

Southern California Antique Model Plane Society -- S.A.M. Chapter 13 – AMA Charter #158

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GAS



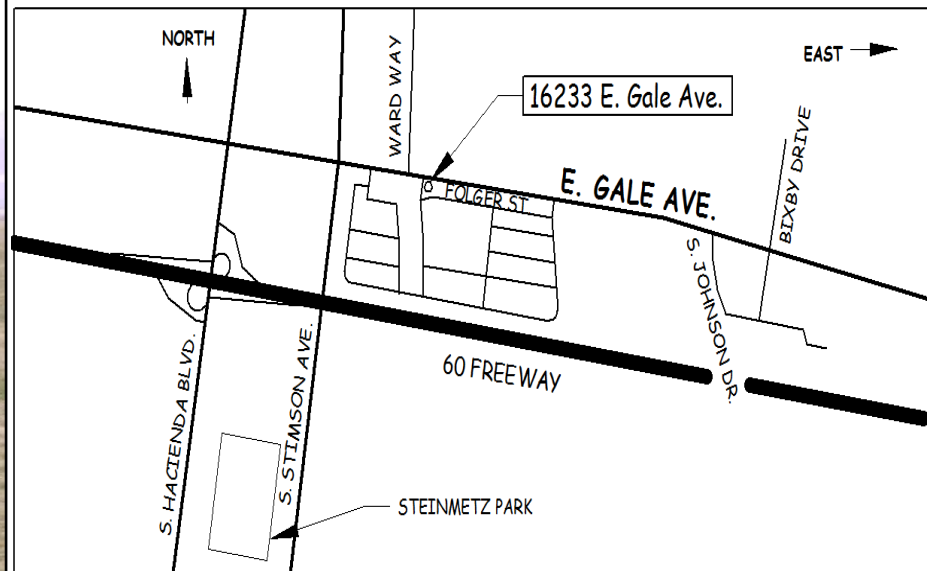
LINES

AMA 158 – Southern California Antique Model Plane Society – Sam 13

SCAMPS Officers

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May SCAMPS Meeting Location



Milon Viel's Shop
16233 Gale Avenue
City of Industry

The meeting is **Saturday May 7** starting at noon. Milon's home phone number is 949 673-0986 and the office number is 626-968-4764. Driving from the East on the 60 Freeway, take the Azusa Ave. exit. Turn right on Azusa Ave. and turn left at the first major intersection, which is Gale Ave. Milon's shop is on the right hand side just past the large Edison facility. Driving from the West on the 60 Freeway, take the Hacienda Blvd. Exit and turn left to cross the freeway. Proceed to the next major intersection and turn right onto Gale Ave. Milon's shop will be on the left hand side just before the large Edison facility. Everyone, drive through the chain link gate and park on the East side of the building. Enter through the front doors-see you there!

NEWS Flash 4/18/12: A luncheon will be served courtesy of Milon.

SCAMPS NEWS *by Clint Brooks*

Well it looks like we went through winter again real fast last month. The Taibi contest was borderline for weather, the April club contest was delayed for one week for rain and the SCAMPS Texaco meet was looking iffy too. But all the events happened and were successful from all accounts as you will learn in the following pages.

No health issues to report on for club members this month aside from the fact I will be having my scalp operated on to remove a basal carcinoma that has appeared over the last six months. A life time of outdoor activity is starting to catch up and I know I have plenty of company on this one. Keep the sunscreen and hats handy this year folks and avoid the scalpel or worse!

I've been having a ball in my garage the past few months. As many of you know I market a P-30 kit called the *Boomer*. It includes a rolled balsa tube fuselage assembly in the kit. It's great to get a fuselage already made like that but for me it's a problem when they arrive at a customer's home smashed during the shipping process. It's not too common but when it happens it's painful to have to ship replacement parts. So I've been looking at improvements to the Boomer design concept in a form that will allow better shipping success and have the buyer build the fuselage assembly. Since it's a departure from the Boomer I will be giving it a new moniker and a life of its own. Test builds of components and flight testing have been great fun and one of the main reasons I love this hobby so much. You can never go to sleep when you have modeling on your mind-it makes the worst of days better just having fiddly aero modeling things to contemplate (unless you are Bernie Crowe-but I know he enjoys this type of thing too). Once I get my prototype issues worked out and feel the design is worthy I will be seeking a few builders for testing and offering feedback. More on that to come I'm sure. I would really like one or two of the guys in the club who have never tried rubber or P-30 to give it a go. I'll make it easy for you to get started-you just have to build it without too much delay.

I know I miss most of the donut discussions but have there ever been ramblings about a club one design model? Is there a segment of the club interested in a particular new area of experience? I for one would like to take on an electric performance model but am baffled by where to start. I don't want to spend gobs of money to try it out-are there some 1/2A size models or smaller that offer fun performance and little loss in case of disaster? I like the Oldenkamp design published by the Orbiteers last year-it looked simple and inexpensive as an entry level design. I'm not sure how the operation part of it goes and that's what would be needed as part of the effort on this. Is there any interest to form a club event around this model or something similar that SCAMP club members collaborate on? I'll provide CAD drafting service if some of you want to push forward on a model design like this. Let me know-I will publish idea submittals in an upcoming newsletter. Some notional design parameters for me would be:

- Wingspan around 42-50", simple airfoil, flat bottom, 3-panel wing.
- Balsa construction throughout-minimal/no composites involved; if composites used-Commercial off-the-shelf grade readily available, no complex process steps needed to fabricate or install.
- Simple fuselage construction, fixed surfaces aside from D/T.
- Simple timer-maybe viscous timer for D/T, ESC for motor control.
- Inexpensive electronic components-motor, battery, ESC, etc. you won't cry about if lost or destroyed.
- Cost to build, including timer and components around \$125 or less, ready to fly.

I know this is not strictly in the spirit of the SCAMPS foundation but maybe this notion could apply to a SAM type model as easily as a modern design approach. As a club we see quite a few of us interested in all aspects of free flight, not just antiques. This should be something that rapidly allows success and then fosters moving on into more complex setups with experience gained. Kind of like the P-30 approach to rubber competition. Think about it-and speak up.

The April club contest was delayed one week by the onset of a fairly significant weather event that carried over into the weekend of the Texaco event at Lost Hills. I was unable to make the Lost Hills event but did decide in the shower Wednesday morning of the re-scheduled club contest to make that one. And I'm glad I did as the conditions were perfect at Perris for a great day of flying. It's like fishing-the worst day of flying is better than the best day at work! At least you arrive back in a state of bliss-usually..

SCAMPS April Club Contest

by Joe Jones

The SCAMPS April Contest scheduled for April 11 included an FAC Greve Race, P-30 rubber, and Old Time ABC Fuselage power. The threat of bad weather and reluctance of the Greve racers to fly ROW delayed the contest for a week until April 18. The morning of the 18th was clear and cool with little drift early. Lift and more drift followed donut time.

There were three Greve racers present – Bernie Crowe’s *Mr. Smoothie*, John Donaldson’s *Goon*, and Fernando Ramos’ *Mr. Smoothie*. We flew two rounds without eliminating anyone after the first round, in order to get the maximum benefit from seeing these beautiful airplanes fly. All three pilots wound and launched for the first round. John and Fernando got good altitude and recorded times of 68 and 74 seconds. Bernie’s airplane cruised at an altitude of 10 to 15 feet apparently because of a sticky Gizmo Geezer, recording a time of 55 seconds. Fernando’s *Mr. Smoothie* was last down, but it decided to stop turning and flew toward San Jacinto Road, resulting in a long chase and requiring help from Gene Drake to find the airplane.

The three wound and launched for the second round. Bernie got better altitude on his second flight, recording 92 seconds. John again got good altitude and recorded 90 seconds. Fernando’s *Mr. Smoothie* decided it wanted to turn this time, spiraling in to the left following a nice right initial climb. He recorded 21 seconds. John Donaldson was declared the winner because he had the highest combined time and had Bernie been eliminated after the first flight, John would have been last down in the second round. Greve race results were:

1	John Donnelson	Goon	68/90
2	Bernie Crowe	Mr. Smoothie	55/92
3	Fernando Ramos	Mr. Smoothie	74/21

There were 6 potential entries in P-30 rubber. Clint Brooks flew his *Boomer* to first place with three 2-minute maxes and a 150-second fly-off. Clint designed and kits this model. Skip Robb flew his *Boomer* to second place with two maxes following a 104-second first flight. George Walter’s *Not Just Another Pretty Face (NJAPF)* was third. Ted Firster’s *Shark Mark II* was fourth. Rob Cobb’s *Robomoe* (Dynamo with a One-Nite 28 wing) broke a motor on its first flight, damaging the fuselage and resulting in a fifth place finish. Gary Sherman elected to not fly his beautiful *Hi Ho*. P-30 results were:

1	Clint Brooks	Boomer	120/120/120/150
2	Skip Robb	Boomer	104/120/120
3	George Walter	NJAPF	98/120/12
4	Ted Firster	Shark Mk II	90/84
5	Rob Cobb	Robomoe	18

Jeff Carmen was the only entry in Old Time ABC Fuselage. He brought a Comet *Clipper* with only two previous flights. He managed to complete trimming and post flights of 180 and 115 seconds before being stopped by a lost stab hold-down hook. OT ABC Fuselage results were:

1 Jeff Carmen Clipper 180/115

In addition to the April contest, several fliers were preparing their models for the FAC contest coming up at Perris on April 28 and 29. These included Fernando's Cessna Phantom and John Donaldson's Thompson Trophy Racer.

Thank you Joe for taking the time to CD the event for April-we all had a great time-perfect weather and company!



Gary Sherman's *Hi-Ho* P-30 entry-April Club Contest



Donut Court in full swing-April Club Contest



Rob Cobb with his hybrid P-30 "*Robomoe*"



Yours truly with trusty *Boomer* P-30 and mandatory sun protection



The Greve Air Race pit is alive with action..timers waiting



Jeff's beautiful Comet Clipper-I love translucent blue!



Skip Robb putting winds on his Boomer-the first one I sold I think-thanks Skip!



14 year old Austin Richardson with Gene Wallock model he's enjoying



John Donnelson tempting fate with new Lockheed Altair-flew well



Fernando Ramos with his Cessna Phantom scale ship-nice dummy engine on this model-not sure about the scale points for the tape on the wing though!

It was a contest within a contest. A “to be or not to be” contest. Originally scheduled for Sunday, March 18th, the weatherman intervened and said that was not going to be a flying day. The CD’s conferred and decided to put it off a week. The weatherman did all he could to intervene again, but it was finally decided to hold it on Sunday, March 25th however, the start time was advanced a half hour to avoid the potential for higher winds and rain in the afternoon. The winds did come and by about noon, we were facing a steady 10 mph wind from the South. Most planes were drifting beyond San Jacinto road for a 3 minute max. We were in sunshine and temps that built into the low 60’s for most of the morning, however. The rain did come in the afternoon after the contest was over.

Because of the one week delay, and the threat of windy and inclement weather, and the fact that there was a SCAT Annual (FAI) contest in Lost Hills this weekend, our turnout was down slightly. We had 18 entrants and 35 paid entries, but several came out to support the club but not fly. Our headline event, the **All Taibi**, had 7 entries, and the honoree, Sal Taibi, and his lady friend Betty Moke, graced us with their presence for the contest along with his son Mike Taibi and his family. Basically, the All Taibi allowed any Taibi design to be flown, but it had to be flown in accordance with its era’s rules. Modern AMA models were flown under current Cat. II rules; Nostalgia legal designs were flown to NFFS nostalgia rules and Old Timer designs were flown to specific earlier design rules. The attempt was to handicap the event. Gary Sherman and Ken Kaiser maxed out and Ken Kaiser won 1st place in a fly off. Gary Sherman was 2nd and Jeff Carman was third with only a 5 sec. deficit.

The other event that was to be an attraction was the mass launch of the twin pushers. Scheduled for an 8:30 am launch, three competitors began winding around 12 minutes to the launch. Three minutes before launch, a sickening **therremp** was heard from the winding stooge of Kevin Sherman- he had broken his motor and was out. Joe Jones and Dan Heinrich came to the launch area and released their prey. Both climbed out nicely, but Joe’s had filed for a cross country flight. It went out of sight of his timer at 92 seconds. Dan won first place with a flight of 96 seconds. Those unofficially watching Joe’s plane through binoculars, estimated he was about 2 minutes and 15 seconds to the ground, but alas, our rules are what they are and Joe ended up in 2nd place. If it hasn’t happened to you before, it will someday.

Large Old Timer Rubber was won by Fernando Ramos with a max-out, followed by Mike Mayea and his *Smith Stick*. Junior flyer Austin Richardson was third with his *Cleveland Gull* beating out his dad Van who got fourth with his *Korda*. Small Old Timer Rubber usually garners the most entries at any old timer contest, but at the Taibi, we only had two. Mike Mayea was first flying a nice looking *Casano* stick, and Linda Wisley was second. Not sure what model she was flying. Incidentally, Linda’s hubby Randy lost the only model I was aware of for the day flying an electric *Starduster-X*. Caught a great thermal and went OOS.

ABC Old Timer had 4 entries with Joe Jones and his 6 foot *Dodger* coming out on top. He was followed by Al Richardson and his *Sailplane* with only two flights. Al Decided not to fly his third when the drift came up despite the top notch timer and chaser in Grandson Austin and son Van. Hal Wightman was third with his *Powerhouse* and Milon Viel was fourth. Ray Peel was the lone flyer in *Perris Special* and put in some really nice flights. Later, he did a beautiful 270 degree loop with his hot *Starduster 600* which was saved when the engine quit. It was spectacular and lived to fly another day!

Nobody was able to max out in ABC Nostalgia, but Jeff Carman was close and led the field. Dan Heinrich flew late with his Oliver powered *Cumulus* to place second and Don Kaiser had one max flight for third. Don’s model clipped the power lines and before it hit the ground the DT activated saving it from any great damage. He said it was really lucky, but he must have decided not to fly anymore. Jeff Carman also won ½ Nostalgia followed by Phil Ronney.

We would like to thank Allen Heinrich for supplying prizes and Mark Williams for buying the donuts (very important for any Perris flying day). Also thanks to Ted Firster for assisting the CD's throughout the event. Thanks to all those who came out and participated and hope everyone had a good time. See you all next year.

The results of the various events are as follows:

All Taibi

1	Ken Kaiser	669
2	Gary Sherman	540
3	Jeff Carman	535
4	Dan Heinrich	470
5	Joe Jones	461
6	Philip Ronney	306
7	Randy Wisley	251

Twin Pusher

1	Dan Heinrich	96
2	Joe Jones	92

Large OT Rubber

1	Fernando Ramos	540
2	Mike Mayea	468
3	Austin Richardson	175
4	Van Richardson	83

ABC Nostalgia Gas

1	Jeff Carman	518
2	Dan Heinrich	341
3	Don Kaiser	180

ABC Old Timer

1	Joe Jones	435
2	Al Richardson	360
3	Hal Wightman	225
4	Milon Veil	164

1/2 A Nostalgia Gas

1	Jeff Carman	387
2	Phil Ronney	282

Perris Special

1	Ray Peel	450
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Nostalgia Rubber

1	Al Richardson	94
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Small OT Rubber

1	Mike Mayea	340
2	Linda Wisley	184



Mike Taibi reviews 1/2A Spacer with Dad Sal

Another couple of interesting observations: We had one husband and wife team in which both flew competitively, Linda and Randy Wisley and one group of three generations from the same family flying, Grandpa, Al, Son, Van, and Grandson, Austin Richardson. Nice to keep it in the family!

Our thanks to Betty Moke for bringing Sal Taibi out to the contest. It was good to see Sal again.

Many kudos to Kevin Sherman and Hal Wightman for hosting this event and keeping it on track through the difficult weather period.



Daniel Heinrich and Joe Jones lofting Twin Pushers-SCAMPS classic action-2012 Taibi



Jeff Carmen releases his Texan-I love the look of satisfaction on his face-think he enjoys this sport? 2012 Taibi



Daniel Heinrich lets one go-why is it all you gas guys seem to be on your knees at a time like this-begging for mercy helps with the trim?



Hal Wightman gets his Taibi Powerhouse underway in the cool clear air of Perris



Al Richardson getting ready to release his Orwick powered *Sailplane*



Joe Jones launches as Linda looks on-2012 Taibi

Another Spring meet is in the books and despite the doubts of many fliers it was a great weekend to be at Lost Hills. With snow falling in Tehachapi we made sure to head up Friday ensuring that if they decided to close the pass we would still get to the contest on time. I will admit the weather Friday was bad. Don Kaiser took some video of the hail that fell on the field that was the size of marbles. We have been flying on this field for a lot of years so the storms did not deter us. Both my dad and I arrived at the field around 5 PM and neither of us had any problems driving right out to the field. Both of us with two wheel drive trucks pulling trailers. Saturday morning dawned, cold and breezy with the wind blowing to the east and the most popular attraction was the coffee pot on the CD table. Dick Nelson was there from AZ but unfortunately had his chase bike and tracker stolen out of his trailer the night before at the motel. Lee Hines had the straps cut on his bike but it was securely locked and was safe. Around 10:30 the wind began blowing to the South and let up enough that flying commenced. Per usual, Dick Nelson started going to town but having to chase in his truck slowed him down. When he had issues getting the Hayseed to run he decided to pack it in and only flew two events. Mike Mayea was going to town in the rubber events, flying uncontested in 4 oz Wakefield. Weather for Sunday was predicted to be beautiful and did not disappoint. I had scheduled the contest to start at 7:30 and had processed Hal Wightman's Texaco models the day before so I was free to fly in the Bob Hunter Memorial contest that Mike Thompson sponsors every year at this contest. Mike takes all the entry fees from this event, supplements it and donates it to cancer research. I try to fly this event every year, it is a great cause. My big *Starduster* really got grooving on a 15 second engine run and I put up three very pretty flights. Unfortunately I also found out that my shoulder was not quite ready for that kind of chasing. Sure glad I have pain meds!

Hal decided to fly both of his Texaco models on the same entry and I was tickled that the MG2 had the better flight. That is the essence of Texaco. Big slow flying models, it just does not get any prettier. Unfortunately for Hal, Brad LeVine bested him by two and a half minutes to claim the fire plug for this year. Not wanting to be outdone in Texaco, Hal ran out the fuel in the *Ehling* on a test flight. We lost sight of it around 20 minutes in a boomer. Thanks to Rob Cobb for going out and finding it. Gotta love trackers! Allen Heinrich put up a great flight in ½ A Texaco with a 17:06 with only the fourth flight on his replacement model after losing one at the last Lost Hills meet in the Fall. Three generations of Richardson's were going to town in the rubber events, Al, Van and Austin had some really nice flights. I added OT HLG/CLG for this year and though only Don Kaiser and Norm Furutani flew I think I would like to see it continue. My arm was definitely not up to chucking a glider so hopefully next time I can compete with these guys. Don is already talking about replacing his Hervat with a Hugelet. All in all it was a fun weekend and those who were not scared off by the weather or the prediction of the Holloway geologist, we had a great weekend of flying. See you all in November.

A/B Nostalgia

1	Jeff Carman	720
2	Al Cron	530
3	Robert DeShields	504

.020 Replica

1	Ted Firster	339
2	Jeff Carman	222
3	Van Richardson	82

Small Rubber Stick

1	Mike Mayea	465
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1/2 A Texaco

1	Allen Heinrich	17:06
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1/4 A Texaco

1	Brad Levine	19
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C Nostalgia

1	Philip Ronney	719
2	Don Kaiser	713

1/4 A Nostalgia

1	Bob DeShields	465
2	Robert DeShields	413

OT HLG/CLG

1	Norm Furutani	325
2	Don Kaiser	183

Vintage Wakefield

1	Al Richardson	205
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A/B Fuselage

1	Allen Heinrich	228
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Texaco

1	Brad Levine	14:39
2	Hal Wightman	12:11

4 oz Wakefield

1	Mike Mayea	339
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A/B Pylon

1	Dick Nelson	729
2	Eric Strengell	599
3	Ted Firster	72

Large Rubber Cabin

1	Mike Mayea Austin	900
2	Richardson	498
3	Al Richardson	363

Large Rubber Stick

1	Ted Firster	453
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C Cabin

1	Carl Redlin	463
2	Eric Strengell	319
3	Dick Nelson	218

Small Rubber Cabin

1	Carl Redlin	531
2	Mike Mayea	349
3	Hal Wightman	276

SAM Gas Scale

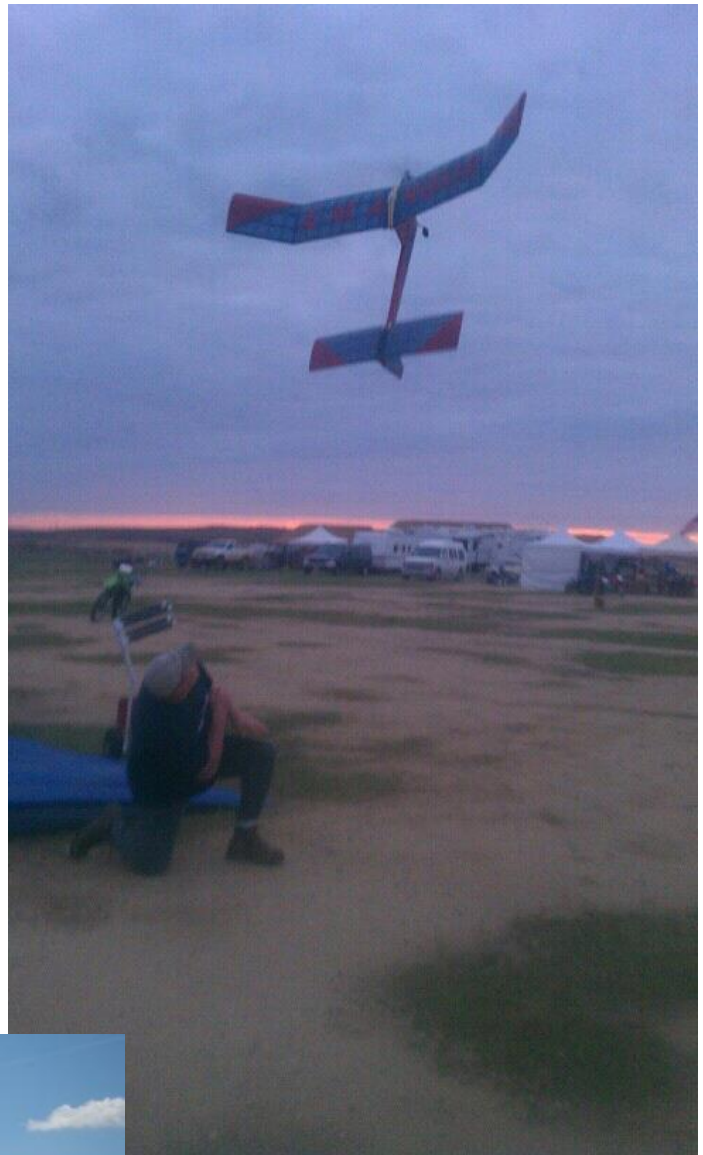
1	Brad LeVine	5:19
2	Ted Firster	4:38

C Pylon

1	Al Richardson	599
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CD Daniel Heinrich with Brad Levine, 2012 Texaco Trophy holder



Daniel lets the Starduster rip on a gloomy Lost Hills Saturday

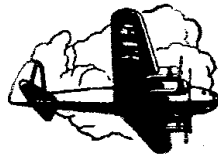


Hal Wightman sends his *Ehling* Texaco entry off on an attempt



SCAMPS 2012 Club Contest Schedule

Mo	Day	Rubber	Power	CD
May	9	Moffet / Twin Pusher	1/2A - D AMA Gas	TBD
Jun	6	4oz Wake / 8oz Wake	F1Q / E36 / Harbor	TBD
Jul	11	Jimmy Allen / Comm1 Rubber	30-sec Antique	TBD
Aug	8	OT Large Rubber (comb)	1/2A - C Gas (Nos)	TBD
Sep	12	Coupe (F1G) / HLG / CLG	OT ABC Combined	TBD
Oct	17	Nos Wake / Nos Rubber	F1Q / E36 / Harbor	TBD
Nov	14	P-30 / Jimmy Allen	1/2A - D AMA Gas	G. Walter





SCAMPS Twin Pusher & Lotto Fun Fly **Sunday, June 17, 2012 - SCAMPS Field – Perris, CA**

EVENTS:

LOTTO FUN FLY – FLY ANYTHING, Gas – Glow – Rubber!

Twin Pusher (Mass Launch 1 Flight)

***Perris Special (15 Second engine run glow & 20 sec. Ignition)**

***ABC Old Time Gas Combined (20 Second engine run)**

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

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

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

***1/2A Nostalgia — (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)**

*** F1Q ADDED! — (motor run time to be determined by CD)**

*** 3 minute Max**

FEES: The price for regular events is \$5 each, and this will include entry into the Lotto. For Lotto only, it is \$1 per entry.

Merchandise Prizes – Flying is **7:00am to Noon!**

CD Hal Cover

(909) 591-3717



SCAMPS/SCIFS Old Time Fall Annual

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

****** Any Event can be flown on either day, do not have to finish same day! ******

November 10th & 11th 2012, 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
***A/B Nostalgia*

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
*** C Nostalgia*

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*

*****Nostalgia Gas engine runs are 10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds**