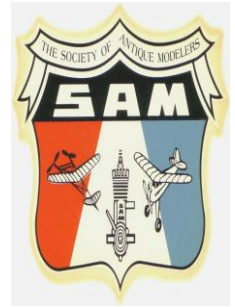
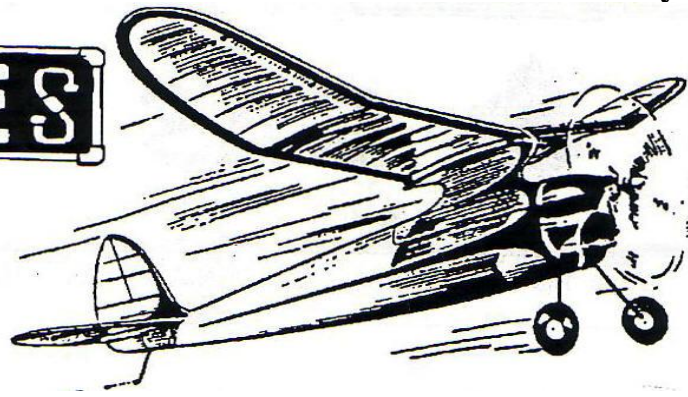


January 2013



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



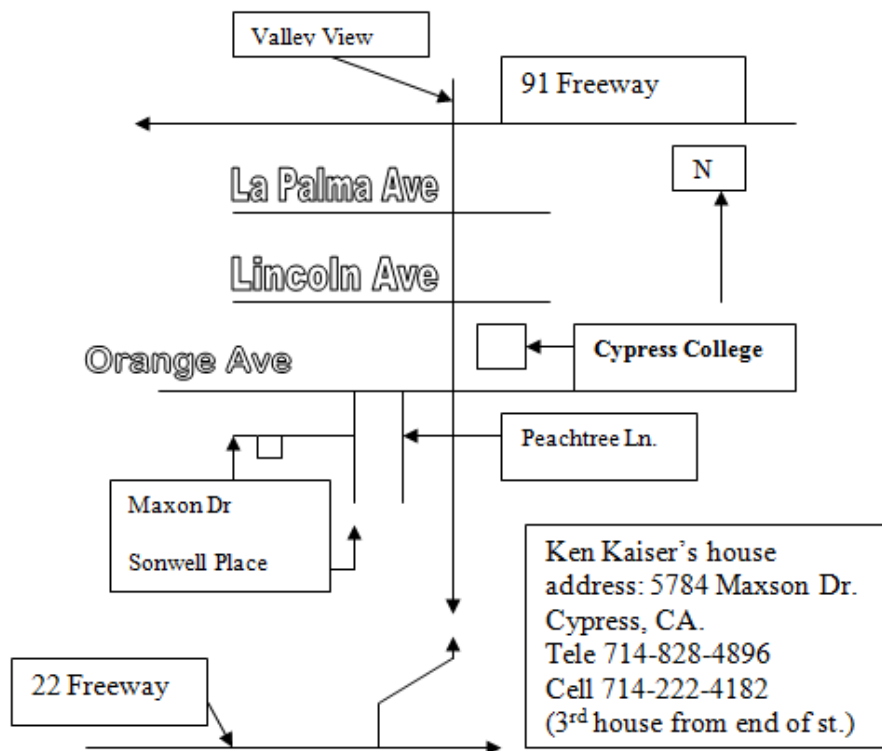
LINES

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

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

January SCAMPS Meeting Location



Our January Club meeting will be held at Ken Kaiser's home in Cypress, CA on Saturday Jan 5th, from noon until 2 PM. A luncheon is planned and the ladies are invited to attend-see you there!

We enter 2013 with the sad knowledge of Sal Taibi's passing on December 14th, 2012. For those who may have not heard, Sal was admitted to the hospital for some problems and it was discovered his heart was very weak. This was sometime around December 7th according to reports. He was put in hospice care at that time and passed away the evening of December 14th in his sleep. Much is going to be said about this in the coming months in the modeling press. Sal was one of the founding members of the SCAMPS Club and this is a huge impact to those of us who came to age with him mentoring the Free Flight scene for so many years. For now we all offer our sincere condolences to Sal's family and to his dear angel Betty who looked over him so well until the end.

What I would like to propose as editor of our newsletter are personal stories or recollections of how Sal influenced your life to use in upcoming issues of *Gas Lines*. There is a request for Sal stories coming out of the NFFS for publication in the next *Symposium* as well. If you have a remembrance of Sal or something he did with you please feel free to share it here-I know a lot of you have many stories to share.



Aside from this, December has turned into a building fest for some of us. Kevin sent me some pictures of new ships he has built or mentored on. One of the three pretty vintage FAI *Uranus* models that Kevin built is intended for Larry Bagalini (the dimly marked one I presume). He also included a picture of his friend Pat's pretty *Alert* (below) that Kevin helped cover and paint with him. He mentioned that Gary also built Larry B. a new *Strato Streak* so it looks like Larry is coming to the party in 2013! Good show guys.

As for me (and others) the WESTFAC IV meet is coming up fast for April. I've already built and covered a Midkiff *Zero* for WWII Mass Launch and hopefully the Battle of Midway event. I'm also in the early stages of a Midkiff 1/12th scale *SE-5a* for WWI mass launch as I don't believe the 'Rumplermoth' will be allowed to compete as a WWI aircraft this time. I'm also going to look at either a Low Wing Military trainer or Greve racer to round out Mass Launch activity. I find that this particular type of event is more to the normal nature of stick and tissue in that you don't have to provide

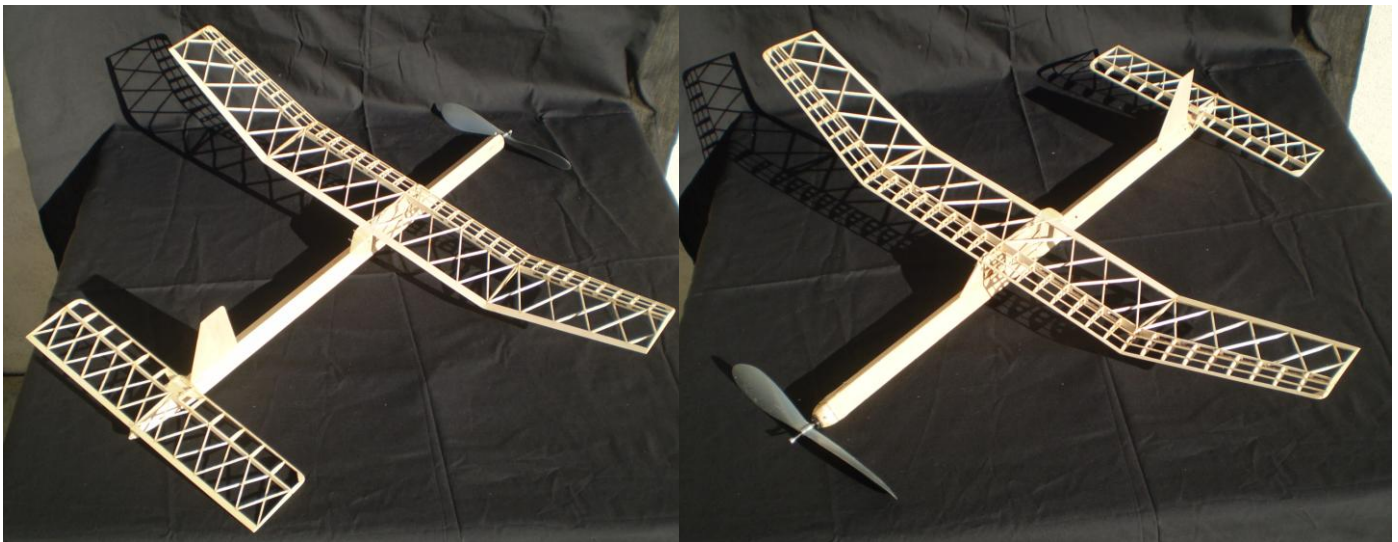


a pristine scale model to be competitive. It's more about building and flying skills with models that are realistic in appearance to real aircraft. I think more and more this is what draws most of the contestants to these contests and is really a blast. So SCAMPsters-bring an old time rubber stick model (small) or something to compete in the old time style events offered, or one gas/electric power scale. And build a few basic rubber powered scale models for the mass launch events and come out for a great time at Perris in April. The complete details of the events and schedules are on the Western FAC website www.westernfac.com if

you want the entry form, etc-all free downloads.

Not that I'm bored, but in addition to the scale frenzy I'm also very near to releasing my new P-30 *Monarch* kit sometime in January. I've been developing this design throughout 2012, based on the proven *Boomer* layout but with an eye toward design simplification and robustness. Flight testing has been going well after some initial tribulations with wing incidence and pylon design. Right now it's every bit as good as the *Boomer* in flight characteristics and endurance from what I can tell, and have no hesitation to offer it as a replacement to the *Boomer* design, which I will curtail from sales (except special order) once the *Monarch* is introduced.

This kit is intended as 100% built by the customer. It is also complete in the sense I will be including a **Gizmo geezer** 9.5 diameter propeller unit and **Button Classic** viscous timer as standard equipment along with all hardware and wood parts, tissue covering, etc. Design includes wing pop-up D/T configuration so there is no reason to not have the most competitive P-30 possible. You provide the adhesives and determination and come to Lost Hills with a model that can WIN.



Lost Hills Free Flight Model Airfield Association-2013 Dues

It is once again time to renew your membership to the LHFFMAA. Many members paid ahead last year for 2013. The dues for 2013 will remain at \$20/year; however, to renew for \$20 you must send your renewal form and check in by **February 1, 2013**. Quite a few flyers waited to register on the field at the year's first contest, the Isaacson's Winter Classic. Walt Ghio volunteered to collect membership dues at the contest which is much appreciated, however, if you know you will be flying at Lost Hills in 2013, it would be easier on Walt if you renewed your membership by mailing your dues to me before the contest.

On-field renewals throughout the year and the subsequent continual need to update AMA records is really a time consuming job. Therefore, in order to encourage early membership renewal, all renewals made after Feb. 1, 2013 and all renewals made thru the mail or on the field will be \$25.

The two year discount renewal is still \$35, except, as noted, if it is made after Feb. 1, 2013 or made on the field; then it will revert to \$40/2-years (\$25 + \$15).

There is also a yearly family discount rate for two adults living in the same house for \$35. The family discount for two years is \$65 (\$35 + \$30). The family discount after Feb. 1st or made on the field for two years is \$80 (\$50 + \$30).

There is no penalty for first time members.

Please consider paying for two years. It makes my life easier.

The dues have remained the same for the past few years because the expenses have remained fairly constant. Our major expenses are insurance, taxes and the port-a-potties which the dues cover with a little left over for contingencies.

Lost Hills does have a Life Time membership available for a one-time cost as shown in the table below. Consider this option when renewing your membership. Any dues already paid for 2013 or 2014 will be applied towards the cost of a Life Membership.

AGE Life Membership

40 - 44 \$410

45 - 49 \$385

50 - 54 \$360

55 - 59 \$335

60 - 64 \$300

65 - 69 \$255

70 - 74 \$210

75 - 79 \$170

Make checks payable to **LHFFMAA** and mail to:

George Walter
2412 Deerpark Drive
Fullerton, CA 92835

Be sure to include your AMA number, address, and phone number.

Rules of Safety/Conduct

Obviously, we must abide by all of the AMA safety rules.

We are encouraging everyone to carry a cell phone (and turned on) while chasing in case you have a fall.
Thanks,

George

LHFFMAA Sec/Treasurer
GeorgeWalter@alumni.pitt.edu

714-528-0774

R/C Quaker Flash Project

by Hal Wightman



Why have I built and am flying an electric powered RC Old Timer airplane? Well, the answer is simple; trees. We have purchased a second home here in Pennsylvania in order to spend spring and fall in the nice weather and close to our daughters and grandchildren. I looked up free flight clubs and found one that has a field about 65 miles away in New Jersey on an auxiliary field used by forest fighting planes. It, too, is surrounded by pines. I found two RC clubs had flying fields within 10 miles of our home and decided if I wanted to continue modeling, I better go back to RC when I'm here in PA. That is when I decided to build the Quaker Flash. I flew it in early December for the first time and it flew right off the board. Like many SCAMPS, I had flown RC in the past but have found FF more challenging. I haven't given up on FF here in PA as I have a new Gollywock under construction at present and will probably be making the trek to NJ in the spring to enjoy its benefits. In the meanwhile, you Southern California free fliers, appreciate the open spaces that you have!

Sooner or later R/C is going to have to be deployed on a lot of our models-radio D/T being the most logical one to go after. Our wide open spaces are disappearing fast aren't they?-ed.

December SCAMPS Club Contest Report

by Al Richardson and Kevin Sherman

December's SCAMPS Club Contest was beset by cold and windy conditions. Maybe it was the dreaded 12-12-12 curse? The events were Gollywock Mass Launch, OT Small Rubber, and ½ A to C Nostalgia Gas. Al Richardson was our CD of the day and he reports here with input on the gas flying from Kevin Sherman.

Al Richardson:

My first CD effort was a learning process what with the cold and the wind and the lack of experience. I did a lot of consulting. A lot of dedicated contest flyers were ready to do their best but the weather was getting in the way. Early on it was cold (low 30's) and breezy. And, it didn't look like it was going to get any better with dark clouds off to the East. Bernie Crowe said wait and see and he was right. We hovered around and then suddenly about 9:00 the sun came out and flying got under way.

It was decided to do the Gollywock Mass Launch about 9:00 when the flyers were ready. As shown in the results things can go awry and the field got narrowed from 4 to 2. One has to keep matters in perspective, and Alan Arnold wasn't about to put up with the abuse he would have gotten for *not* bringing the donuts and so missed the countdown. Joe Jones broke a motor and he missed the countdown. Joe flew afterwards (in Small Rubber class) and was pleased he got within a few seconds of Hal Cover's winning time.

There was a good turnout for Small Rubber. The flyers dealt with spotty lift and long chases. Hal Cover found big lift but lost his *Gollywock* somewhere well beyond the road. Kevin Sherman looked hard for it with no luck. It was Hal's backup model. Greg Richardson flew Gene Wallock's *Sparky* and was satisfied to get in three flights as he relearns his flying skills. My *Sparky* flew well and could have been in contention. However, I didn't have enough bands holding the wing and on the second flight the wing shifted. The model did a series of horizontal loops and gained all of 20 feet in the climb. Greg is not the only one trying to regain his flying skills! The last flight was better but in two minutes it was at the road and almost out of sight. Kevin while looking for Hal's model found mine. Thanks! Allan flew his *Boxcar* which looks like a winner but had stall problems. Mike Mayea was a contender with his *Casano Cabin* but ran out of time, returning from his second flight at the close of the contest.

Kevin Sherman:

We had an invasion of *Texans* at Perris Wednesday. No, not the people that talk with the funny drawl, but as has become the norm in Nostalgia Power events, *Texans* were the model of choice. I joke about the number of *Texans* all the time, but it really is odd how so many Nostalgia flyers have honed in on the *Texan* design. I think there are two reasons why the *Texans* are so prevalent. They are easy to build and they fly well.

Phil Ronney folded a wing on his *Texan* early, and switched to his *Top Banana*. Ray Peel brought out his nice flying *RamRod* and did a heck of a job getting his three officials in. He started out with a couple overruns, and of course that takes time since he had his DT set for a three minute plus flight. The field was paced by the *Texans* of Jeff Carman and Ken Kaiser, both posting three maxes. Their third flights both landed far across San Jacinto Road, Jeff noting it was the farthest he has ever chased at Perris. Phil launched his third flight about the same time as Jeff and Ken, and his model was also across San Jacinto Road in less than three minutes, so the drift became a big factor as the day went on.

Those three along with Ray Peel were the only flyers to complete their three flights. Ray Peel later said: "The bunch of us tried to put up our third flights at the same time but didn't quite pull it off. My last flight was a disaster; it took too long to peak my engine and I was getting short on fuel. I thought it was OK but the wind caught my *Ramrod* just as I launched and it looked like a *Starduster* going straight up. Then the engine started to cut out and had a terrible transition and started to stall. The result was not pretty. Like they say, he who makes the fewest mistakes wins."

Kevin Sherman launched in some pretty stiff wind and his model went slightly off pattern but still got high. He hit a real hole in the air and his model sank very quickly and he was down 10 seconds short of a max. He and Ron Thomas were timing each other, but after seeing the increase in wind speed, Kevin and Ron decided to save their models and fly another day. Kevin then went out to look for Hal Cover's *Gollywock* that was last seen specking out at almost 5 minutes. It was Hal's 40 gram *Gollywock*, and it was never found. Pretty sure Hal will come back with a sub 40 gram model soon.

A good day's flying despite less than ideal weather. Thanks to Al Richardson for running it so well, and to Kevin Sherman for his contribution to the report.



Eric Stengel launches at the 2012 Fall Annual



Hal Wightman demonstrates the amount of body English required to succeed at rubber power R.O.G.-2012 Fall Annual

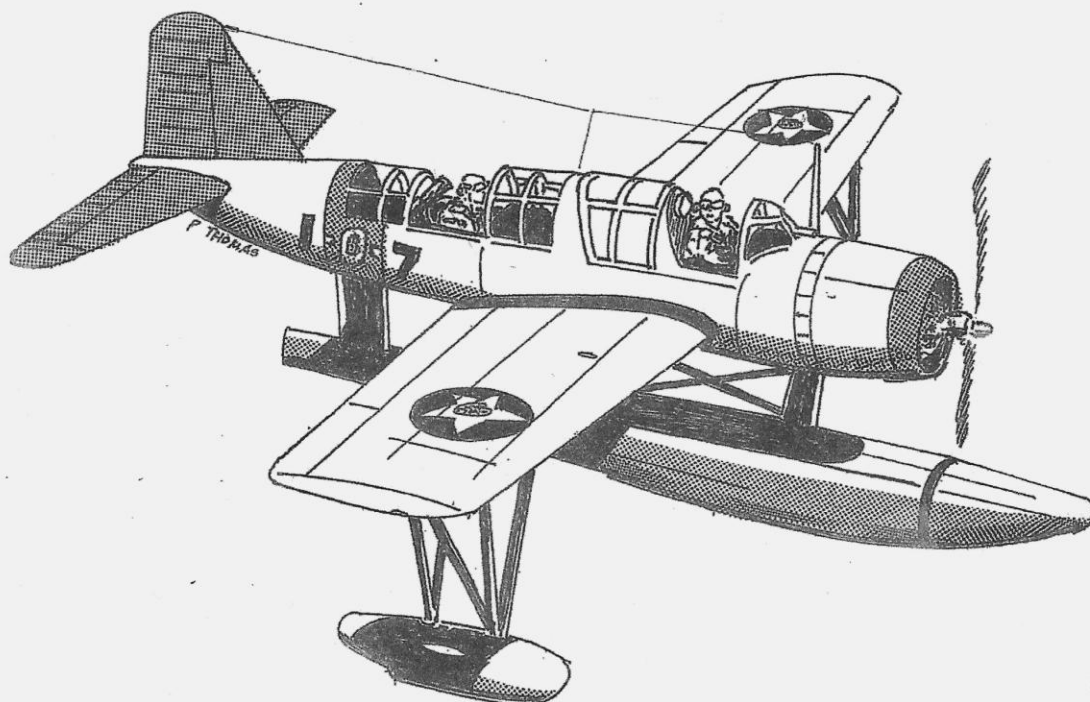


Ken Kaiser launches at the 2012 Fall Annual

FLYING ACES

WESTFAC MK IV

**PERRIS, CALIFORNIA
APRIL 24TH THRU 27TH 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

SCAMPS Membership Renewal Form

It is time to renew our Scamps membership dues again. This year we are offering two types of memberships. Our regular membership, which includes a monthly printed newsletter mailed to you, remains the same \$30 per year. Our E-mail ONLY newsletter membership will be offered at \$15. Those who chose the E-mail newsletter option membership will no longer receive a hard copy of the newsletter in the mail, only the E-mail version. We are able to pass on the savings for the club to those members who chose the E-mail membership.

We want to make sure we have everyone's correct contact information. If you have moved, changed your phone number or have a new E-mail address, please let us know (contact Kevin Sherman). **The dues are \$30 (regular membership) or \$15 (E-mail membership) and should be made payable to the SCAMPS. Please send your dues to Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882**

Please check one

Please sign me up for regular membership

Please sign me up for E-mail membership

Name _____ Phone Number _____

Address _____ E-mail _____

Do you have any interest in SCAMPS Shirts? Yes

No