

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



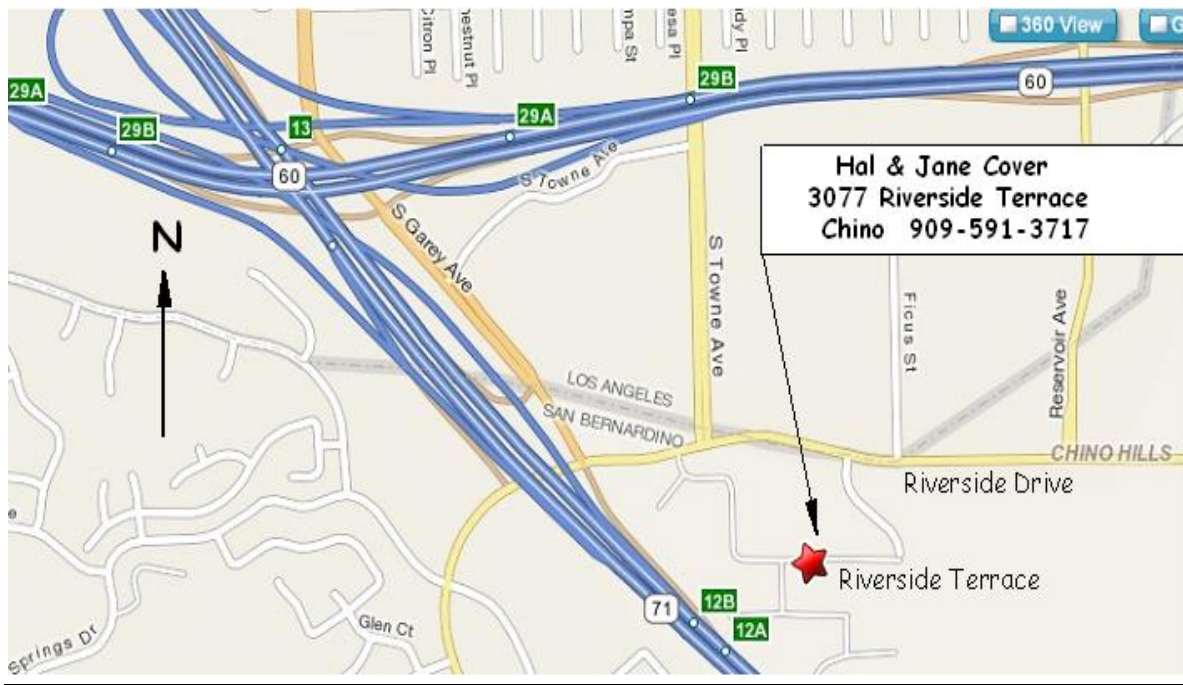
# LINES

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

### **SCAMPS Officers**

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
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Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

### **June SCAMPS Meeting Location**



The SCAMPS' June meeting will be held **Saturday June 2nd** at the home of **Hal and Jane Cover** located at **3077 Riverside Terrace** in Chino. A luncheon is planned starting at 2 PM and the ladies are invited to attend. **Directions:** coming from the West-take the 60 East to the Garey Ave exit (29B). Go right on S. Garey Ave to Riverside Drive and turn left. Turn right on Cimmaron Circle-bear slightly left onto Riverside Terrace. The Cover residence is on the right. Using Exit 29B from the westbound 60 will also hit S. Garey-follow the same path into the area as noted above. Using Exit 12A from the northbound 71 will put you right onto Riverside Drive-go right to Cimmaron Circle and onto Riverside Terrace. Hal's phone number is (909) 591-3717 for any information or direction advice

Greetings fellow balsa addicts-here is hoping May has treated you well and June is looking good-cheers! Lots of activity has been happening-some SCAMPS related and other not so much, but interesting all together.

To start, I had some feedback from John Oldenkamp regarding my proposal about a club design FF model. He has suggested his Joulebox E-36 design as a contender for entry level consideration. As this model has seen much development over the past few years and currently nominated as Model of the Year for the NFFS it makes good sense to pursue this. So I have offered to take John's nice board drawing and reverse engineer it into CAD data and pursue some kits to offer locally. I have not broken this down yet but my thought is to make it complete with the all the electronics, prop and the hardware and materials to construct. You provide the covering and the charging system but aside from that the intent is to provide a highly defined and turnkey model for E-36 newbie's (such as myself). I'm pretty excited about this project to be honest with you and can't wait to dig into it. I have two other kit developments in work now for rubber power I would like to gain closure on before dashing off in this direction, but I love the idea of having a backlog of designs to work with. I gotta retire so I can work on this stuff full time! If you are interested in the Joulebox E-36 kit let me know-I'm not sure what the price tag will be but thoughts are to have a ready to fly version for around a hundred bucks or less.

The other good news story is the Perris field maintenance that has been done over the past month. This started during the Scale Staffel FAC event in May when my scale stuff kept hitting the standing brush to the south side of the field and causing enough damage I was not able to field the models in the competition the first day. On that Sunday I was determined to eradicate this problem as much as I could (kind of like boiling the ocean when you confront it) to allow a better ending on flights drifting in that direction. I did manage to knock down quite a bit in two major areas of concern, attracting quite a few stares that told me I must be crazy along the way. I also managed to crush one of my scale models in the attempts to bulldoze the area with my truck and was completely dismayed to discover it when I finally parked and got ready to set up. Adding insult to injury was the discovery of tire damage later that resulted in a replacement tire cost.

The following weekend I returned for some further testing on my new P-30 design and also continued trimming of one of my scale models interrupted by vegetation damage previously. As the morning was very foggy and near zero visibility I continued in a more careful sweep of stick knockdown and further eradicated the brush near the north side of the field boundary. It was looking pretty nice at this point and I gave it up for the year, although there was still quite a stand to the southern boundary.

Kevin also got into the act last Saturday and dragged the entire field with the device him and his dad developed for this purpose some time ago. He spent \$50 on gas and also \$17 to replace his filthy air cleaner and is seeking some donations back to cover this cost. Please get on board as this is small money well spent in my opinion-the field is so much more user friendly without all the standing harpoons just waiting to mangle your wings or spin you into destruction on final glide. Perhaps it's time to plan a field prep event annually for this and putting a small amount of club funds in place to budget for it. It would be nice to remove the tire pile but on close examination those are big truck tire carcasses and not easy to move or dispose of, which is why somebody dumped them there I suppose. At least they are grouped together to minimize the odds of causing problems for us.

There is also a lot of new activity with the local R/C soaring clubs working off the north side of the FF field on Saturday mornings. I see no conflict as mostly what is flown on Saturdays is F1A & B stuff and the odd SCAMPster out testing something. I do predict a conflict though if a large gas FF model shows up as the R/C flyers are parking in a manner that offers their vehicles as targets to the SCAMPS normal flight line. Be careful and let these guys know what they are at risk for if you plan to test large models when they are on the

field. I've seen C/L models at the east end too so with all the other modeling disciplines migrating in it looks like there may be some competition for open space developing with potential safety issues.

## **FAC Scale at SCAMPS Field May 2012**

The San Diego Scale Staffel held their first 2012 FAC event early in May at the Perris field location as noted earlier. John Hutchison and George Mansfield were the CD's of the event and attracted a gathering of FAC enthusiasts from all over the Southwest area, with flyers from Arizona, Nevada and Colorado coming in for the action. I won't go into too much detail on the events and results as this was not a SCAMPS contest to report, but there were SCAMP members much in evidence throughout the weekend enjoying the contest, not to mention quite a turnout from the San Diego FAI group and a large contingent of HLG/CLG flyers from all over the area out to fly and take in the group synergy this all resulted in. It was as well attended as any contest at Lost Hills and we all had a ball flying and visiting with each other, which is the hallmark of FF events. There were 11 events flown, 64 entries and 19 registered contestants. Not bad guys-it was just the right size for casual good times.

Weather was very pleasant all weekend and no real wind problems manifested allowing the contest to go well into the afternoon each day. There is another FAC contest scheduled for August at Perris, so if you have any inclination to try this I encourage you to complete a model for one or two of the events and come on out. If you have never thought about scale, chose a stable high or mid- wing design, detail it to a reasonable level and give it a try. You may not place in the top standings, but you can do a real neat job of detailing a simple scale model and make it pay with good flight times so you can be competitive-don't sell the idea short. It's a blast just to try, and the eye candy is magnificent and pleasing to all when you do.



**John Hutchison performing the judging duties for the Scale Staffel FAC contest May 2012**



**View of the flight line during the May FAC meet at Perris**



**John Donnelson assisting Fernando Ramos for an attempt with his *DH Mosquito* rubber twin**



**Fernando and a moment of truth before releasing the *Mosquito* to the wild blue**



**Bob Hodes and Roger Willis prepping Bob's *DH Sea Hornet* rubber twin prior to an attempt**



**Linda Wrisley holds the Funk-a scaled up Peanut plan for rubber scale**



**Mike Mulligan performing a test flight on his fine flying rubber scale *Ki-61 Tony* for WWII mass launch**

## **Other local free flight odds and ends...**

Back in my formative years I purchased a copy of American Modeler on a road trip with my parents. In it there was a picture of a scale model Primary glider that for some reason fascinated and inspired me with its pleasing simplicity and implicit look of airworthiness at a level my youthful mind could appreciate as achievable at that point in my life. I read that magazine over and over in subsequent months and years and always that image came back and struck me as something that needed to be done in my modeling career.

Flash forward forty years and one morning at the Dog Park that issue of the magazine appears in someone's car trunk as part of a give-away collection. I recognized it instantly and when perused I came across the image of the primary glider and mentioned my youthful admiration of it to all around, which included Randy Wrisley-startled by my remarks-he told me that it was his glider in the picture. The ensuing story fostered a rekindled interest in the primary glider design on his part as well as mine, and shortly thereafter Randy proposed the first Northrop Primary glider contest to be conducted at the Costa Mesa Dog Park sometime in June. Randy provided a full size model layout based on the design from the book Complete Model Airplane Manual by Edwin T. Hamilton in 1933, which was the inspiration for his model constructed in the 60's. So far three of us have completed an example, with my first test flights off the dog park test mound conducted over the last weekend. Early flights are majestic and much as I imagined they would be gazing at that picture all those years. The contest involves a bungee launch technique that is sure to result in some panic to get the model trimmed for the deadly tow phase and probably a lot of laughs as we come to terms with this grim prospect to succeed. I'm not sure what the winner gets out of this-probably lasting admiration and an education. I'm hoping the fun is catching and can be channeled into another form of FAC event at some point-most likely to SoCal as there is a very rich history of soaring in the area with this type of glider by would be pilots and engineers in the 1930's.



**Wrisley primary has Snoopy at the controls and my prototype stands in stark contrast to his nicely finished version**





**Randy installing the towing sub-rudder required to have a chance at success with this launch technique-note the complete lack of interest of the observer in the far background-typical**



**Randy demonstrates launch attitude for the bungee as Snoopy's knees start to knock-it was not pretty**

Richard Cline sent Kevin some shots of his new Dragmaster towline glider, which I presume is a replacement for the one that went missing at Lost Hills last year on an early flight test. Richard has deployed the Walston tracker on his latest effort to avoid a repeat of this event in 2012. Very nice workmanship is evident on this model-it looks like it should be in an art museum and not a dusty flight line in the middle of nowhere-but we are purists aren't we?



**This makes me want to build and fly-lovely transparent covering and beautiful substructure on Richard's *Dragmaster A-1***



Pod and timer installation on the *Dragmaster*-so clean and simple



Richard with his latest proud bird at the Grassy Knoll

## SCAMPS May Club Contest

*by Kevin Sherman*

We had fairly nice weather for our May contest which featured Twin Pusher, Moffett, and ½ A – D AMA Gas. Winter seems to be in our rear view mirror and temperatures have been on the rise. We saw the temp get to about 90 degrees by 11:00 AM at Perris. That was also the time the wind started coming up some, still flyable, but a fairly steady breeze. Because it was so warm, my dad and I decided to put up the shade in the morning, and it was a good call. Most of the guys took a break in the shade at some time during the day, and shade was at a premium during the donut BS session.

I think the warm conditions might have put a damper on competition. We did not have some of the regulars there. In fact, I think for the first time, we did not have a single flyer post times in Moffett. Carl Redlin would normally fly, but he has been OOS for a few weeks. Bob Goldie has been working through some health issues, and several of the other rubber flyers were a no-show but John Bailey brought out a new Korda Wakefield model for some test flights. I was the only flyer in Twin Pusher. I thought Skip Robb and maybe Joe Jones would be competing, but neither made it. The format for Twin Pusher at our club contests is three flights, with three minute maxes. If someone maxes out, then 1 minute is added to each flight until one is dropped. I made a few minor adjustments to my DeLaMater, and it liked the changes. I posted a max on my first flight with about 90% winds. My second flight, I wound the same, but the used motors lost just enough to drop 8 seconds on my second flight. So, on my third I wound to about 94% of normal, and easily maxed again. I had all three flights in by 8:15 AM.

The guys flying AMA Gas seemed to be off their game a little this month. Again, participation was light with only four flyers posting flights. We flew to Cat II AMA rules and none of the four was able to max out. This is unusual because it is commonplace to have at least a few max out and get into a fly-off.

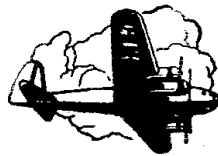
Most of the Gas flyers were at it early too, with the exception of Jeff Carman who got a bit of a late start. He showed it is better to be late than never show, posting the high time with 495 seconds and taking first place. I think he was flying a big Texan with a Rossi .45 on the business end. Ray Peel flew his Starduster 600 (scaled down from the 900 plan) with K&B 3.5 power to second place. He noted it was nosing over on the initial launch costing him valuable altitude. I know it sure goes up after that as he has an outstanding 3.5 on it. Hulan Matthies joined the club about 6 months ago, and has been flying some hot gas models. He started out with a scaled down Perris Special that moved with a purpose, and recently has been tearing up the sky with a hot Jett .40 powered Satellite 760. Being a little out of competition practice, he made some “rusty” mistakes, one major. None of the rest of us ever make mistakes right? On his first official, he dethermalized early and was down 4 seconds short of his max. Now, I know nobody else has ever done that (YEA!). The major mistake came when he was going to put in his third flight and pushed fuel into the bladder. When he re-fit his line to the spray bar, he routed it through the engine mounting hole, and not through the hole in the remote pinch-off. This caused a major over-run, and it eventually started going left and did a nice slow roll until it was facing straight down with the engine screaming. It stayed in the straight down attitude until the ground jumped up and hit it. The only thing that slowed the decent at all was some wing flutter. Hulan reported the fuselage is almost unhurt and the engine survived to fly another day. He placed third with a two flight total of 356 seconds. Phil Ronney was fourth flying his Cyclon powered Astro Star. Phil also only posted two flights, and I do not know why he did not put in a third.

Some people were just out for the fun flying as usual. John Donnelson really has a good flying Mr. Smoothie, and he was putting up to great altitude time and time again. Caley Hand came out and flew rubber including a P-30. Tom Hammond made it to Perris for the first time in a long time and brought a Jabberwock. We put some test flights on it and got it going pretty good. The motor was breaking before I could really wind it up, so was not able to help him finish trimming it, but he was happy to see it fly.



## SCAMPS 2012 Club Contest Schedule

Mo	Day	Rubber	Power	CD
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**

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### **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

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

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

**November 10<sup>th</sup> & 11<sup>th</sup> 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 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)*

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