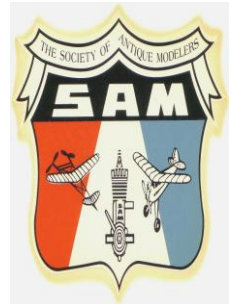
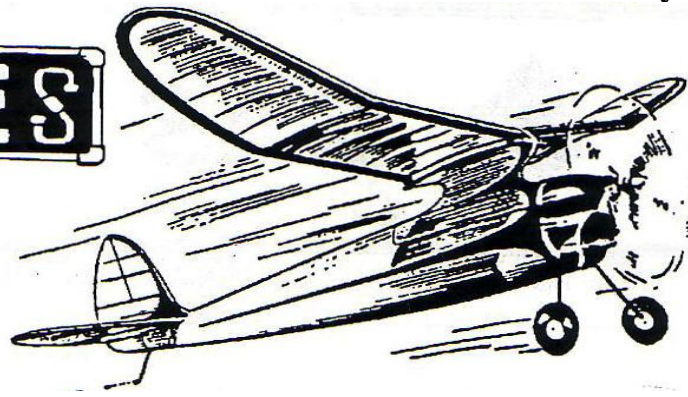


July 2012



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

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July SCAMPS Meeting Location



The SCAMPS' July meeting will be held **Friday July 13th** 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

Here we are, entering the doldrums of summer as the Free Flight venues start to hit peak temps. At times like this I'm glad I live near the coast and can return home to the cooler sea breezes. Not to fret-in addition to building you can attend the next Scale Staffel FAC meet in August at Perris, and then the fall classics for the USFFC and SCAMPS Fall Annual. I don't know how many of you are making the Nationals this summer but that's a happening place too albeit a long drive for most of us.

If you have not been to Perris lately you should take a trip out on a Saturday morning or one of the Wednesday sessions. The field has



been nicely worked over by both Kevin and myself-virtually all the twiggy material is gone and the site is pretty smooth for minimal damage to models. It will be nice for the next event in August and hopefully carry over into the next season. Some annual maintenance is probably a good thing to put on the agenda as we all benefit from this. As far as I know there is no reason not to as I doubt there is any damage being done to the property by doing so. It's a win-win situation in my opinion-let's keep at it for the future.

Kevin has asked me to announce that a new SCAMPS club shirt order is in the works. You will be able to order in two styles-the polo shirt version or standard T-shirt style. If you want some new club logo shirts now is the time to get your name in with Kevin and reserve a few. He is seeking a 50 shirt minimum to justify the order. I don't know what the pricing is on the shirts but I'm sure it's not much more than the cost of the shirts themselves as delivered from the silkscreen shop. Drop Kevin an email or letter and let him know what style and size you want and quantity. He will mail your order if you can't get them from him so if this is required coordinate with him on the postage, etc. Shirt orders are few and far between so this may be it for a few years.

The 25th annual Lotto contest was just completed this past weekend with great success. Hal and Jane Cover put on an excellent event which was well attended, with 30 AMA entries posted and 74 entries for Lotto. The prize table was really loaded this year too with lots of contributions by various club members. I don't think anyone left without something, and many had armfuls of kits and other goodies they were packing off.

Larry Bagalini was in attendance-it was good to see him apparently well recovered from his recent medical difficulties-he looked none the worse for wear-welcome back Larry! A few of the SCAMPS regulars were missing in action but overall the attendance was up and competition was brisk and friendly. There were very few crashes-I don't think anyone flying power had trouble, and I only saw one rubber ship wipe its wings off during a hard right turn under power. Weather was on the warm side but the drift was minimal and many flights were high over the field and landing within 200 yards or less from the launch point. It was a classic day for Free Flight and we all left with smiles on our faces. Again, many thanks to Hal and Jane for hosting this event-we truly enjoyed ourselves.

25TH Annual SCAMPS Lotto/ Twin Pusher Contest 6/17/12**ABC Nostalgia (8 entries)**

1 st	Don Kaiser	1080 sec	6 max flights
2 nd	Kevin Sherman	887 sec	4 max flights + 167 sec
3 rd	Ken Kaiser	720 sec	4 max flights

½ A Nostalgia (7 entries)

1 st	Bob Scully	451 sec	--
2 nd	Phillip Ronney	290 sec	--
3 rd	Jeff Carman	275 sec	--

Large OT Rubber (7 entries)

1 st	Clint Brooks	487 sec	2 max flights + 127 sec
2 nd	George Walter	415 sec	1 max flight
3 rd	Mike Mayea	408 sec	1 max flight

Small OT Rubber (6 entries)

1 st	Clint Brooks	478 sec	1 max flight
2 nd	George Walter	377 sec	--
3 rd	Austin Richardson	341 sec	1 max flight

AMA "A" Electric/E 36 (6 entries)

1 st	Hal Cover	840 sec	(AMA "A") 7 max flights
2 nd	Bernie Crowe	600 sec	(E 36) 5 max flights
3 rd	Mike Pykelny	327 sec	(E 36) 1 max flight

ABC Old Timer Gas (5 entries)

1 st	Ron Thomas	720 sec	4 max flights
2 nd	Kevin Sherman	696 sec	3 max flights + 156 sec
3 rd	Ray Peel	666 sec	3 max flights + 126 sec

Perris Special (3 entries)

1 st	Ken Kaiser	530 sec	2 max flights + 170 sec
2 nd	Ron Thomas	455 sec	1 max flight
3 rd	Tom Laird	----	----

Twin Pusher (1 entry)

1 st	Kevin Sherman	253 sec	1 flight, (Mass launch)
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Compressed Air (1 entry)

1 st	Hal Cover	447 sec	1 max flight
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The prize table builds for the 2012 Lotto-CD Hal Cover mulls things over



Hal with his original compressed air design *Duster* using the John Morril motor and components



The neat prop brake on Hal's design-prevents the motor from pulling vacuum on the tank after rundown



Kevin Sherman with his hot *Spacer*



The Kaiser pit on the flight line



Ted Firster flies one of Gene Wallock's beautiful rubber models



Ray Peel getting the timer set on his engine run



Austin Richardson and his dad load rubber into another Gene Wallock model they flew at the 2012 Lotto



Lotto heat!

There has been a lot of R/C activity at Perris over the past months as the local R/C soaring group has been using the SCAMPS site in preparation for their regional contest later this fall. This has raised questions within the SCAMPS about being able to fly radio control models at the FF location since it appears this is happening anyway with the glider folks. In my mind I could see no reason not to when questioned, but as always there is a danger of radio interference with the main R/C field if people decide they don't want to operate from the R/C strip. With the Spectrum radio technology there is little risk of interference trouble, but not everyone is on that standard flying R/C models. So, the official SCAMPS position is that we will not fly R/C at our location to avoid any conflict with the Riverside R/C Club. Please respect this agreement-if you want to fly R/C just go over to their area and have fun. Now, if we can just convince them to fly parallel with their runway it would be a perfect world.

And then there is this....

Allan Arnold's Mysterious World of Free Flight Electronics – Part 4 *by Bernie Crowe*

Allan Arnold has had his share of adventures using high-tech electronics on his planes, from resetting his pace-maker to "low", to winning the award for most pieces of interconnected hardware for a single flight. The latter occasion was his use of an on-board GPS transceiver interrogated by his cell phone, returning the coordinates of the plane, which he then entered into his laptop to display the plane's the plane's position on Google Earth and allowed him to find it with his Garmin.

Last Wednesday saw a new twist, when Allan couldn't get a response from his plane when he dialed it. He checked the battery, checked the phone number, and fiddled with several other bits before going off in a bit of a huff. A few minutes later he was back with a rather sheepish grin on his face, and a working GPS track system.

"What was it?" I asked. "You won't believe it" he replied. "I hadn't paid the phone bill!"

Okay guys-top that!

SCAMPS Club Contest report June 6, 2012

by *Bernie Crowe*

Skies dawned clear and sunny with forecasts for only light winds, but even this wasn't enough to bring out the number of competitors that we sometimes get. Though there seemed to be a lot of eligible rubber models present, only three people opted to fly 4oz/8oz Wakefield. And where were all the electric fliers? Joe Jones was first away flying his 1938 Korda Wakefield, but a poor prop fold saw him down in a disappointing 111. Allan Arnold wound his plane, only to find that the S-hook wouldn't fit through his blast tube! Scrambling to swap it out with one of my T-hooks he found that the prop hook wouldn't fit that either, and in the end he reluctantly unwound and elected to fly another model instead. Al Richardson had a couple of exciting flights with his Eugene II power stalling, but eventually got it squared away and scored a max for his first official. Joe Jones put up another flight with his Korda but the glide let him down and it scored only a 108.

Allan swapped planes and flew his Veron Lynx to a respectable 172. Al Richardson's second flight was a 125, while Allan's was a mere 87. Joe Jones persevered with his Korda and was rewarded with a max on his third flight, putting his plane past the RC field and almost across the creek. For different reasons Al Richardson and Allan Arnold elected not to fly a third flight, giving Joe a well-earned victory.

The turnout in electric was particularly poor. I know: I was the turnout, and my flying was indeed particularly poor! I elected to fly my new Noah's Quark #8 using an energy limiter. Though I had never flown it in competition, it gets a 17-second motor run on the limiter, and though it's heavy it generally does good times. Sure enough, a test flight saw it climb high and DT at three minutes at about 500 ft. My first official flight wasn't as good, with a poor transition and a so-so glide giving me a 164. Drat. The next flight was worse, and the plane was down in 117. Curses! (Good job I was the only entrant!) I switched to my old reliable #5 and put up a test flight with that. It hooked a thermal and the altimeter said it was at 674 ft at DT! Confidently I went for my last official flight. I felt a gust of air and launched into the oncoming thermal. My "old reliable" flew right through the thermal and I finished up on the back side of it. Down in 145; down in demeanor, too.

I broke out my old E-36 "Slick Willie", which hadn't flown since the SW FAI Challenge at Boulder last October. No prob, it's reliable, right? It went up like a banshee and looked OK for a while, but in the end it was on the ground in 159 – one second short of a max. Worse still, when I picked it up the motor was broken off the fuselage, so it was game over. And wouldn't you know it – there were no entries in Harbor Freight electric. We miss Tom Carman.

Not our best-contested Club contest, but we all ('cept me) had fun anyway.

SCAMPS OT 4oz & 8oz Wakefield Club Contest - Perris 06-06-12

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Joe Jones	38 Korda	111	108	180			399	1
2	Al Richardson	Eugene II	180	125	dnf			305	2
3	Allan Arnold	Veron Lynx	172	87	dnf			259	3

SCAMPS Electric E36 - Perris 6-6-12

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
1	Bernie Crowe	Slick Willie	119	dnf	dnf			119	

SCAMPS Electric F1Q Perris 6-6-12

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
1	Bernie Crowe	Noah's Quark	164	117	145			426	

Some images of SCAMPS at the recent San Valeers meet at Lost Hills has been provided by Terry Thorkildsen to share with the group are included herewith-thanks Terry! Looks like a great flying weekend was enjoyed by all.



Ken Kaiser



Don Kaiser



Spirit of SCAMPS-Don Kaiser launches



Another classic moment as Ken Kaiser releases for launch-Don times



Jeff Carman readies for a night flight



Phil Ronney getting ready for second shift activity-Lost Hills



SCAMPS 2012 Club Contest Schedule

Mo	Day	Rubber	Power	CD
Jun	6	4oz Wake / 8oz Wake	F1Q / E36 / Harbor	Bernie Crowe
Jul	11	Jimmy Allen / Comm1 Rubber	30-sec Antique	Ron Thomas
Aug	8	OT Large Rubber (comb)	1/2A - C Gas (Nos)	Gary Sherman
Sep	12	Coupe (F1G) / HLG / CLG	OT ABC Combined	Fernando Ramos
Oct	17	Nos Wake / Nos Rubber	F1Q / E36 / Harbor	Bernie Crowe
Nov	14	P-30 / Jimmy Allen	1/2A - D AMA Gas	G. Walter
Dec	12	Gollywock Mass Launch + OT Small Rubber (comb)	1/2A - C Gas (Nos)	Al Richardson

**SAN VALEERS 25th ALL NOSTALGIA ANNUAL
LOST HILLS, CALIFORNIA* NOVEMBER 10-11, 2012**

C.D. Terry Thorkildsen 805/495-6135; Co C.D. Tom Laird 310/544-7606

**CAT 2- 3 MIN. MAX. THIS IS A NFFS NATIONAL CUP CONTEST
(Combined with old timer SCIFS/SCAMPS Contest the Same Weekend, SCIFS CD Dave
Wagner 818 342-8201 SCAMPS Dan Heinrich 909 593-5789**

<u>SATURDAY</u>	<u>SUNDAY</u>	<u>BOTH DAYS</u>
8:15AM – 4:30PM	8:15AM - 3PM	
1/4 A NOSTALGIA	A NOSTALGIA	NOSTALGIA CABIN combined Any cabin design & engine size including Payload (dummy optional) must ROG & Must Have Front Windshield
1/2 A NOSTALGIA	B NOSTALGIA	ONE DESIGN EVENT: AB Geef 513 with any legal Nostalgia engine
C NOSTALGIA	Vintage FAI (8:00start) (rules per freeflight.org)	1/2 A EARLY BIRD NOST RUBBER
NOSTALGIA Plus GLIDER (A1/A2) Proxy Towing OK		COMBINED ONE DESIGN GAS MODELS (All previous eligible designs)

DAWN PATROL HOURS:

7AM - 8:15AM (Small Gas .001-.051/ Large Gas .052-.65)	7AM - 8:15AM (Small Gas .001-.051/ Large Gas .052-.65)
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****Veco .35 (Mattes reworked) **** awarded by Raffle (1 ticket for each event entered or \$3 ea, or \$5 for 2)

EVENT PRIZES: MERCHANDISE * ENGINES*KITS*BALSA*ETC., TROPHY FOR JR. HIGH TIME

ALL MODELS CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT(Except 1/4 A & 1/2 A)

DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground before another official flight can be scored. Flights must be posted after each official flight. Failure to post an official flight will negate all succeeding flights.

ONE DESIGN GEEF 513 EVENT PRIZES: \$45 FOR 1ST, \$30 FOR 2ND, \$15 FOR 3RD

NOST RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff flights 4 min max

ENGINE RUNS ALL EVENTS & 1 DESIGN: First 3 Flights 10 Seconds HL 13 sec VTO, all Flyoff Flights will be 7 Secs HL and 9 secs VTO, all other rules per NFFS Rulebook 2011-2012 for CAT 2. DAWN PATROL no max, 9 sec motor run timed to the ground. (see www.Freeflight.org for vintage FAI rules)

NFFS RULES LIST NO. 2011-2012. BUILDER OF THE MODEL RULES APPLY, BUT CAN FLY DECEASED FLYER'S MODEL PER NFFS RULES. NO RE-ENTRY.

Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event, JR's: \$3.00 All EVENTS ARE JSO



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**