

**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	(909) 996-2942	marknjeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

### October SCAMPS Meeting Location

The SCAMPS' October meeting is not scheduled as of this writing. If one is planned, notification will be sent via email by Kevin Sherman. We are still seeking a meeting location for November-if you can host please contact Mark Williams.

### SCAMPS NEWS

*by Clint Brooks*

We are heading into fall and the last of the summer FF meets at Lost Hills. The USFFC will be history by the time you read this and hopefully some good reports for the November newsletter will be available.

In case you have not heard by now, there is a National team selection for the world F3B sailplane category planned for SCAMPS Field at the end of October. This past weekend saw several F3B pilots out setting up winches and getting the feel of the area. The R/C sailplanes are ultra high performance composite missiles and are really fun to watch on the winch launch. They easily double their altitude with the slingshot ending off the towline and it's amazing to witness the high wing loads these aircraft sustain. If it wasn't for carbon and Kevlar it's highly unlikely this launch technique would be possible.

Here is the initial email to Daniel and George regarding the planning and request for field use. The SCAMPS have agreed in principle and have cautioned about camping on the field, trash management, etc. Take a look-you may want to drop by on one of those days and take in the spectacle of these guys and their sailplanes:

*Good day, Daniel and George,*

*My name is Mike Lee, and I have been asked to be the contest director for the upcoming U.S. F3B Sailplane Team Selection event, scheduled for Oct 27, 28 and 29 at the Perris, CA location. I believe that you were contacted by Mr. Robert Cavazos about the use of the SCAMPS location for this event. My reason for contacting you concerning this event, and I hope that I am addressing the correct people, is that this event is in need of additional time to be properly conducted.*

Currently, the event itself will commence on Saturday, Oct 27. However, there is the need for the teams and the contest administration to utilize the field on Thursday, Oct 25 and Friday, Oct 26. We expect that there will be pilots arriving from out of the Southern California area, and will want to perform flight testing on Thursday to become familiar with the conditions and field, plus optimize their models accordingly. On Friday, the administration of the event will need to perform aircraft check-in, pilot registration, winch qualifying, and a pilot/team meeting for the participants. None of this activity is anticipated to interfere with any flight activities of the SCAMPS or Riverside RC members.

This being the case, I am asking for your permission to use the field on the additional dates of Oct 25 and 26. We are also asking for this same permission from the Riverside RC club, to insure all parties are aware of our activities for this important event. I appreciate your consideration and look forward to your response. If I may be of service to you in this regard, please let me know.

Sincerely,  
Mike Lee, CD, F3B Team Selection Event  
President, Inland Soaring Society  
AMA Assoc VP, Dist X  
cell 951-733-8621

Please take note-even though they say they won't interfere with SCAMPS flying activities, the reality is they will have 20 or more winches set up, and these models look to weigh in the 10-15 pound range, about 3 meter wingspan, and very pointy and fast. They perform spot landings based on time so I doubt they will be watching for the SCAMPS guy wandering into the landing zone for his FF model. I strongly suggest taking that weekend off for FF and mow the lawn, or go out and watch these guys perform. I think they wait for good conditions to form so likely they won't be flying much before 9 am so maybe early morning calm trim flights and such are still possible-but consider yourself warned about the dangers.

On another topic, new SCAMPS T-shirts are being ordered. Kevin has been emailing everyone about this but asked me to run the following for the newsletter:

#### *Shirt Order*

*The SCAMPS' shirt order will be placed soon and this is your last chance to get in on it. I am on the fourth vendor trying to get these printed and this company seems very good and responsive. We had been using the same small company for many years, but could not make contact with them. Because we are using a new vendor, there is a little increase in price because of the initial film work and setup. After jumping through some hoops, everything is finally ready to go. I asked about sizing on these shirts, and they tell me these run the correct size. The shirts we got last time ran a size small. So, considering that the shirts now run the correct size, please include the size you want with payment as soon as possible to: Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882-4036. The price on T-shirts is \$14 each and the price on Polo-shirts is \$17 each. If you are unable to pick your shirts up at a meeting, flying at Perris, or other club function and want them mailed, add \$10 for shipping.*

As of this writing I imagine an order has been placed by Kevin. I don't know if he ordered extras to meet a price break quota or not, but if you are still interested get a hold of him to find out the status of the order.

Gene Drake has provided a tale of woe that involved Milon Viel's *Strato-Streak* performing battery against Gene's truck at Perris. I'm not exactly sure when this unfortunate business occurred, but according to Gene the truck was simply minding its own business when forcefully struck by the errant *Strato-Streak* as it performed a wing over shortly after Milon set it loose. Such is the sport of free flight and even Gene could understand the bitter disappointment that resulted from this on the part of the truck. Maybe the *Strato-Streak* was angry the truck was in its way and gave it the best kick it could before ending its career as shown in the photo. I do believe Gene and Milon are still friends though, so that's a happy ending!



Milon Viel views the remains of the *Strato Streak*. Note the new quarter panel configuration on Gene's truck-nice!

### **We Say Goodbye to Another Friend**

While George Walter was calling some of the missing in action flyers to check on them, he found out that Lloyd Price passed away. While Lloyd was not a member of the SCAMPS, he was a regular participant at our Wednesday fun flying days at Perris. Lloyd was an excellent craftsman, and lifelong modeler. He was often hired to build models (many solid wood replicas) to sit on professional desks. Everything he brought to fly at Perris was neatly done. In his youth, he spent several years at K&B building and test running engines. Part of his time there was during the Green-head era. He had many neat engines and always seemed to find deals which he willingly passed on to whoever he thought would be interested. He was a great modeler and a good friend and we will miss him. —*Kevin Sherman*

### **September Club Contest**

*by Kevin Sherman*

Another month down and another SCAMPS' club contest in the books. The September contest was well attended and participation was pretty good considering a few extra challenges. The day started overcast, breezy, humid and hot! The breeze was blowing to the south taking many models over the canals that now have water in them from the monsoonal flowing storms we have had. We have had several micro-storms this summer and a few have parked over our flying field. Perris received so much rain a few weeks ago, the water was running over San Jacinto Road and it was closed by the city. So, chasing was a challenge this month (more on this later).

Fernando Ramos was our scheduled CD, but an ailment kept him from his duties. Seems he got a blood clot in his leg and had to make a trip to the hospital to get it treated. So, my dad and I stepped in to run it in his stead. Some guys will do anything to get out of responsibility! Get well Fernando. The events were FIG Coupe and HLG and CLG for non power and ABC Old Timer combined for the power event. We had five entries in Coupe, but both HLG and CLG had no entries. The breeze made it a little tricky to pick air but many hit some nice lift. Ted Firster and I both maxed out, Ted flying his *Candy G* and me flying the Bob White *Beau Coupe II*. We both hit good air on every flight. Ted was doing a good job of not setting his DT too long, but still had some long chases. I had trouble regulating my DT time, with my timer running significantly slower than usual. I think all three of my flights were over 4 minutes. My third flight was a near loss experience, and not fun. The model drifted down to the fork in the canal by the RC field, and I had to decide to stay there or race down to a crossing point several hundred yards to the east. I decided to go as fast as I could to the crossing point and try to come back to my line and pick it up. I made the quick ride, but was not able to pick the model up. It had been in a boomer, probably gaining 100 feet the last circle I saw it make. So, I just went back on the drift line which took me to the fence along the freeway. I stopped and started to get that sickening feeling of losing an airplane. I got off the bike and looked 360 degrees, and I spotted it about 15 feet away over the fence that lines the freeway. I also noticed, there was a small white truck backing up to get it. The driver saw me and decided to take off. From all my chasing, I knew there was an open path to the model and I raced to the opening and back to my model. What a great feeling to get it back. After that, and seeing Ted was beat from chasing, we decided to not fly-off in the breezy conditions. A few minutes after making this agreement, Ted walked over to me with a broken tail boom (No, I was not tempted to fly!). Coming in 3<sup>rd</sup> was Hal Wightman with his "Hot" *Baron Knight*. Well maybe it is not hot anymore, but half the wing was burned in a previous DT lighting experience. He totaled 294 seconds. Mike Pykelny hit some bad air on a couple flights with his *Candy G* and got 4<sup>th</sup> place with a total of 287 seconds. Caley Hand, also flying a *Candy G*, had one max and did not fly anymore. She is still recovering from an episode in the hospital that left her with pain and limitations in one leg. As noted, chasing was a chore.

In ABC Old Timer combined, we had 4 entries. I know it would have been more if not for the breeze because I had a model to fly but after flying Coupe, decided to leave it in the truck. Ted Firster was going to fly his *Strato Streak*, but the ground jumped up and caught it before he had any officials posted. Also, Ron Thomas had his A *Hayseed* there but did not take any official flights. Those who competed did well with some nice flying models. Ray Peel showed the way with his Elfin powered *Strato Streak* with two maxes and a third flight that was 6 seconds short for the win and a total of 534 seconds. Joe Jones brought his *Playboy Senior* pylon out and had some nice flights. He got second place and had one max and two flights a little short for a total of 455 seconds. Nipping at his heels was John Riese with his OS Max .35 converted powered *Playboy Senior* pylon, with a 3<sup>rd</sup> place finish and a total of 444 seconds.

Phil Ronney was also going to fly his *Playboy Senior* pylon, with Sherman re-worked Super Cyke for power. He was not having a great day, already plowing in two new Texans. He said when he got his *Playboy* out, the line to his RDT was damaged and a quick field repair was not a good idea. He fired up the model for a quick test flight and it went perfect. He hit the RDT and nothing. Of course, the model went right into some great air and started climbing. Rob Cobb took off to chase it and Jeff Carman also went to assist. Jeff decided to cross the wet canal and came back looking like he had just won a mud wrestling contest, except he was not holding up bikini tops as trophies. He did wear the mud proudly though, and he and his bike were ready for a trip to the carwash. He met up with Rob and then came racing back saying Rob wanted Phil to come out with the van to get the airplane. It finally landed, right in the median of the 215. It was on the opposite side from where Rob was, and he could not get to it. Within a minute, a truck stopped and the guy picked it up and Rob signaled to meet him at the next off-ramp. When Rob arrived, the guy was nowhere to be found. He and Phil came back to the field empty handed, so Phil's bad day turned into a TERRIBLE day. He had his RDT and locator on board, plus a near new Cyke, and Larry Davidson electronic ignition. Goes to show, some days you are the baby, some days you are the diaper.

Phil left the field, obviously dejected and we all felt bad for him. While eating lunch with Jeff and Rob, Phil's phone rang. It was the guy calling about his airplane. Seems he tried to find Rob, but they just missed each other and the good news is, Phil was able to pick his model up, without a scratch on it. There are still some honest people in the world!

Here is a bit of modeling history that was submitted to me. It concerns the history of the VECO *Dakota* biplane model and Joe Wagner, the designer. I always looked at that kit as a someday build in my youth, but was afraid of its short coupled appearance and speculated about it being hard to trim and fly. I probably should have built one anyway-I might be in a different place today as a free flyer. But many of you have built one, and perhaps an electric version is in the works too. I owe it to my modeling career to try one, but enjoy this review for now.

## DAKOTA BEGINNINGS

*by Joe Wagner*

The *Dakota* (and its companion monoplane, the *Sioux*) had a curious origin. Long a seeker of "realism in flight", after WW2 was over I soon became dis-satisfied with the rocket-like climb and distinctly non-scale appearance of competition free flight "gas models". I especially regretted AMA's decision to shorten engine runs to a mere 20 seconds. "Real airplanes don't fly that way," I surlily protested.

When the K&B Infant was introduced (around Christmastime 1948) I avidly acquired one. I then began designing and building fly-for-fun, mostly all-sheet-balsa free flight models for that saucy little engine. I think I may have averaged one new airplane every 2 or 3 weeks, with plenty of experimental flying too, as the weather permitted. (All this occurred in western Pennsylvania, roughly halfway between Pittsburgh and Lake Erie. British-style weather prevailed there then -- and does to this day.)



Just about the time that I'd become accustomed to the quirks and joys of these little fly-with-a-full-fuel-tank free flight sportsters -- through the recommendation of my wartime pen pal Jim Walker (the U-control man, of course) I was offered the job of touring the USA, demonstrating model aircraft and race cars, sponsored by the Model & Hobby Industry Association.

I seized the opportunity. Had I but known what the job entailed, I'd not have been so eager. Besides the model plane and car demonstrations, I also had to drive the "Bandwagon", a 33-foot trailer filled inside with displays of various model items: Marine Models

full-rigged ships, Hudson Miniatures old-time car models, Monogram's CO2 "jet-powered" cars, and three model railroad gauges combined into one display. This big trailer was towed behind a Ford panel truck --

back and forth across America, at a time LONG before anything like super-highways existed anywhere in the USA (except the Pennsylvania Turnpike). Week after week after WEEK, my nights were spent in a "cabin" (forerunner of today's motel unit) somewhere in America – and each day provided either a bone-jarring 300- to 400-mile road trip or an all-day-long model demonstration. But I digress. This tour provided me my first look at California; when the job was over I emigrated from Pennsylvania to Southern California and sought a job in model airplane manufacturing.

Veco was then a young company that had started up soon after the War as a maker of model wheels; then acquired the assets of two out-of-business model airplane kit manufacturers (Ricks and Burbank Mfg. Co.), and then embarked upon a series of control-line kits bearing Red Indian character names: *Brave*, *Warrior*, *Chief*, *Squaw* -- and *Papoose*. The *Papoose* brought trouble to Veco, and opportunity for me.

Briefly, this model had been designed (in mid-1949) to be powered by a new .09-sized glow engine that Duro-Matic (makers of the McCoy line) then had in development. They expected great things from this new power plant, and made a "mutual assistance agreement" with Veco. McCoy would provide the engines; Veco would supply the kits, wheels, bellcranks, etc. -- and the two firms would flood the American hobby market with small, good-looking, and excellent-performing schoolyard-type control liners. Unfortunately, the initial McCoy .09 proved an utter failure. (That was the model with its glow element installed in a groove on the underside of its head.) But no one at Veco knew of the unconquerable troubles at Duro-Matic until the parts for TEN THOUSAND *Papoose* kits had been made and/or procured.

Veco was still quite small then, and could NOT afford to lose their investment in these 10,000 model kits. The airplane had been deliberately designed exclusively for the new McCoy .09. No other engine would fit -- not that there were many .09-size model engines on the US market then anyway -- so that the *Papoose* design became essentially as dead as Queen Anne. Then I came knocking on Veco's door looking for work. Actually, I wasn't quite a stranger there: I had met and socialized a bit with Howard "Hi" Johnson and Bob Palmer earlier in the year, when we were exhibitors at hobby shows; first in Los Angeles, then in San Francisco. Anyway, I was NOT welcomed with open arms at Veco. But I wasn't thrown out on the street either; Hi told me about their problems, and I could easily see why they were troubled. Suddenly, a great idea struck Hi. "You're a free flight designer, right?" I agreed. Hi then asked, "Would it be possible for you to design us a free flight airplane kit that would use up all this *Papoose* inventory?" And THAT was the origin of the *Dakota* and *Sioux*. I designed not just one, but a pair of sport free flight airplanes, for the then-still-novel K&B, OK Cub, and Baby Spitfire 1/2A engines.

Between them, my little mostly sheet-balsa biplane and monoplane "schoolyard flyers" utilized substantially all the materials that had been intended for the ten thousand *Papooses*, save only the plans, box labels, and the already die-cut sheet balsa.

Of course, my new designs had to FLY. But I'd developed earlier in the year (before my coast-to-coast Bandwagon tour) a technique for using left thrust to COMPEL a left power circle. That was compensated for by the gyroscopic precession of the whirling prop, the slipstream effect on the fuselage side, plus a judiciously-deflected-to-the-right adjustable tab on the vertical tail.

These features, plus a few other subtle touches, combined to produce a pair of virtually foolproof free flight craft. I regularly flew my proto-types from a softball field near the Veco factory; in Burbank's Valhalla cemetery (all the tombstones there are flush with the ground, to make lawn maintenance easy); in an athletic field behind a military academy; and a few other restricted-area places. Once in a while I'd need to climb a tree to retrieve one of these machines; but can't recall losing a one of them. And even super-cautious Gilbert Henry, majority stockholder of Veco and therefore the Final Authority on any & all items of Company Policy – agreed that these two new designs of mine were worthy of the Veco name.

I was then made an employee. Not as a designer, however! Like Bob Palmer and Hi Johnson, I was on the Veco payroll as an hourly-paid "manufacturing employee". All our designing, model building, and test flying was done entirely "on our own time". We did obtain our materials from Veco gratis; but all the model design & development time was our "personal responsibility".

Bob and Hi got tired of being exploited that way, long before I did. They were older & more experienced in the "ways of the world" and left Veco for greener pastures in 1951. I did too, for that matter -- I'd been educated as an aeronautical engineer; but couldn't find employment in that field because of the postwar wholesale cancellation of aircraft contracts. Anyway, an opportunity DID come my way to join Lockheed's engineering group in late 1951, which I gratefully accepted.

However, left without any creative modeling talent whatever, Gil Henry ate some humble pie, and persuaded me to return to Veco & oversee his kit manufacturing operations at the same salary I'd been receiving from Lockheed...

...The *Dakota* and *Sioux* designs were NEVER modified nor "improved". By the way, the *Dakota's* unusual wing airfoil came from a faulty notion of mine -- at that time I was a believer in the Bernoulli principle as the reason airfoils developed lift. My idea was that the "step" on the underside of the *Dakota's* wings would cause drag to slow down the air flowing under the wings, and thus boost the Bernoulli effect. That notion was wrong, wrong, wrong -- but the *Dakotas* didn't care and flew just fine anyway.

As should have been obvious to me, air does NOT flow either over or under an airplane's wings in flight. The wing passes through the air -- and the top and bottom surfaces do that at the exact same speed!

As larger & more powerful 1/2A engines came out, I tried several in my *Dakotas* and *Sioux* -- and never found a motor that would fit in their noses whose power output they couldn't handle. I flew many a *Dakota* and *Sioux* with a Cub .074 up front -- even one with a Cub .09. The saving grace, of course, was that I used the same tiny Froom fuel tank for every engine. The more power, the faster the fuel got used up, thus limiting the altitude gained. By the time the compact Cox 1/2A engines arrived I was long out of the model industry, having reverted to aeronautical engineering in 1955. But I continued flying those little sport free flights with 1/2A power plants of miscellaneous types, without failure.

(Well, I had ONE *Dakota* powered by a Cox Babe Bee that I can't remember getting a flight from. That was because INVARIABLY when I tried starting the motor, it would rotate clockwise. Didn't matter which direction I flipped it -- off it would go backwards every try. (No, I never even CONSIDERED employing a Cox Spring Starter! That was for beginners, and I'd been starting all my "gas engines" by hand-flipping since before the War...)

John Reise has submitted some information concerning oil selection for chase motorcycles commonly used by many of us. Good insight on some problems to be aware of and how to deal with it.

### **Some information about oil for our chase bikes**

*by John Reise*

For the longest time one could use good quality car oil in a motorcycle without problems. Over the last few years there have been many changes in oil formulations that make the use of car oils less than desirable for motorcycles.

It has been reported that zinc and phosphorus emissions may damage catalytic converters and standard formulations of lubricating oils for gasoline engines now have reduced amounts of these additives, though diesel engine oils remain at higher levels. Crankcase oils with reduced ZDDP have been cited as causing failure of classic car and motorcycle flat tappet camshafts and lifters. Most modern cars have roller cams that



can live with the reduced levels of ZDDP. The Honda chase bikes that we use don't have roller cam lifters.

Next, in an effort to gain back some of the extreme wear protection, some oil producers have started adding other additives such as Molybdenum Disulfide, commonly referred to as just plain Moly. These new "energy-conserving" motor oils have "friction modifiers" which will cause clutch slippage.

I am on a number of motorcycle forums on the Internet. There are many stories of clutch slippage caused by using modern car oils in motorcycles. Recently I talked to a SCAMPS member who said that the kick starter was slipping on his Honda chase bike because the engine had synthetic oil in it. I suspect it was the "energy conserving" additives in the oil that caused the problem, not the fact it was synthetic.

In response to the new auto oil requirements, the Japanese motorcycle makers have come up with specifications for motor oil that are different from those for automotive lubricants. One element of the JASO-MA standard is a friction test designed to determine suitability for wet clutch usage.

Should you use only motorcycle specific oil in your bike? That would be one solution. However, Shell Rotella T diesel truck oil has the required levels of ZDDP and does not have the "energy conserving" additives that cause clutch slipping. The labeling on the gallon I bought last week shows that it also meets the JASO MA specs. It is available at Wal-Mart for a lot cheaper than "official" make specific motorcycle oil. I'm using it in all my Japanese motorcycles.

Okay-that's about it for this month. I'm sure I will have talked with many of you at the USFFC by the time you get this and I hope all had a good time at Lost Hills.



## SCAMPS 2012 Club Contest Schedule

Mo	Day	Rubber	Power	CD
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 <a href="http://freeflight.org">freeflight.org</a> )	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 1<sup>ST</sup>, \$30 FOR 2<sup>ND</sup>, \$15 FOR 3<sup>RD</sup>**

**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](http://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

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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*

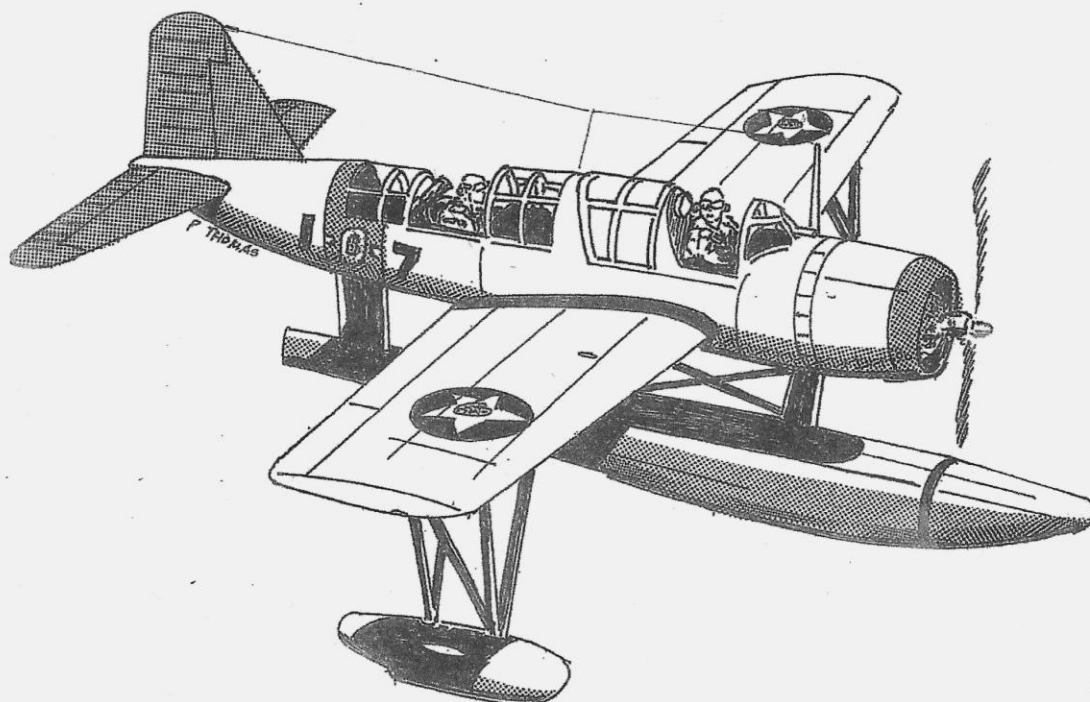
*SCIFS (CD): Dave Wagner (818) 342-8201 [centmfgDavid@sbcglobal.net](mailto:centmfgDavid@sbcglobal.net)  
SCAMPS Contact: Daniel Heinrich (909) 593-5789 [AeronutD@cs.com](mailto:AeronutD@cs.com)*

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

# FLYING ACES

# WESTFAC MK IV

**PERRIS, CALIFORNIA  
APRIL 24<sup>TH</sup> THRU 27<sup>TH</sup> 2013**



## **TIMED AND JUDGED EVENTS**

**FAC peanut scale, FAC rubber scale, FAC jumbo/giant scale,  
FAC power scale, High wing peanut scale, Golden age military/civil,  
Modern military scale, Dime scale, OT rubber stick**

## **RISE OFF GROUND EVENTS**

**Jimmy allen, OT rubber fuselage, embryo, 2-bit+1**

## **MASS LAUNCH EVENTS**

**WW I, WW II, Thompson trophy, Greve race, Flying horde,  
Low wing military trainer, Battle of Midway/Grumman aircraft,  
WW II Mediterranean Theater, Double Trouble**

**For more information see our website at [WWW.westernfac.com](http://WWW.westernfac.com)**