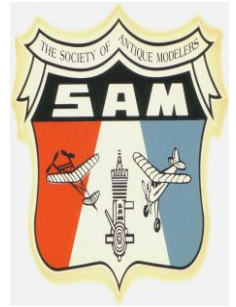
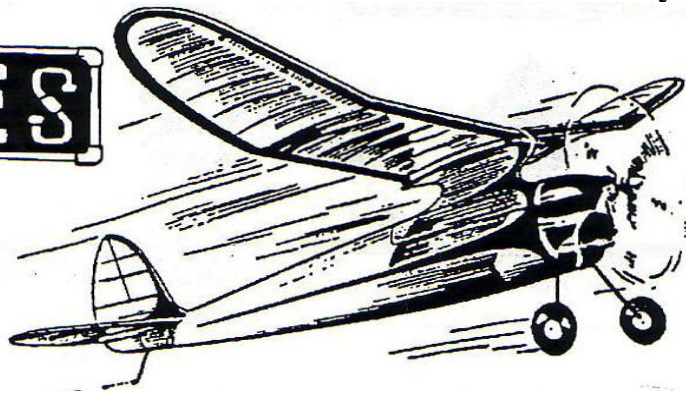


February 2012



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	scampsedit@Yahoo.com
Meeting Coordinator	Mark Williams	(951) 277-0223	mark.jeannie@att.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

February SCAMPS Meeting Location

Our February Club meeting will be held at John Morrill's shop in El Segundo, CA. John's Shop is a business front (and his house). Go west on the 105 Fwy and stay in the left lane as you pass the LAX airport exits. The 105 becomes Imperial Hwy. At the 3rd light, turn left on Main St. and head south to Grand Ave. Turn right on Grand and immediately turn left on Richmond. He's on the right side, next to the Richmond Bar & Grill. Park on the street or in the Chevron parking lot.



Saturday, Feb 4, 2011 1-3 PM

John Morrill's Shop

143 Richmond

El Segundo, Ca

310-322-7858

SCAMPS NEWS *by Clint Brooks*

The Southwest Regional was just completed this past week in Eloy, AZ. SCAMPS were well in evidence in the SAM and AMA gas events as well as OT Rubber and a few other classic events. Observed were the Kaiser twins, the senior one with a well bloodied hand by Monday. Jeff Carman, Eric Strengle, Phil Ronney, John Riese, Bernie Crowe and Ted Firster were also burning up the skies throughout the weekend. Carl Redlin put up some great rubber flights on Saturday and Sunday along with Ted and me.

The contest was well attended from what I saw and understood from the chatter in the crowd. The MMMFF team was there in force with Don DeLoach leading the pack, and Herb Kothe was very threatening in the rubber events.

Saturday seemed like the busiest day and probably the best as far as weather conditions. The day started out fairly sunny but by mid-day a front was moving in from the west and the skies became partially obscured and the winds picked up a bit. I had the misfortune of omitting the lower half of my winding stooge during my packing for the trip and had to improvise a method utilizing the trunk latch receptacle of my Camry as a way to anchor the stooge head. I was flying my new Red Buzzard and was into the third flight winding effort when the entire affair snapped loose from its jury rig anchor and broke off the



back end of the Buzzard, halting any more ambition to place in large OT rubber stick. Undaunted, I broke out my aging Korda Victory after re-establishing the jury rig with a safety lanyard and continued to attempt flights, but with little success to place well. Feeling defeated, I spent the afternoon searching Home Depot in Casa Grande for a suitable support tube for the lower half of my stooge. I was lucky-in the bathroom fixture section of the store I found a one inch diameter shower curtain tube that is about seven feet long, of very thin wall steel-about .012 thick it appears and chrome plated. It is very light-not only was it a good substitute base tube-also perfect blast tube material for larger rubber models. Not much heavier than the plastic aquarium tubing I've been using, and won't warp or soften in the hot sun as the plastic tube does. I was happier about that fact than getting my stooge restored for the contest. So life got better...

Sunday the weather became even darker, colder and windier. Picking air was a real challenge for all-mostly it was a contest of gaining enough altitude to make a final glide stretch to max time. By 1 PM light rain sprinkles started and it appeared the day could degenerate into wet conditions. Most of us completed our remaining flights about that time, hoping to do our best in the dwindling conditions. I was leading in the P-30 event at that point, and started flying a mostly uncontested large OT rubber cabin event, trying to sort out the errant Stahl Gypsy that will no longer turn in the glide. Up to this point none of the MMMFF group had attempted P-30 and as the rain started to increase there was hurried activity in their pit area to get P-30's set up and attempt flights before it rained in earnest. As this was deemed the group to beat by all the rest of the field, it was with much dismay that one hour before the contest ended conditions went to complete calm and the air warmed up considerably. It was perfect timing for the Denver group as they started putting up their P-30



attempts while the rest of us watched. My lead dropped to second place as Don DeLoach maxed out-the only one to do so in that event.

The rain finally came in Sunday night and Monday morning dawned with wet ground and a considerable amount of cloud cover still in place. A few trim flights on 3/32 rubber with my third Sticker model were performed, all the while observing clearing conditions to the west that were moving toward the site. I put up one official flight but fell a few seconds short of max, and just parked until the sun really hit the field about noon. The wind did not

diminish much, but it got much warmer, and my remaining two flights resulted in easy maxes. Of course Don DeLoach managed to get his three maxes in so I ended up in second place in that event as well. Warming conditions made it pleasant to wait for the end of the contest and a variety of models were being flown as we idled away the remaining time. As I left Tuesday morning it was of course the best conditions ever but that's the life of a Free Flyter...I enjoyed myself all weekend regardless.



And now for something completely different.... I have always been fascinated by airships and the history of them. Reading about the great Zeppelins and that mode of air travel has always inspired a dream to fly in one, but of course that was all well before my time. History is repeating itself in some respects, as the Zeppelin company has begun producing an airship again. Apparently the family set aside a nest egg for potential future airship markets sometime after WWII and went on to other modes of business to sustain the company. The

goal was to re-enter this market if it made sense with improvements in technology, materials and was seen as viable. Apparently it was realized about 15 years ago, and the Zeppelin NT airship was designed and built. This is a semi-rigid airship in that it has a keel structure inside the envelope as opposed to a blimp concept which is just a pure pressure hull (inflated).



The NT Zeppelin still utilizes the blimp-like hull with ballonets to maintain the pressure, but a much larger airship is possible with the use of a rigid keel. The result is an airship that is as long as a Boeing 747 and can carry 15 passengers and crew. In 1997 the first NT airship started operations in Germany offering tours, followed by operations in Japan and the USA. Here the Zeppelin is operated by *Airship Ventures* out of Sunnyvale, CA. The name of their Zeppelin is *Eureka* and is flown all over up and down the California coastline, operating out of Oakland airport, Long Beach and San Diego Brown Field. They offer a variety of tours; most common is a one hour flight that costs \$500. There are coastal cruises that last up to

eight hours that are offered when the airship is transiting from Northern to Southern CA, and follows the coastline all the way.



I was gifted with a one hour tour at the end of December last year, launching out of Long Beach. I have to tell you this is the most unique flying adventure I have ever experienced. The airship is powered by three swiveling Lycoming engines equipped with reversible pitch props that allow the pilot to maneuver in any direction desired and makes it possible to land and take off without the extensive ground handling team normally deployed for airships. This fact alone makes it a much more economical airship to operate and perhaps why Goodyear is going to begin operating three of them starting in 2014. As you wait on the field, the Zeppelin appears overhead, comes to hover and slowly drops down to park lightly about 50 feet in front of you. The size of this aircraft as it looms into position makes an unforgettable impression. Boarding is interesting too, as one on; one off at a time is required to maintain equilibrium. The gondola is very open with large picture windows at each seat, of which there are two rows. Once aboard, the liftoff is un-noticeable if you aren't looking out the window, and a vertical ascent is aided by up thrust of the engines until an altitude of 800 feet or so is reached and the ship eases forward into a cruise speed of about 40 MPH. The engines and prop pitch are set to what appears just above idle and the ride is quiet and smooth. We headed out over Long Beach and turned north over the L.A. Harbor to San Pedro and on around the Palos Verdes peninsula which had a low fog layer creeping in which gave you the impression the airship was cruising above the clouds. The two cabin doors are equipped with large windows that are opened in flight,

and you can lean out head and shoulders into the airstream if you wish, which we all did. The rear of the cabin also features a large panoramic rear window with a small seat where two can sit and look aft as well as straight down. You can see everything below with absolute detail-I almost felt I could see fish swimming in the clear water below as we passed Cabrillo Beach. I can understand why people felt this was the most elegant way to travel when the Zeppelins ruled the skies...it's very hard to beat the pleasure this will bring to your heart.





George Walter sent this image of a bunch of hardy and desperate SCAMPS waiting for the first thermal of the day, sometime in early January, 2012....I imagine even the donuts were likely frozen!

Election of SCAMPS officers for 2012

by Hal Wightman

The SCAMPS are well known for having social meetings once a month and avoiding any business discussions that might interfere with the inspection of plans, partially built airframes, and airplane BS in particular. Unfortunately, once a year, we need to officially elect officers. That brief meeting is reserved for January. In the absence of an officially elected officer at the January get together at Ken and Nancy Kaiser's house on Saturday, January 7th, Hal Wightman took the bull by the horns and called a short business meeting for the purpose of officially voting in the SCAMPS officers for 2012. Although it had been reported that the 2011 officers were willing to serve for 2012, Hal opened up the floor for any nominations from the floor. Even after a little encouragement from Hal to the attendees about the pleasures and benefits of serving on the board of SCAMPS, there were no nominations from the floor. With nominations closed, a voice vote was taken to re-elect the current officers for 2012. After a resounding vote of approval, Dan Heinrich, George Walter, and Kevin Sherman were reelected to the office of President, Vice President, and Secretary/Treasurer respectively. As an aside, these three positions are the only ones that are required to be elected. It is understood that Ted Firster and Clint Brooks will continue to hold the position of Safety Officer and Newsletter Editor respectively. Mark Williams has taken over the responsibility of Meeting Coordinator and Ray Peel is in charge of the most important donut list for Wednesday flying. *Thanks for taking the bull and making it work Hal....ed.*

And.....

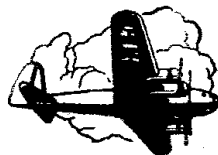
by Larry Bagalini

Scamps 2011, Haggart Bowden . . . the weather was great, the flying was great, and the people were great. So why didn't the day turn out to be great? Two accidents: one I heard, Allen Heinrich (prop and finger collision), and Kevin Sherman (prop and finger collision). Both resulted in trips to the hospital. I witnessed Kevin's accident; he was running a Super Cyclone that he'd repaired for me. In Kevin's case the accident could have been avoided if we, as interested onlookers, had been patiently looking from afar and not disrupting his concentration (hey, our toys can be lethal!). I have made a promise to myself . . . do not interrupt anybody while they are trying to set up their airplane, winding a rubber motor, and/ or starting a gas/diesel/electric power plant. Courtesy and Safety . . . that's my goal. *Point well taken Larry-let's see if we can keep 2012 safe for SCAMPS, notwithstanding Ken Kaiser's wound at the SWR..ed.*



SCAMPS 2012 Club Contest Schedule

Mo	Day	Rubber	Power	CD
Jan	25	OT Large Rubber (comb)	1/2 A - D AMA Gas	B. Crowe
Feb	22	Coupe (F1G) / Twin Pusher	OT ABC Pylon	K. Sherman
Mar	14	OT Small Rubber (comb)	1/2A - C Gas (Nos)	
Apr	11	P-30 / Greve mass launch	OT ABC Fuselage	
May	9	Moffet / Twin Pusher	F1Q / E36 / Harbor	
Jun	6	4oz Wake / 8oz Wake	1/2A - D AMA Gas	
Jul	11	Jimmy Allen / Comml Rubber	30-sec Antique	
Aug	8	OT Large Rubber (comb)	1/2A - C Gas (Nos)	
Sep	12	Coupe (F1G) / HLG / CLG	OT ABC Combined	
Oct	17	Nos Wake / Nos Rubber	F1Q / E36 / Harbor	
Nov	14	P-30 / Jimmy Allen	1/2A - D AMA Gas	



The *Isaacson* winter classic

February 11 - 13, 2012 at Lost Hills, California



Join us for one of the premier West Coast Free Flight Contests! This year we are hosting the **Kiwi New Zealand FAI World Cup**. All FAI classes are **America's Cup**. **AMA** and **NFFS** classes, except Gollywock, are **National Cup**. This is a **Cat. II** contest.

Saturday only!

Kiwi - New Zealand World Cup!

F1A, B, C, P & Q

Round Schedule: Saturday 2/11

- 1 8:00am-9:00am
- 2 9:00am-10:00am
- 3 10:00am-11:00am
- 4 11:00am-12:00am
- 5 12:00am-1:00pm
- 6 1:00pm-2:00pm
- 7 2:00pm-3:00pm

Round One Maxes:

F1A	210 seconds
F1B	240 seconds
F1C	240 seconds
F1P	240 seconds
F1Q	180 seconds

Fly-Off Schedule:

- Round eight, 5 minute max.
- | | |
|--------------|---------------|
| F1A | 3:30pm-3:40pm |
| F1B/Q | 3:45pm-3:55pm |
| F1C/P | 4:00pm-4:10pm |
- Additional rounds to be announced

NEW! **Frank Zaic Awards***
for limited function F1X models.

Vintage FAI Gas

Five rounds, 2010 NFFS rules

Gollywocks!

Five, 3 min. max. 8:00am-5:00pm. Mass launch fly-off! Everyone flies! A Bob White Event!

Sunday only!

F1G, H, & J

Round one, 8:00 am! Sunday 2/12.

Champagne Flyoff! Time to the ground.

Round Schedule:

Rounds 2-5, two minute max.

- 1 8:00am-8:45am
- 2 8:45am-9:30am
- 3 9:30am-10:15am
- 4 10:15am-11:00am
- 5 11:00am-11:45am

Fly-Offs will begin at 12 noon and finish by 3:00. At 3:00, any remaining ties will be broken by using Champagne Flight Times.

NEW! **Frank Zaic Awards***
for limited function F1X models.

FAI Style, Handheld Catapult Glider

Seven rounds, concurrent with Mini Events. Rounds six and seven will continue after mini events. Flights must be flown from the CLG flightline.

90 sec. Max. One 20 sec. attempt per round. For National Cup points, AMA rules will apply, except as previously stated.

NEW! Dawn Mulvihill,

One flight to the ground 7:30 - 8:00 am Sunday.

SAM Compressed Air

3 - 3min. max. plus mass launch. See Ron Boots.

Lee's BTW West

12" CLG. See Lee

Contest Directors:

Norm Furutani

15423 Haas Ave.
Gardena, CA 90249
(310) 323-1943
norgin@earthlink.net

Roger Morrell

1916 B Gates Ave.
Redondo Beach, CA 90278
(310) 374-2136
r_morrell@yahoo.com

Entry Fees:

Kiwi World Cup events \$25
FAI Sticker required

All others, \$15.00 - includes
one event. Additional events
\$5.00 each.

All must be current member
AMA /MAAC and Lost Hills
Assoc.

Awards:

Jr.-Sr. Open Class combined.
First through third, each
event.

Perpetual Gollywock and
Nos. Wake awards, courtesy
of Bob White

Awards Ceremony RAFFLE!
Buddenbohm glider kits.
Winners MUST be present!

*NEW! The Frank Zaic
Awards

For imited function F1X
models. For details go to:

<http://www.fairfreeflight.org/images/stories/contests/ZaicAwards.pdf>

Monday, reserve day for FAI
Events.

Fly Saturday or Sunday

Saturday, 8 am to 5 pm, Sunday 8 am to 3 pm

P - 30 - 5 flights, 2 min. max

Moffett - AMA rules

Nostalgia Wakefield - NFFS rules
A Bob White Event!

Hand Launch Glider - AMA rules

Catapult Glider - AMA rules

Monday! "Kiwi" World Cup - Slope Soaring F1E

10:00am - 3:00 pm. Five rounds, 60 minutes each.

Event director - Peter Brooks

Classic Glider - NFFS rules

E-36 - NFFS rules

NEW! Nostalgia Gas - NFFS rules

By popular demand! 1/4A - C. All classes will be
separate! Awards and Nat. Cup points for each!

*
*In memory of
our dear friends,
Bob and LaVera
Isaacson*
*



SCAMPS Haggart/Bowden

Sunday, February 19, 2012– Perris, CA
AMA Sanctioned Contest

****Flying Starts at 7:00 AM and contest closes at 2:00PM!*

EVENTS:

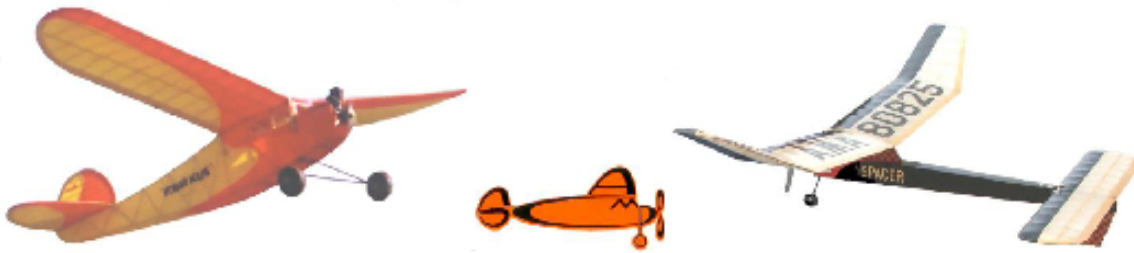
Haggart-Bowden 2-minute precision

- ***ABC Pylon** – Combined (20 Second engine run)
- ***ABC Fuselage** – Combined (20 Second engine run)
- ***Small O.T. Rubber** - Combined - (Stick & Fuselage)
- ***Large O.T. Rubber** - Combined - (Stick & Fuselage)
- ***Perris Special** (15 Second engine run - Glow & Ignition)
- * **1/2A Nostalgia** (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- * **ABC Nostalgia** (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- * **Nostalgia Rubber**
 - *3 minute Max
 - *SAM rules for standard SAM events
 - *Entry fee is \$5 per event
 - *Merchandise Prizes

CD Allen Heinrich

(760) 947-6085

Haggart-Bowden (2-minute Precision RULES: Aircraft must be a NON-Pylon type, conforming to the 8 oz./sq. ft, 80 oz./cu. Inch and L2/100 rules. The power shall be spark ignition engine(s). All flights shall be rise off ground. The time target for each flight is 120 seconds (2 minutes). Each flight will be scored as the difference between actual flight time and the target time. Each contestant will make 3 flights. On any flight, a D/T action at less than 4 minutes will result in a ZERO flight time (120 score for that flight). The winner will be the flyer that accumulates the total nearest 3 perfect 2-minute flights.



SCAMPS 7th Annual Taibi Contest

Sunday, March 18, 2012 – Perris, CA

This will be an AMA Sanctioned Contest

Flying Starts at 8:00 AM and contest closes at 1:30 PM!

EVENTS:

#*All Taibi (Any Taibi design flown to its era's rules)

*Perris Special (15 Second engine run – Glow, Ignition or Diesel)

*ABC Old Timer (Fuselage & Pylon combined 20 second engine run)

*Small O.T. Rubber - Combined - (Stick & Fuselage)

*Large O.T. Rubber - Combined - (Stick & Fuselage)

*Nostalgia Rubber – (All Nostalgia rubber including Wakefield)

*ABC Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

* ½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

(JUST ADDED – Twin Pusher Mass Launch!! Bring yours!)

*3 minute Max

*All Old Timer Flights will be HAND LAUNCHED, no ROG

*Nostalgia, HAND LAUNCH or VTO, no ROG

*SAM rules for standard SAM events

*Entry fee is \$5 per event

*Merchandise Prizes & Certificate Awards



AMA Modern AMA models like Starduster, Perris Special, Orbiteer will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to NFFS Nostalgia rules, 12 seconds HL, 15 VTO, then 8 HL, 12 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943