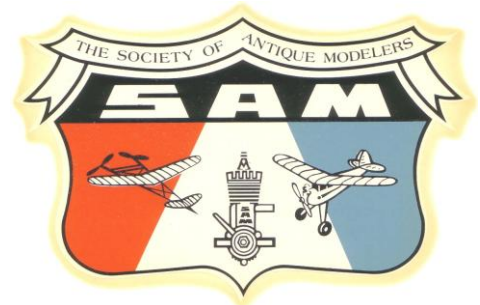
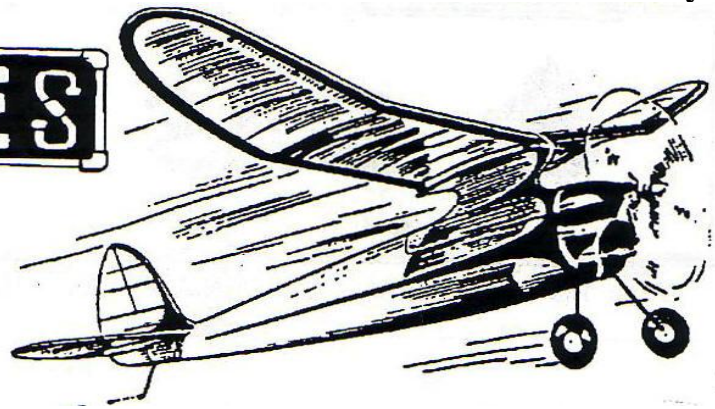


May 2013



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



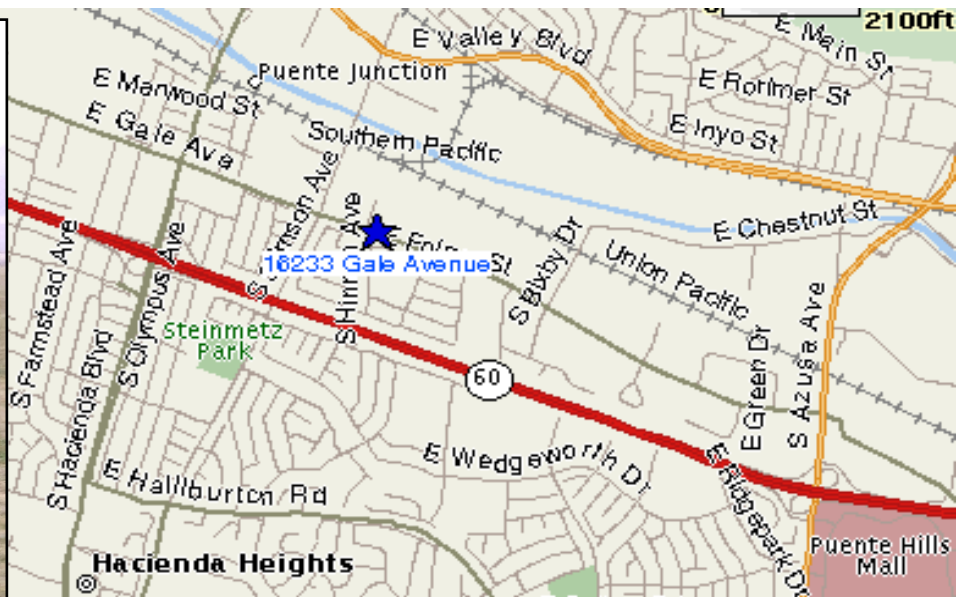
LINES

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

SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
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Meeting Coordinator	Mark Williams	(909) 996-2942	MarknJeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The May Meeting will be held **Saturday, May 4th at Noon** at Milon Viel's Metal Cutting Shop, 16233 Gale Ave., City of Industry. 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 open chain link gate and park on the East side of the building. Enter through the front doors. See you there. Anyone who is unfamiliar with the location of Milon's shop should always refer to a detailed map. Milon has invited everyone to show up any time after 11:00 am.



SCAMPS NEWS by (Guest Editor) Kevin Sherman

I am back, well for a month anyway. Clint Brooks asked for a month off to prepare for the soon-to-be-held WESTFAC scale contest April 24-27 at our Perris field. We wish everyone great success at the contest and hope it is a successful event. I am not sure how many SCAMPS will compete, but I have seen John Donelson and Fernando Ramos putting in some great flights with their scale ships. John has been flying a lot of rubber power stuff, but I did see Fernando flying an electric powered model that I think will put him in the Power Scale event. Talking about scale flying, I just got word that our scale stalwart Roger Willis is going to be moving back from Arizona. He reported that his house in Arizona sold the first day he listed it and he has purchased a home in Murrieta which will put him back in close proximity to Taibi International field in Perris. Turns out, it is really hot in Arizona, who knew? I also talked with Ted Hidingier the other day and he is also moving back from Arizona. He said he really misses his modeling friends and misses flying. He currently lives in Payson, AZ, and said there is nowhere around to fly.

In the past year, we have noticed a very significant drop off in contest participation. I was personally disappointed in the attendance at the Taibi Annual this year, considering it was well promoted and had ideal flying conditions. We had just 21 competitors sign the AMA form 11. While that seemed weak to me, word is just coming in that the SCAMPS/SCIFs Texaco contest Directed by Dave Wagner was an even bigger disappointment. Several flyers reported that there were only about a dozen flyers participating in the SCAMPS/SCIFs contest and about 25 on the San Valeers' portion of the contest weekend. The San Valeers picked up another dozen or so flying in their FAI events. The Texaco was so lightly attended that one member said he is going to write a proposal to not have the contest in the future. The idea that our numbers are dwindling really hit home at the Texaco, but I have noticed a fairly quick and distinct drop-off happening the past few years. This trend will be felt at all free flight contests I am afraid. I noticed a huge drop at the SAM Champs in 2009. When I flew at the 1999 SAM Champs, we had 52 flyers take flights in Large Rubber Stick. I flew the event again in 2009, and there were 7 flyers. As we lose flyers, there are just not any new people coming in to fill the ranks.

I was prompted to look through our roster to see how many flyers we have who might participate in contests. Our roster is made up of those who enjoy modeling but do not participate in flying with us, the casual flyer who comes out once in a while to fly, our Wednesday regulars who are diehard fun flyers and show up every week to fly till they drop (and eat a donut of course), and some who still use the Wednesday flying sessions for trimming their models for competition and go to most of the contests. We also have members who are competitors but are not local and or do not fly in most of our contests like Gene Wallock, Abe Gallas, Don DeLoach, Bob Oslan, Gene Wallock, Larry Davidson and Terry Thorkildsen. What I found is that we have about 26 members who are contest flyers, and it is impossible to get all of them at every contest for various reasons. With the club's average age in the gray hair plus range, health is a reason some of our contest flyers miss events and others claim they have other things they do in life besides airplanes? I wonder what that could be. In any case, as we move forward, we should continue to evaluate our contests and the events we offer and see if more condensing, combining and eliminating is in order. I think we have all seen this downturn coming, and the order of the day is to enjoy it as much as possible while you can.

Our club contests continue to offer a fun venue to try your hand at contest flying and CDing. This month, Joe Jones ran the event, and has shown himself to be a top notch CD. Every time I have seen him at the contest's helm, he has always been extremely organized, prepared and all runs so smooth. Joe was also on top of writing a CD report and included pictures for the newsletter. Great job Joe! Considering these contests are run in the middle of the week, I think we get good participation in them. Certain events like Coupe, P-30 and Nostalgia power have been the most popular. Below is Joe's report.

April Contest Results by Joe Jones

The SCAMPS April Contest on April 10th included FAC Greve Race, P-30 rubber, and Old Time ABC Fuselage power. Weather forecast for windy conditions in the 8 to 10 mile-per-hour range did not materialize. The wind was out of the east in the 5 mile-per-hour range, resulting in long chases, a change in rules, and loss of one airplane. Attendance was limited, probably due to the wind forecast, the SCAMPS & SCIFs Texaco contest the following weekend, and the FAC WESTFAC contest April 24th through 27th.



Fernando Ramos and John Donelson

There were only two Greve racers present – John Donelson’s Mr. Smoothie and Fernando Ramos’ Goon. With only two entries, one round was flown. John’s Mr. Smoothie demonstrated a nice pattern to record a time of 102 seconds. Fernando’s Goon seemed to stall initially and then recovered, limiting the altitude achieved and recording a time of 74 seconds. Greve race results were:

1	John Donelson	Mr. Smoothie	102
2	Fernando Ramos	Goon	74

There were six entries in P-30. Gary Sherman flew his Hi Ho to first place with maxes on the first and third flights. Kevin Sherman was close behind flying his Boomer, which was designed and kitted by Clint Brooks. Hal Wightman also flew a Boomer and lost it in a thermal on his last flight. Hal’s airplane was out of binocular range over the boat store. Al and Greg Richardson flew Al’s Prowler II and Greg’s Mini Maxer. Ted Firster flew a Stan Buddenbohm-designed Shark Mk II. P-30 results were:

1	Gary Sherman	Hi Ho 30	120/82/120	322
2	Kevin Sherman	Boomer	91/115/110	316
3	Ted Firster	Shark Mk II	91/117/73	281
4	Al Richardson	Prowler II	94/96/78	268
5	Hal Wightman	Boomer	66/68/120	254
6	Greg Richardson	Mini Maxer	65/54/77	196



Gary Sherman with his Hi-Ho 30 and shown launching

Ted Firster with his P-30

Greg Richardson - Mini Maxer

There were two entries in Old Time ABC Fuselage. Kevin Sherman flew his Super Cyclone-powered Rambler and Ron Thomas flew his Elfin 2.49 cc diesel-powered Hayseed. The wind from the east threatened to take these airplanes to the freeway. The engine run was shortened to 15 seconds, and the max was reduced to 2 minutes with 3- and 4-minute maxes for the first and second fly-off. Both competitors logged maxes on their first three flights. The airplanes were coming dangerously close to the freeway. Kevin’s last flight crossed the freeway but returned to land on the close side of the glide circle. The competitors discussed further reducing the engine run time for the fly-offs. They decided to flip a coin to decide whether to stop flying with a tie or



Ron Thomas with Elfin/Hayseed

Kevin with his Super Cyclone/Rambler

continue with fly-offs. The tie won. Further danger of flying onto the freeway was avoided, and the airplanes lived to fly another day. Old Time ABC Fuselage were:

1	Kevin Sherman	Rambler	120/120/120	360
1	Ron Thomas	Hayseed	120/120/120	360

Thanks to all who participated. (Editor's note): When my dad decided to scale the Hi Ho down to a P-30 size, he said he would be happy to fly it in P-30 and not get last place. I do not think he ever envisioned winning a P-30 competition, but it happened.

SCAMPS and SCIFS Texaco Event April 13th & 14th, 2013 by David Wagner

It was another couple of beautiful warm spring days at Lost Hills, CA. The cool morning breezes soon led to sunny skies and big thermals. The event, while sparsely attended, ran well without many incidents or spectacular crashes. Although on Saturday, San Valeers member Mike Mayea crashed his motorcycle and broke a bone in his hand. I saw him on Sunday morning, banged up but in good spirits despite his injury. He hung out at the boards most of the day.

All events were open both days and you didn't have to finish on the same day. We had 16 participants but only 8 on Saturday. The San Valeers had the lion share of contestants in both their regular and FAI Events. Following our the results from the SCAMPS/SCIFs contest.

½ A TEXACO 1. Bud Romak 16:10 min.

GAS SCALE 1. Brad Levine 303 sec. 2. Ted Firster 38 sec.

OT LARGE RUBBER STICK 1. Clint Brooks 900 sec. (Lost model) 2. Carl Redlin 698 sec. 3. Hal Wightman DNF

OT SMALL RUBBER FUSELAGE 1. Carl Redlin 496 sec. 2. George Walter 444 sec.

.020 REPLICA 1. Ted Firster 171 sec.

A/B PYLON 1. Ray Peel 502 sec.

C FUSELAGE 1. Dan Heinrich 308 sec.

4 OZ. WAKEFIELD – No Entries

A/B NOSTALGIA 1. Glen Schneider 507 sec. 2. Ron Thomas 430 sec. 3. Ray Peel 302 sec. 4. Jeff Carman 134 sec. 5. Ted Firster 111 sec.

C NOSTALGIA 1. Ray Peel 1048 sec. 2. Philip Ronney 720 sec.

OT HL/CL GLIDER – No Entries

DAWN PATROL TEXACO 1. Brad Levine 12:15 min. 2. Hal Wightman 12:05 min

30 SEC. ANTIQUE – No Entries

OT SMALL RUBBER STICK 1. Clint Brooks 480 sec. 2. Don Bartick 465 sec. 3. George Walter 411 sec.

OT LARGE RUBBER FUSELAGE 1. Hal Wightman 600 sec. 2. George Walter 256 sec.

A/B FUSELAGE – No Entries

C PYLON 1. Bud Romak 732 sec. 2. Carl Redlin 300 sec.

VINTAGE WAKEFIELD 1. Hal Wightman 429 sec.

PEE WEE ANTIQUE 1. Dan Heinrich 53 sec.

¼ A NOSTALGIA 1. Bob Scully 278 sec.

TWIN PUSHER MASS LAUNCH 1. Hal Wightman 102 sec.

Anyone that did not get their certificates and want them... please email me at centmfgdavid@sbcglobal.net and I'll get them right out to you. Thank you for all the help and support. It was my pleasure to run the event and hope to spend more time on the field than I have recently. God Bless, David Wagner CD.

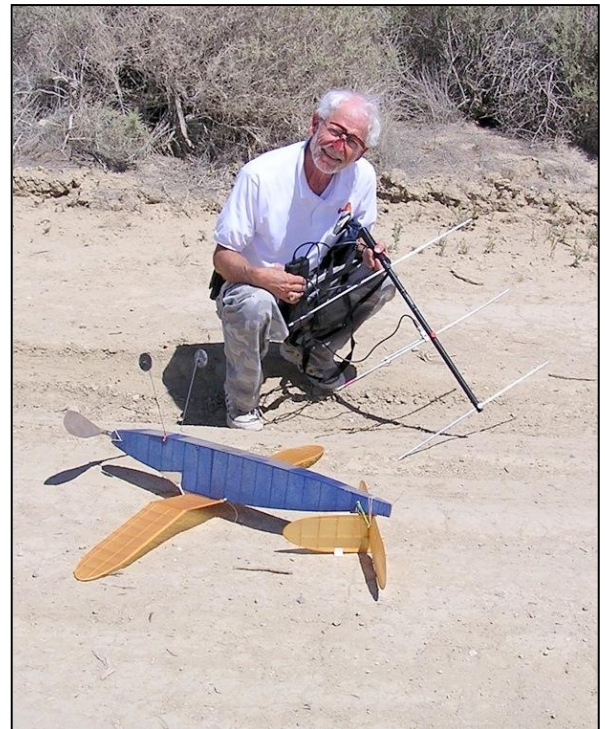
A few contestants sent me their personal take on the contest to include in the newsletter.

Ray Peel – Saturday was a good flying day with some drift. I left about 3 PM and only a few were still flying. Sunday started out pretty good, but as the day progressed, the wind was building up. By noon, it was almost too windy to fly. One of the last flyers out there was Jeff Carman. He was flying his Rossi powered Texan and I was timing for him. The last flight was almost out of sight in three minutes. Jeff had a problem getting the model back because he lost a few rubber bands holding his wing on and riding against the wind with a loose wing proved challenging. There were a few

dust devils coming through and tents and models were taking a beating. After 12:30, everybody started taking their models apart and putting them away. Terry Thorkildsen told us that both the SCAMPS/SCIFs and San Valeers agreed to move the awards from 3:00 PM to 2:00 PM. It was a good contest, but there were probably not more than 12-13 starters on the flight line. I would estimate the flyers maybe totaled 15-20. Jim Hurst put up his 600 Ram Rod but didn't get an engine shut off. We all watched it climb in a perfect spiral up into the blue sky until you could hear the engine, but not see the plane! Several SCAMPS members placed well.

Hal Wightman – The turnout was very light for SCAMPS/SCIFs. Hopefully Dave Wagner will give you an update. I doubt if there were 10 contestants that signed up. I flew 4 events; twin pusher "mass launch" (me only), vintage wakefield (me only), Full Texaco (Brad LeVine and I), and Large Rubber Cabin (George Walter and I). I had three firsts and one second (Texaco). Brad beat me by 10 seconds with a flight of 12m 15s. He retained the SCAMPS trophy. His winning flight in Texaco went into the newly developed tree area and he was able to ride his bike down a road and walk from there to pick up his plane. My second Texaco flight (8m 20s) landed on the road adjacent to the new tree field. On the flip side, the San Valeiers had over 30 contestants. It looked like they were primarily flying nostalgia and AMA gas. I don't know how much rubber they had, but I know they had P-30. Clint won that event.

Ray Peel sent his gassie skyward and forgot to trip the fuel-off timer. It must have climbed to 4000 feet before the engine quit. Mark Eddingfield had binoculars on it and saw it DT after the engine quit but at last word, Ray had not found it. He had left his Walston transmitter at home and was flying it naked. I saw HulanMatthies launch his 1300 sq. in. Satellite and it went up and nosed over as the speed increased. Fortunately, the engine quit in time for it to pull out of the shallow dive and it recovered. I didn't notice if he flew it any more. It would have made a BIG mess if it had come in. At the same time my Large Rubber was heading up in that strong thermal, Carl Redlin had launched his large sailplane into the same thermal. His was even higher than mine. He had a radio DT on his and we both lost sight of our models. I think he tripped his RDT when he lost sight of his. When George and I were out looking for mine on Saturday afternoon, we stopped just south of the Scale House near the entrance to the flying field on Holloway Road to try to get a signal on my Walston. George looked over in the field on the East side of Holloway road and said that looks like an airplane. He went out and found Carl's plane - about 70 yards to the east of the road. It had a broken pylon. We recovered the plane and called it in to Ted who informed Carl and Bud that we had it. They had been out looking for it as well. George and I didn't find my Lanzo Duplex until Sunday around noon. The contest was basically blown out about 11:30 am Sunday. Both groups ended the meet an hour or two early.



Clint Brooks – I concentrated on rubber events of course. There was a pretty good turnout on Saturday. The FAI group flew adjacent to the AMA and O/T pit area and had all the glider events happening and F1A,B,C, etc. That was hosted by the San Valeers and I can't remember the CD's name. Tim Bautik flew 10 maxes in CLG and 11 in HLG so he was the record holder for the weekend. The SCAMPS table was a nice setup I thought. Mark Edingfield and the big guy David Wagner were CDing for the SCAMPS/SCIFs. They had really cool signage and every max was announced with a ring of a cowbell and some sort of rant by Mark. It was pretty fun really and I think a great way to amuse the crowd. It sure got your attention whenever someone scored. The cowbell was in the award ceremony and given away-I hope that becomes a standard agenda item.

Several airplanes were lost. My Red Buzzard went cross country at around 5,000 feet or so on Saturday PM. Hal Wightman lost his large rubber cabin model about the same time but got it back. I believe it was Sunday when a Nos gas model overran the timer on the launch and ended up at least 8,000 AGL before it powered off and finally D/T'd. It was so high you could barely see it and it drifted south toward the highway. I have no idea if it was ever found-my guess is no. Comment during that time was Don Kaiser telling the owner it should be up in jet traffic shortly...we all chuckled and then almost on queue a jet passed right over the top of the speck in the sky, giving the illusion it was that high. Injuries-my fall on the mountain bike Sat PM broke my rib the third time. Mike Mayea dorked his cycle in the pit area and broke

his hand and sprained his ankle. He was out Sunday morning with a soft cast on-he never did fly. I know he was taken to an emergency room up north of LH and spent half the night there. I think everyone else went home intact.

Contest Photos – Thanks to everyone who sent me photos to include in the newsletter from the SCAMPS/SCIFs Texaco contest including Arline Bartick, Hal Wightman, Norm and Brian Furutani and Ray Peel. Norm Furutani’s son Brian took professional quality photos at the event and the shots he took can be seen online at:

<http://www.flickr.com/photos/44670670@N02/sets/72157633261343992/>

Below is a selection of the photos submitted, many are from the collection Brian Furutani shot. Photo quality was so good on Brian’s shots, it makes me want to buy a new camera!



Jim Hurst get'n er done – Ram Rod



Ray Peel launching his Alert



Hulan Matthies with his Texan



I think Sal would be happy to see his old Playboy cabin back in service in the hands of Daniel Heinrich. On left, Daniel shows proper ROG technique with no push. On right, the O&R 60 pulls the Playboy skyward. Photos shown on this page are courtesy of Brian Furutani.



Hal Wightman launching his Duplex



Ron Thomas launches his AMA Gas model as wife Sue times



Ken Kaiser with Hunter Trophy



Ray Peel with nice VTO



Hal Wightman times George Walter w/Wren



Al Cron checks engine run on Ram Rod



A shot of the flight line, still no trees in sight



26th SCAMPS Twin Pusher & Lotto Fun Fly

Sunday, June 16, 2013 - 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)**

AMA A/B Electric! – Motor run 10 secs, 2 minute Max. Fly-off, 5 second motor run

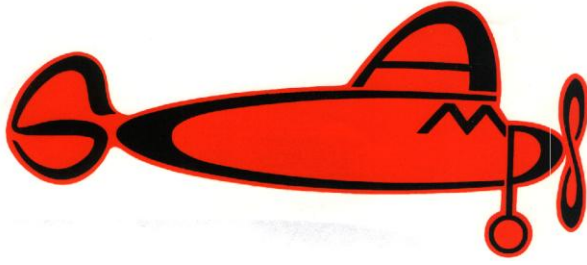
E-36 – First 3 flights 15 sec motor run then 10 and 5 in fly-off. All 2 minute maxes

*** 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 2nd & 3rd 2013, Lost Hills, California

Saturday

7 AM to 4 PM

A/B Cabin

30 Second Antique

*1/2 A Texaco (7 AM to 11 AM)**

C Pylon

Large Rubber Cabin

Small Rubber Stick

Pee Wee Antique

****A/B Nostalgia*

Just added, OT HLG/CLG!!!!

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 (Contact): Dave Wagner (818) 342-8201 centmfgDavid@sbcglobal.net

SCAMPS (CD): 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***