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 1<sup>st</sup> to 9<sup>th</sup> place. Example: One to ten flyers 1<sup>st</sup>/9, 2<sup>nd</sup>/8, 3<sup>rd</sup>/7, 4<sup>th</sup>/6 etc....9<sup>th</sup>/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, 3<sup>rd</sup>/Certificate. Two flyers 1<sup>st</sup>/ \$10, 2<sup>nd</sup>/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 24<sup>th</sup> 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](mailto: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).

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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](mailto:carl.bekay@yafree.org)>

**Secure Online payments at <[www.freeflight.org](http://www.freeflight.org)>**

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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

## 41<sup>st</sup> 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.
<b>Modern Events</b>	<b>Modern Events and FAI</b>	<b>Modern Events and FAI</b>
ROW: Power and Rubber Electric F1Q and E-36 CO <sub>2</sub> Jetex/Rapier P-30 (Jr and Open) Moffett (ROG) Mulvihill Super D Gas	ROW: Power and Rubber Electric F1Q and E-36 CO <sub>2</sub> 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 <sub>2</sub> 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
<b>NOSTALGIA EVENTS</b>	<b>NOSTALGIA EVENTS</b>	<b>NOSTALGIA EVENTS</b>
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
<b>CLASSIC</b>	<b>CLASSIC</b>	<b>CLASSIC</b>
Classic Towline	Classic Towline Classic ½ A Gas	Classic Towline Classic A/B Gas
<b>OLD TIMER EVENTS</b>	<b>OLD TIMER EVENTS</b>	<b>OLD TIMER EVENTS</b>
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	<b>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.</b> <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
<b>Note:</b>	<b>UNOFFICIAL EVENTS</b>	<b>UNOFFICIAL EVENTS</b>
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

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

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**November 5<sup>th</sup> & 6<sup>th</sup> 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 1<sup>st</sup> 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](mailto:centmfgDavid@sbcglobal.net)**  
**SCAMPS Contact: Daniel Heinrich (909) 593-5789 [AeronutD@cs.com](mailto:AeronutD@cs.com)**