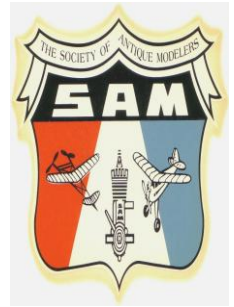
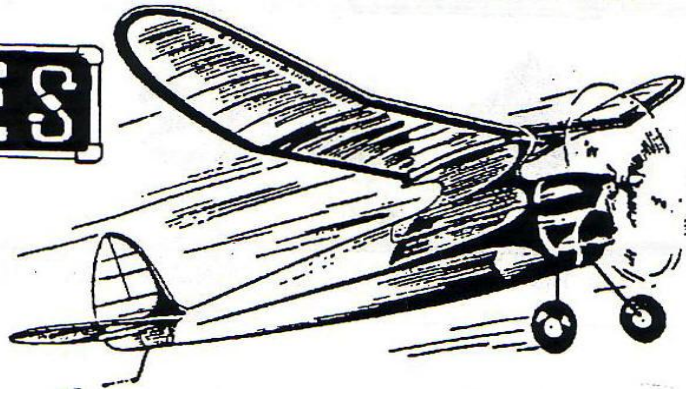


October 2011



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

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Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

October SCAMPS Meeting Location



The SCAMPS' July meeting will be held **Friday October 14th** at the home of **Fernando Ramos** located at **19361 Mesa Drive** in Villa Park. **Directions:** from the 55 freeway exit East Katella Ave and go east. Katella turns into Villa Park Road then becomes East Santiago Canyon Road. Turn left (North) onto Cannon Street off of E. Santiago Canyon. Then go left on Loma Street to the first right on Mesa Drive. Gathering starts at 7 PM- phone number for Fernando is 714-637-6312

SCAMPS NEWS *by Clint Brooks*

There is sad late breaking news to report. We received word that John Donelson's wife Florence passed away suddenly from an aneurism of the aorta-our sincere condolences to John and his family on this tragic loss. I know the SCAMPS membership offers their support for him at this difficult time and wish him well. We are there if you need us John-just ask.

This month we introduce a series of articles on the history of the rubber powered Twin Pusher design and of the Cox engine development and production history. Mark Stanbridge has agreed to author these articles and makes his initial debut herewith. Many thanks to Mark for offering to undertake these efforts-from what I understand he is a published author and avid writer who has since moved to San Rafael since I last saw him at Lost Hills and we discussed the possibility of doing these articles. If in the course of reading these articles you have details to share, please allow Mark to reconcile or add them into his series and I will make sure all is published in the newsletter.

If anyone in the club has some modeling history they would like to share please do so. I would love to see part of the newsletter dedicated to biographies of club members, historical modeling events attended and recollections, things of that nature that will interest all who read our newsletter. There is such a long history with so many of you-it would be nice to capture some of that as time moves on. At least we all have a chance to know you beyond what we've heard and maybe seen at the field or other venue. When I see four digit AMA numbers on models I know there is a virtual gold mine of information in the owner of that number.

By the time you read this the USFFC will have been completed on the weekend of September 22-24 at Lost Hills. Results and story line will be published in the November newsletter when available. For those of you going on to the SAM Champs, Chris Reck has submitted an interesting excursion near the contest site that you might find interesting. I'll let Chris tell the story..

Nelson, NV *by Chris Reck*

If you're at the SAM Champs this October, and can't fly because of a sand storm, flash flood or any other natural disaster-I've got a great place to visit. You could almost see it from the flying field, if it wasn't obscured by the hills/mountains just east of the dry lake. It's a fantastic place to take non-modelers whose interest in your flying hobby may be tested due to poor weather etc. and give them a refreshing break. I found this place looking for a location to



slope soar in the hills that rise up just east and to the southernmost part of the dry lake and Highway 95. You'll see the cutoff on 95 with the destination of "Nelson". My curiosity got the better of me-what the hell it was only 8 miles so I thought I would see what it was all about. As you drive along this deserted mountain road it is quite scenic in its desert



way -it's basically all Bureau of Land Management. You'll see some wildflowers maybe some Big Horn sheep and wild burros. Then you'll see smatterings of old tin sheds, abandoned rusty machinery occasional mobile homes and you'll start to wonder what the hell are these people doing out here? The drive is great-the road gets a little windy and you'll start to see abandoned mines up in the hills. This is an awesome road for motorcycling and apparently a biker destination at certain times of the year.

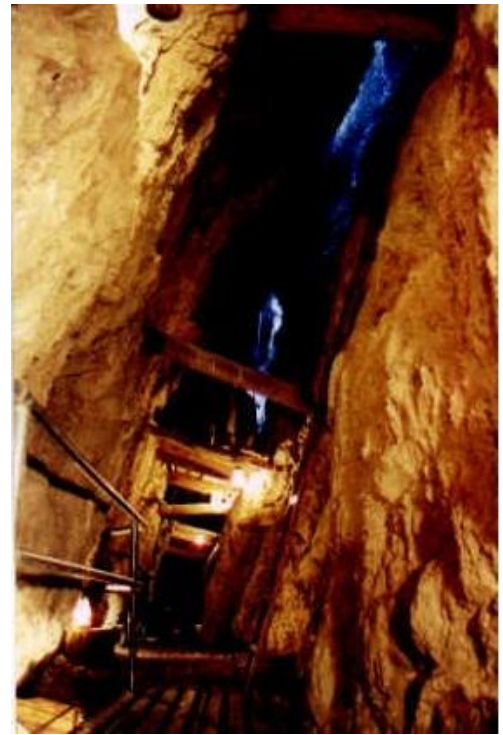


On your right side of the road is a huge abandoned mine, with what looks like an abandoned general store across from it. And not a soul to be seen anywhere ! What a strange place! A couple of days after the Sam Champs I tried to describe this "area" to my Dad, brothers and sister and brother in law, but I just couldn't . They agreed to follow me out and to my surprise there were people at the general store. In fact an entire group of geology students from Cal State Northridge-and they were giving tours of the mine! I think it was \$7.00 for the tour. We got a history of the store, town and surroundings. The tour of the mine was awesome! The mining started at the top of the hill and then went down so as you visit different

parts of the mine you can see the sky and shafts of light throughout, as huge veins of gold and silver were removed. There is so much to say about this area and so much to be learned about it. This place was so lawless there was a murder just about every day. It was so bad the sheriff wouldn't even venture into the canyon. Yet the "MoneyMaker Mine" was one of the most prosperous in the West. As we would also learn the site of many movie sets-plenty of information about this area exists if you Google the mine name and Nelson NV.

If you want to take a tour you need at least 4 people. I emailed the owners and they will be offering tours for the days before, during and after the SAM Champs-their email is bobbiewerly@yahoo.com or phone 702-291 0026 for more information about tours available.

Even more surprising is if you continue just a couple of more miles this road ends at the banks of the mighty Colorado River and Lake Mojave. It's hard to remember when you're baking on the huge dry lake that this majestic river is so close. Nelson Landing was used to transport gold and silver out of the canyon then in later years it was used by bootleggers to smuggle liquor in and out. There's just too much to say about this place and so close to the Sam Champs -try to visit if you can.



And now let's venture into the history of free flight aeromodelling courtesy of Mark Standbridge..

The Antique Twin Pusher

by Mark Stanbridge

Building & flying free flight models is a hobby/sport that is so obscure it doesn't even measure on the "geek" meter. The segment of model aviation known as free flight was the original form of aero modeling extending back centuries.

The period between Lindberg's flight and the start of WWII, many boys -and sometimes girls- gave in to the temptation of glue, dope, and wood.

The A-frame twin pusher configuration dates back to the early 20's. This was the most common plan form for free flight models at the time. The name comes from the shape of the structure supporting the props & wings. They were a canard configuration with the horizontal stabilizer set in front of the main wing and had no rudders or vertical fins. For years, twin pushers were the dominant form of competition models. The layout was devised well before WWI and remained popular until the mid-1930's. The legs of the A-frame each hold a long rubber motor and a pusher propeller which rotate in opposition. The A-frame forms a strong cross-braced support to resist the bending forces of the rubber motors. The counter rotating props eliminate the torque problems found with a single prop design. This was a huge benefit in a time when thrust line adjustments were not well understood. The pusher props supply stability by acting as rudders while the A-frame forms an excellent mounting for canard flying surfaces. They require very



long, thin rubber motors which give a long, slow climb. Despite this A-frames regularly get high enough for long glides and thermal assisted flights. They must be built very light to fly well.

The A-frame layout was a good solution to the problem of how to make a rubber powered free flight model. The models have "rightness" about them, like a good tool. *(it's hard to argue with success at a time when everything aeronautical was still largely unknown to the general public-getting a model to fly was quite an achievement at that time for many of the first wave of modern aeromodellers..ed)*

Mark Stanbridge received his first kit- a Comet biplane that although never was completed, started a lifelong fascination with flying. At age 13 he built a Wanderer model glider that that actually flew. He entered high school, and modeling was pushed aside for Volkswagens and parties. Mark worked in the graphic arts for 10 years, and although not working any longer he spends more time with aero modeling. Mark thanks Gary and Kevin Sherman for their patience and knowledge. He also thanks Allen Brush for getting him started in FF.

(Refer to the article by Martin Gregorie)

This article will be completed in a series.

And now Mark introduces a second series article concerning Cox Manufacturing. These articles from Mark will continue as received and not likely that both series will be included in each newsletter issue. But beggars can't be choosy, and Mark has picked two topics I'm sure will have us wanting more so please thank and encourage Mark when you see him or otherwise communicate.

COX REVISITED

by Mark Stanbridge

The layman might say that Cox engines are just toys! However, any modeler who's been around awhile will say that they made life a lot more exciting and sometimes unpredictable! Cox engines are quite amazing if you think about it. They were produced for more than fifty years (1945 - 2006) and although not manufactured by Cox anymore, you can find them if you look.

A little bit about C.M. Cox Manufacturing Company, as it was then called in 1945. Later it became known as "Cox Products". Cox didn't just make the engines for flying models, he included boats, tether cars, etc. Today most Cox products are mostly sought after by collectors and modelers. The Cox engines are still competitive as one can see at any contest that they might be flown. Recently, in 2009, Estes who bought the power plant from Cox had stopped production of the engines and sold the remaining inventory to Cox International (www.coxengines.ca). And of course, one can find them through E-Bay. *This article will be completed in a series.*

Our good friend Roger Willis has completed his move to Arizona and has shared a brief article concerning his new home workshop. I don't know how Roger and Blanca planned it, but if I was designing a new home from scratch, it would consist mostly of a large workshop with a few small areas designated for living quarters. That does not appear to be the case here, but in spite of that Roger is enjoying a beautiful new workshop area that is bound to inspire. My only question is-how often will you be cleaning to keep the balsa dust from dominating every nook and cranny of the area? Just kidding Roger-you have a wonderful work environment.

Rogers Workshop

by Roger Willis

Howdy there Builders and Flyers-well the moving van has left, the boxes are unpacked and my new building shop is taking shape. In fact, it's far enough along that I have started to build my first model in Arizona. It's an FAC MOTH [my number seven] as number six flew OOS and was never found at our first contest in Perris.

It has cooled off a bit...today it's only 114....!!

The new building shop is a converted guest suite. It has a sand box, shower and vanity..and best of all, its air conditioned. The shop has wonderful light for night work and built in Bose Wave music tuned to the classical FM station, so building with Beethoven is the plan come true. If you look at some of the pictures , you can see it actually has two building boards made of end cut balsa about 1" thick. They measure about 24" X 48" and come from the Specialty Balsa Company in Colorado. These guys build to your specific needs and I highly recommend them for top quality work. I used my old board and had them build a new one. This allows for multi-tasking of bone construction so the plan can be utilized on board #2 while stuff is drying on board #1. Or, if you are a "Fernando" type builder, you could have two different models going at the same time.

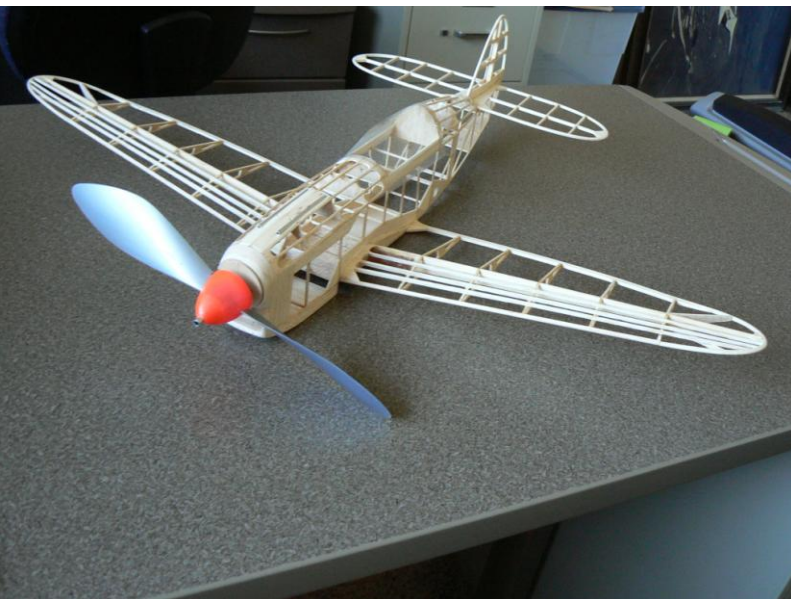
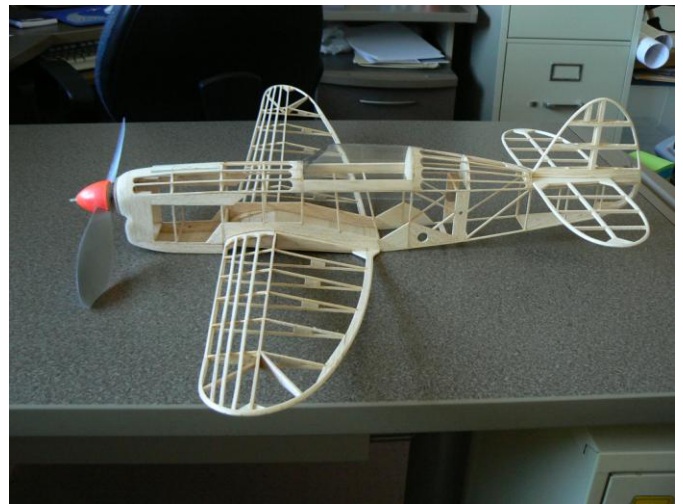
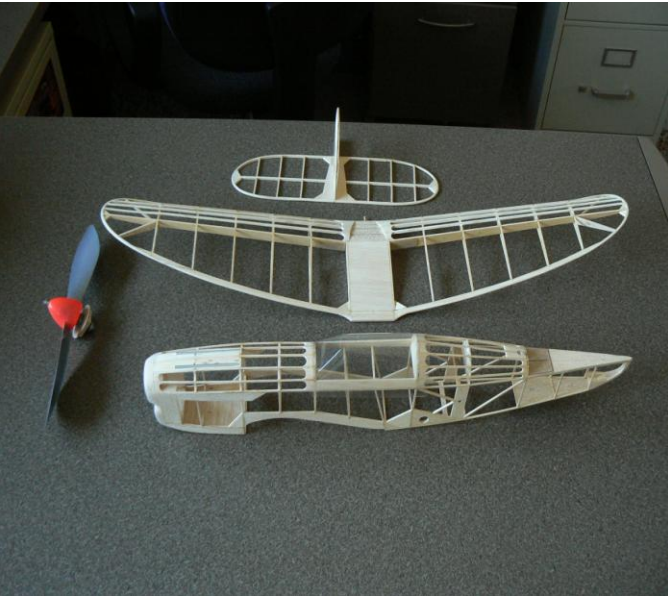
The cabinets are custom designed and when completely unpacked, I found I still had three empty drawers..!! My old lumber yard went to Hutch, so I had a new one built for this shop. It's on wheels and rolls into the walk - in closet to be replaced by a queen airbed if any guest has no problems sleeping with glue, dope and balsa aromas. We also explain that there are nice hotels nearby.

I tried to take the pictures in "the round", so I hope you can get the idea.
I am looking forward to teaching a building and flight trimming class at our Clubhouse in the fall when all the snow birds return.
In closing, the last picture is the best as it features my Bride Blanca setting next to some old guy who is smiling.





Following are some images John Donelson sent to me of a new scale model he is building for FAC WWII Mass Launch events. This aircraft was design called the Avia B-135 and flown briefly by the Bulgarian Air Force in WWII. I think that meets the qualification for a fairly obscure subject, as I have never heard of it myself. According to John there were only twelve built, with one managing to shoot down a B-24 during one of the air raids on the Romanian oil fields, so it's legal for this FAC event. Crisp execution and light construction throughout by John-looks like a good performer in the making.



September Club Contest

by *Kevin Sherman*

The September 9th SCAMPS' club contest featured F1G (Coupe), Hand Launch Glider and Catapult Glider. The weather was ideal with moderate drift and lift throughout the day. We had a tremendous number of flyers at the field taking advantage of the great testing weather as they prepare for the USFFC and the SAM Champs, but not a lot of them participated in the contest. We did have several flyers show up just for the Coupe event including John Hutchinson, Ralph Hotz (who I had the pleasure to meet for the first time in person), Mike Pykelny and Larry Miller. They were joined in the event by Perris regulars Hal Wightman and Ted Firster. We had no entries in Catapult Glider, and only Hal Wightman flew HLG. Allan Arnold was scheduled to CD but was unavailable, so I took over the duties.

Coupe flights started early and continued through the day. We do not fly them in rounds, but rather just let the guys fly at their leisure. It makes it easier as an introduction to CDing and keeps the atmosphere light for competitors. We may consider running it in rounds at some point just so the guys can get a taste of what that is like (to be determined). Hal Wightman was again the lone builder of the model with his Baron Knight. Ralph Hotz and Larry Bagalini were at the field on Tuesday doing some testing on Ralph Hotz Super Sugar Coupe and it paid off on Wednesday. Ralph maxed out to tie at the top with John Hutchinson who flew his Bob White Coupe to a max out as well. The two flyers decided between themselves to leave the tie and not have a fly-off in a show of good sportsmanship. Mike Pykelny flew his Candy G to a 3rd place finish, followed by Hal Wightman, Larry Miller and Ted Firster.

I guess 70-80 year old shoulders are not made for throwing model airplanes, so as noted, only Hal Wightman braved it, and chucked a glider. He posted flights of 19, 12 and 12 for the win.

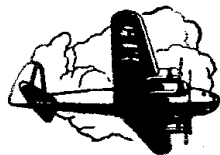
Thanks to everyone for participating and making it a fun day.

F1G (Coupe)

1) John Hutchinson	Bob White Beau Coupe	120/120/120	360
1) Ralph Hotz	Super Sugar	120/120/120	360
3) Mike Pykelny	Sugar G	080/072/117	269
4) Hal Wightman	Baron Knight	063/080/075	218
5) Larry Miller	Modified Candy	120/033/DNF	153
6) Ted Firster	Candy	097/DNF/DNF	097

Hand Launch Glider

1) Hal Wightman	19/12/12	43
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Hal Cover



Hal Wightman



Dick Drake



Ken Kaiser



Caley-Anne Hand-nice ship!



Ted Firster



Ron Thomas and Paul Burns

2011 SCAMPS Monthly Contest Schedule

Month	Day	Rubber	Power	CD
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



Cartoon by Hal Wightman

(Thanks for keeping us amused Hal..)



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**

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