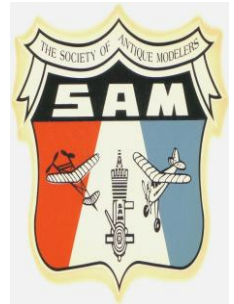
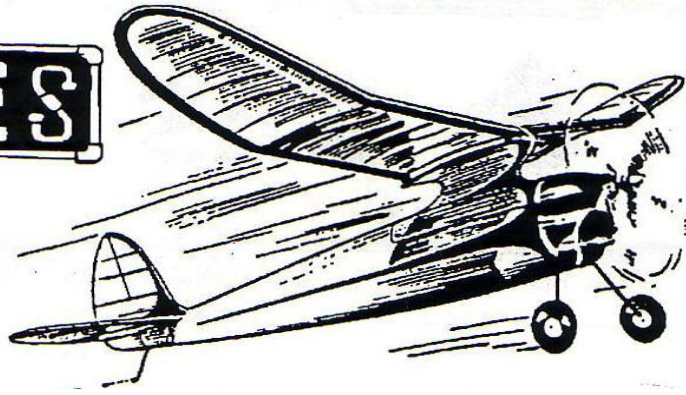


February 2014



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

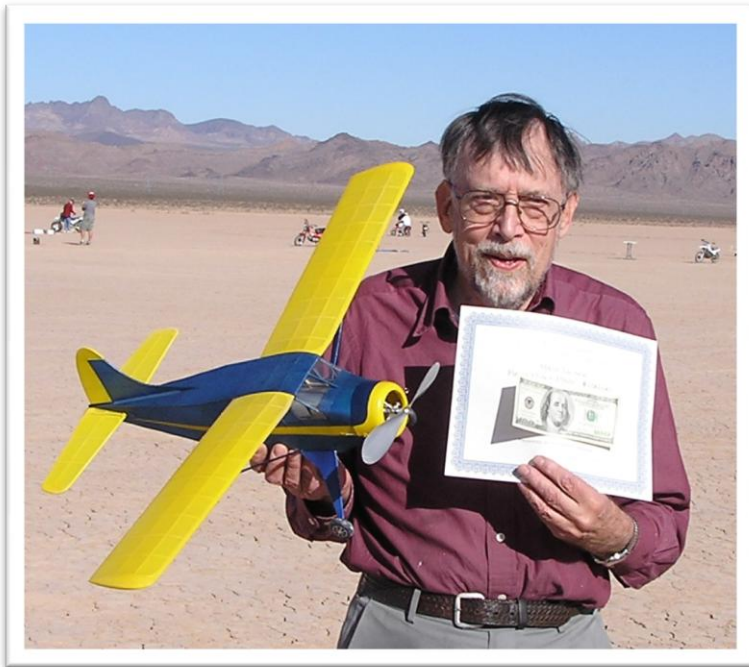


LINES

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

SCAMPS Officers

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



Saturday, Feb 15th, 2014

1-3 PM

John Morrill's Shop

143 Richmond

El Segundo, Ca

310-322-7858

February SCAMPS Meeting Location

John's shop is a business front (and his house). Go west on the 105 Fwy and stay in the left lane as you pass the LAX airport exits. The 105 becomes Imperial Hwy. At the 3rd light, turn left on Main St and head south to Grand Ave. Turn right on Grand and immediately turn left on Richmond (South). He's on the right side. Park on the street or in the Chevron parking lot. Alternatively, you can exit the 405 onto El Segundo Blvd West and take it to the very end which is at Richmond Street and turn right (North). John's location is about a block down on the left, right next door to the Richmond Bar and Grill.

The *Joulebox 190 E-36* prototype has been finished, test flown and used in competition this past weekend at the Southwest Regional in Eloy. Finishing second in E-36 by just a hair, it took Electric A-B class combined the following day. I'm pretty happy with the way the model performs-it's a cross between gas power, rubber and HLG for operating strategy. Gas power for trimming under power and transition, rubber power for the type of glide performance possible in light air and finally HLG for the type of strategy you need to work with when down to a five second motor run-it can't get much higher under power than a HLG at that point so air picking becomes the challenge. And there is the whole pleasantness of not having to wind anything; fuel, start and tune anything or the infrastructure that goes with all of that. Just assemble the model and walk to wherever you plan to launch and wait for your moment. It's serious fun folks and once you try it you will be hooked.



I'm planning to market the kit by end of February-it will be sold in three configurations. First, a full house kit that includes all the electronic components and drive system, folding prop hub and blades, all hardware, tissue covering, laser parts, strip stock, carbon tube fuselage boom, drawings and instructions. Everything you need to set this type of model up will be in the box, less the Lipo battery. The next version is a full kit less the electronics, prop, etc. The last version will be a short kit for laser cut parts, carbon tube boom stock and drawing with instruction. In discussing kit options with people you hear over and over that the class is attractive but confusing on where to get parts and what to use and so no burning urgency to build one. That was my take too-looked interesting but I was clueless on how to start. I'm hoping my full house kit will give you a nice baseline to start from and after that it should be gravy if you keep at it. Look for the release announcement on my website www.cbmodeldesigns.com or get in touch with me personally on your needs and questions.

The topic of radio control flying at the free flight area at Perris has reared up again. There has been more and more R/C sailplane activity going on adjacent to the FF area on the weekends, and at times some of the FF community has been flying R/C as well. This came to a head about a month ago one Saturday when the lone R/C sailplane flyer was challenging some FF'ers at the south end of the field about their R/C flying activity. He was concerned about conflict with the Riverside R/C club and was trying to get the FF guys to stop. On my way out I stopped and brought up the same subject. In the discussion it was revealed that due to new transmitting standards that reduced risk of interference that it was now acceptable practice to fly R/C in the free flight area and that this was agreed with the Riverside R/C club. At that point I backed away from further discussion as I felt I had no clear footing on the SCAMPS club position on the subject.

An inquiry with the club board has resulted in a few concerned emails about this. Yes, there was some discussion about the fact people could use new standard equipment safely and not interfere with the main R/C group flying off their runway. That does not preclude someone from showing up outside the SCAMPS or other organized group and turning on a 72 Mhz radio and causing serious damage, because they saw someone else flying in the same spot earlier. So, the official position of the SCAMPS is that **NO R/C flying** is to be performed at the FF site by SCAMPS club members and associates. The R/C soaring group has their own separate arrangement with the Riverside group and will be responsible for policing their own activities and

group members. If you brought R/C models out to fly, please be courteous and fly at the Riverside club area to avoid any conflict or perception of non-support on our agreement. As an R/C flyer myself I have always felt great concern at the sight of another flyer operating a distance away and felt whoever it was is a fool or just didn't care or understand how things work and the risk involved. Communication is best, so play by the rules at all times. We don't want to lose the last good FF site in SoCal over some R/C squabble-please respect the order have.

On another note, some new models are being put up for early season test flights. I was given a nice twin pusher model built by Dick Bannister. The model is un-flown and I attempted some low power hand wind flights in January. It appeared to be fairly stall-ish although it looks like it will fly well. I need to make a provision to move the wing forward or aft to get the CG to come in without adding a lot of ballast so it's waiting for some wing hooks of some sort to allow that before further tests. I can see there is going to be some infrastructure needed to operate this model so that's the other delay factor in further testing.



by Gary Sherman. I suppose it flies as well as it looks too. Also, Ray Peel was out with a new *Texan* model-very lovely red, white and blue color on it. Nice work guys!

Skip Robb has been influenced by Jules Verne or someone with weird thoughts about what makes a good flying model. The *Hungeron* is probably one of the goofiest looking rubber models I've seen, although from all accounts they perform well! I thought that crazy biplane in the *Mad Max* movie series was the weirdest looking flying machine ever but this model comes close. I'm looking forward to the report from Skip on why he has constructed this particular model, and how it worked out for him. I'm sure anyone viewing this airborne from afar will be concerned about UFO's!

Last Wednesday saw some good flying at Perris. Kevin sent some pictures along-the *Super Rocketeer* looks like a very nicely turned model





Skip Robb's Flight of Fantasy-the *Hungeron* rubber powered pusher



Pretty good turnout for a January Mid-week free flight session at Perris. Not so in the Midwest and East Coast right now! It's the donut round-a proud SCAMPS tradition on Wednesdays.



Here are some pictures from the January SCAMPS Club meeting held at the Kaiser's home in Cypress. There was a real good turnout in spite of your editor forgetting the fact Ken had informed him of his intentions to host in an earlier conversation. I hope nobody missed out because of my omission in the last

newsletter-sorry about that. Anyway, Betty Moke was there and says "hi" to all. The grub was good and the main part of the meeting evolved to the garage where a lot of hangar flying and building ensued. Pretty good stuff really-everyone gets pumped up about building thoughts and new models, etc. The nice *SBD Dauntless* is electric powered from a Guillow's kit. I didn't get the builder name but he did a great job and I can only hope he tests on deep grass and not at Perris in its current barren state.



SCAMPS Membership Form



We are accepting memberships to the SCAMPS (Southern California Antique Model Plane Society) at this time. Our membership is for one calendar year, from January through December. Membership includes a monthly newsletter, with the latest information on contests, building projects, flying news from Perris, plus much more. We also host several contests each year, plus have a weekly fun-fly at our Perris, CA field. These happen every Wednesday morning, weather permitting. There is also another group of SCAMPS that fly on the weekends. Members also receive a membership card and SCAMPS decal sheet. All members are welcome to attend monthly meetings, where it is more a social gathering, than a formal meeting. Refreshments are served at all meetings and it is fun to catch up on the latest happenings with your friends. We hope you decide to join in on the fun. If this is a renewal, simply write your name below and send your dues. I have all your other information on file.

Dues are \$30 for regular newsletter snail mailed, and only \$15 for members who receive the newsletter via E-mail ONLY. All funds should be made payable to the SCAMPS. Please send your dues to Kevin Sherman, 1521 S. Normandy Terrace, Corona CA 92882-4036.

Please check all that apply

Renewal New Membership E-mail Newsletter Regular Mail Newsletter

Name _____ Phone Number _____

Address _____

City _____ State _____ Zip Code _____

E-mail _____

AMA Number _____

If new, how did you hear about our club? _____

The *Isaacson* winter classic

February 08 - 10, 2014 at Lost Hills, California



Join us for one of the premier West Coast Free Flight Contests! We are again hosting the Kiwi New Zealand FAI World Cup. All FAI classes are America's Cup. AMA and NFFS classes are National Cup. This is a Cat. II contest.

Saturday FAI Events

Kiwi - New Zealand World Cup!

F1A, B, C, & P (Q on Sun.)

Round Schedule: Saturday 2/08

- 1 8:00am-9:00am
- 2 9:00am-10:00am
- 3 10:00am-11:00am
- 4 11:00am-12:00am
- 5 12:00am-1:00pm
- 6 1:00pm-2:00pm
- 7 2:00pm-3:00pm

Round One Maxes:

F1A	210 seconds
F1B	240 seconds
F1C	240 seconds
F1P	240 seconds

Fly-Off Schedule:

Round eight, 5 minute max.

F1A 3:30pm-3:40pm

F1B 3:45pm-3:55pm

F1C/P 4:00pm-4:10pm

Additional rounds to be announced

Frank Zaic Awards*

for limited function F1X models

Saturday Only! 8am - 5pm

NEW! The Paul MacCready Human Power World Championship for Hand Launch Glider.

Cash prizes, see flier

NEW! E-36 World Open.

AMA Rules, cash prizes, see flier

NEW! E-20 TBA

NEW! Bud's Buddies Big "E"

Unlimited+ Rubber, AMA Rules

Vintage FAI Gas

Five rounds, 2010 NFFS rules

AMA HHCLG - NC Pts.

Gollywock One Design 3 - 3min max

Gollywock Mass Launch

Sat. Evening TBA. Everyone flies! A Bob White Event!

Monday! "Kiwi" World Cup - Slope Soaring F1E

10:00am - 3:00 pm. Five rounds, 60 minutes each.

Saturday (continued)

NOS Gas

1/4A, 1/2A & C. Separate events.

AMA Gas

C, D, Sup. D Combined. Classes will be separated for NC pts.

Sunday FAI

F1G, H, & J

Round one, 8:00 am! Champagne Flyoff!

Time to the ground. Round Schedule:

Rounds 2-5, two minute max.

1 8:00am-8:45am, 15m E-36 break

2 9:00am-9:45am

3 9:45am-10:30am

4 10:30am-11:15am

5 11:15am-12:00pm

Fly-Offs will begin at 12:15 noon and finish by 3:00. At 3:00, any remaining ties will be broken by using Champagne Flight Times.

F1Q - 7 rnds, 180s

Sunday Only! 8am - 3pm

Paul MacCready Human Powered World Championships AMA Catapult Launch Glider

Pt.2 E-36 World Open, Mass Launch

NOS Gas A, B & Early 1/2A

AMA Gas 1/2A, A & B Combined

AMA Hand Launch Glider, NC pts.

P-30 AMA Rules

Large NOS Rubber-NFFS Rules

White Award for top NOS Wake

Moffett AMA Rules

Classic Glider NFFS Rules

SAM Compressed Air

3 - 3min. max. plus mass launch.

Lee's BTV West, 12"CLG. See Lee

Monday - CLG/HLG Glider Clinic

See Ralph or Stan, Sign-up req.

Contest Directors:

Norm Furutani

15423 Haas Ave.

Gardena, CA 90249

(310) 323-1943

norgin@earthlink.net

Roger Morrell

1916 B Gates Ave.

Redondo Beach, CA 90278

(310) 374-2136

r_morrell@yahoo.com

Register Fri. 1pm

Entry Fees:

Kiwi World Cup events \$25

All others, \$15.00 - includes

one event. Additional events

\$5.00 each.

All must be current member

AMA/MAAC and Lost Hills

Assoc. World Cup events

require an FAI License.

Awards: Sunday 4pm

Jr.-Sr. Open Class combined.

First through third, each

event.

Perpetual Gollywock and

Nos. Wake awards, courtesy

of Bob White

Awards Ceremony and

RAFFLE!

Winners MUST be present!

*The Frank Zaic Awards

For limited function F1X

models. For details go to:

<http://www.fai-freeflight.org/images/stories/contests/ZaicAwards.pdf>

Monday, reserve day for FAI

Events.

❖
*In memory of
our dear friends,
Bob and LaVera
Isaacson*
❖

11/14/2013