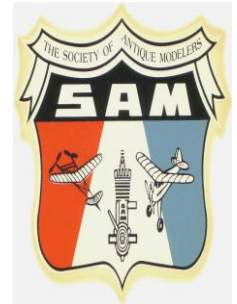
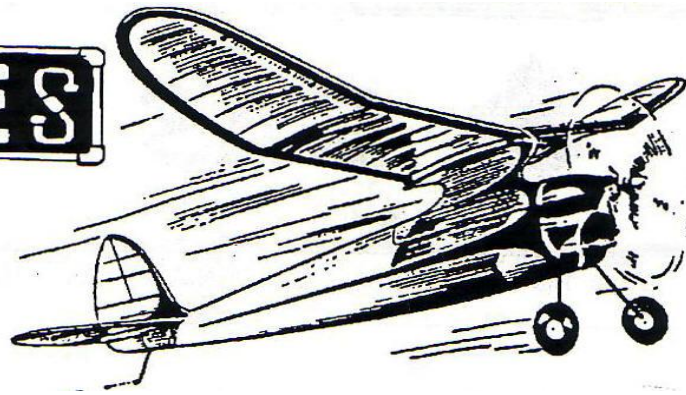


March 2014



**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**

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

### March SCAMPS Meeting Location

As of this publication a March meeting location has not been determined. Look for an email concerning this if a location is established.

### SCAMPS NEWS

*by Clint Brooks*

February has just about finished and a couple of contests are now behind us. The highly anticipated Ike contest was very well attended, but also visited by the edge of the first storm front seen in these parts for many months. Undaunted, most flew in spite of the winds, although I decided it wasn't worth the chase on my stuff Sunday. Saturday saw most of the morning eaten up by strong easterly winds that made launching downright dangerous, and many models were blown off pattern on climb out and it was difficult to gain serious altitude at times. There were also many crashes that day by some of the best fliers around so it was not taken lightly. I'm not sure how the SCAMPS members made out in general but I know Hal Cover took the big prize in E-36 which had 24 entries-there were models all over the place competing for the purse money up for grabs. I dropped my third attempt when I launched in sink during the early afternoon winds so I was quickly defeated by the conditions. If you could get your model to altitude it wasn't too bad aside from serious drift and maxes were being made. On Sunday morning the wind was probably a good 20 MPH out of the west and the F-1C guys had a flyoff that was won with a ten minute max-I can't imagine observing the model that long in those winds-it amazes me it was done.

Here is Al Richardson's tale of the Mulvihill event on Saturday:

*To All:*

*For my records I wrote a report on the activities of son Van and myself at the Isaacson Meet. I'm passing it on F YI. Perhaps it will be of use to someone doing an overall report.*

*Van and I flew only the Big E event. As you have heard it was windy and the launch and chase were tricky. My*

*first flight I essentially launched downwind to be safe.(I watched each flight through binoculars till I lost sight at about 2 minutes). Flight time was 6 minutes plus and the chase fast and the return very slow. The second flight was with a new motor. I didn't prewind and settled for an underwound model (850 turns instead of 1100) and 4 plus minutes.*

*Van's first flight (with a Romak Dominator Mulvihill) was perfect , 6 minutes plus. On his second flight a gust looped it into the ground and demolished the fuselage.*

*At about 2:00 PM the wind died and I decided to do my third flight. Wound properly for the flight but the fuselage broke taking the model out of the stooge.*



*About his time Bud flew this BIG E model for an easy max. For me It was the most impressive flight of the contest, however If the lull continued Bud's flight meant I better get in my third flight. So Van and I began to repair my model (with the loan of a board from Scott Cover and sticks from Tom Laird.) We repaired most of the damage but stopped short because the wind came up again and it was obvious it wasn't going to let up. My final tally for the big E Event:*

<i>Al Richardson</i>	<i>542 sec</i>
<i>Van Richardson</i>	<i>305 sec</i>
<i>Bud Romak</i>	<i>300 sec</i>
<i>?</i>	<i>DNF</i>

Well, next year we all get another shot at it, right?

A couple of more contests to report on, the most recent the 2014 Haggert-Bowden which was held Saturday Feb 15 at Perris. Mike Myers was the CD and has provided the report and a lot of the pictures-thanks for the input Mike!

## **2014 SCAMPS Haggert Bowden Contest Report**

*By Mike Myers*

Ah strange days indeed when a long time SCIF (you guys remember—the used to be old timer model club in the San Fernando Valley) gets called upon/volunteers to CD the 2014 SCAMPS Haggert Bowden contest. When Lord Cornwallis surrendered at Yorktown, the band played “The World Turned Upside Down”, and this was a moment when such was appropriate. (Okay SCAMPS can’t resist taking my habitual shot at y’all.) Seriously, the 2014 Haggert Bowden was a great contest. On a day when all or some parts of 47 or 48 of the 50 States were up to their aardvarks in snow, Perris offered blue skies, little drift and temperatures in the upper 70’s for most of the day. What drift there was didn’t come up until noon for a contest that ended at one o’clock. We had 14 individual entrants and 27 contest entries. I’ve been a Contest Director for a long time, but this one was special because Danny Heinrich (shades, sanction and trash cans) and Kevin Sherman (time cards, score sheets and prizes) did all the work. All I had to do was record the scores and announce the winners! Can’t get better than that and my thanks to both Danny and Kevin.

I’ve presented the contest results in the tables below, so I won’t bore you with who won what. Flying in contests is a funny thing. Sometimes things go well and you put up a string of three maxes—Carl Redlin and Ray Peel, I’m talking about you. And sometimes reliable airplanes aren’t so reliable. George Walter’s

rubber ship was looking pretty good—until it threw a prop blade on its second flight. Kevin Sherman was doing well with his Powerhouse in Haggert Bowden, but had a case of the miseries with his Cunningham powered Sailplane. The fuel system was leaking on several flights, he had overruns etc. Ted Firster couldn't get his ½ A Nostalgia Lucky Lindy figured out at all during the contest. Hal Wightman waited until noon to enter Nostalgia Rubber, and then proceeded to win it with a flight that was barely down on the ground as the contest ended. It was a day like that.

I saw four Powerhouses at the contest. Hal Wightman and Kevin both had Forster .99 powered versions. Hal's won the Haggert Bowden in the past with his Powerhouse, but today there was no joy and he either couldn't or didn't get the engine started. SCIF Brad Levine had a Delong .30 powered Powerhouse out and it circulated at about 20 feet off the ground. Brad is a FF Texaco specialist and I expect we'll see that Powerhouse again at a Texaco contest. On Sunday it didn't have enough "beans" to do an ROG takeoff so Brad didn't enter the contest. I think I spied Jeff Carman's Super Cyclone powered Powerhouse in Jeff's truck—but it stayed on the truck and wasn't entered in the contest.



All in all those of you in the SCAMPS who normally make the Wednesday flying sessions, but didn't make this Sunday contest missed a treat. There was a good bit of good flying going on. I enjoyed the day, and will be back next year.

Jeff Carman with Sal Taibi's *Playboy*



Daniel Heinrich launching his Twin Pusher



## 2014 Haggert-Bowden Contest Results

Haggert-Bowden Event-Target Time 120 Seconds						
Name	Model	Time	Time	Time	Total Deviaton	Place
Kevin Sherman	Powerhouse Forster 99	126	104	130	32	1
Hal Wightman	Powerhouse Forster 99	DNF				

ABC Pylon Combined						
Name	Model	Time	Time	Time	Total	Place
Ray Peel	Stratostreak	180	180	62	422	1
Phil Ronney	Stratostreak	89	153	132	274	2
Kevin Sherman	Sailplane	Att	Att	180	180	3
Jeff Carman	Playboy Sr.	56			56	4

ABC Fuselage						
Name	Model	Time	Time	Time	Total	Place
Kevin Sherman	Clipper Mk1	146	180	180	506	1

Small Oldtime Rubber Combined						
Name	Model	Time	Time	Time	Total	Place
Carl Redlin	Lanzo Small Stick	180	180	180	540	1
Hal Wightman	Riser Rider	127	177	160	464	2
George Walter	Wren	97	154	129	380	3
Ted Firster	Gollywock	155	55		210	4
Mark Chomyn	Ajaz	77	58	70	205	5

Large Oldtime Rubber Combined						
Name	Model	Time	Time	Time	Total	Place
Carl Redlin	Lanzo 300	180	180	137	497	1
Dan Heinrich	De Lamater Pusher	126	118	153	417	2
George Walter	Red Buzzard	180	123	94	397	3
Hal Wightman	Lanzo Duplex	126	180	10	316	4

1/2A Nostalgia						
Name	Model	Overrun	Time	Time	Total	Place
Phil Ronney	Champion 250	2	165	32	197	1
Ted Firster	Lucky Lindy	4	63		63	2
Dan Heinrich	Amazon				DNF	
Don Kaiser	Top Bananna				DNF	

ABC Nostalgia Combined							
Name	Model	Time	Time	Time	Time	Total	Place
Ray Peel	Texan 690	180	180	180	153	693	1
Ken Kaiser	Texan 680	166	180	180		526	2
Jeff Carman	Texan 424	180	180	131		491	3
Don Kaiser	Top Bananna	132	180	133		445	4
Rob Cobb	Texan 500					DNF	

Nostalgia Rubber							
Name	Model	Time	Time	Time	Total	Place	
Hal Wightman	Max Maker	180	135	119	434	1	
Fernando Ramos	Boxall	99	115	103	317	2	
Ted Firster	Super Snooper	81	97	102	280	3	
George Walter	1955 Bilgri	166	26		192	4	
Mark Chomyn	Hatfull Mercury				DNF		

## February Club Contest

by Kevin Sherman

Following on the heels of the Haggert Bowden, we had our February club contest featuring 30 Second Antique for power, and Commercial Rubber and Jimmy Allen for rubber power. Since the field is in such good shape, I decided to have everyone ROG in Commercial Rubber and 30 Second Antique. The morning dawned gloom and doom, with heavy fog hovering the field, and a forecast for winds to pick up early. Bernie Crowe elected to be a guinea pig for the contest flyers, and walked out to the flight line with his F1Q. The model got to about 150 feet before it completely disappeared in the overcast. There was already a steady breeze towards San Jacinto Road, so prospects of getting the contest in looked iffy at best. Bernie turned on his tracker and started walking. Chasing in that direction is not easy since the farmer adjacent to us disked his field to powder consistency. I watched Bernie continue to walk across the field and finally across San Jacinto. Before long, I saw him coming back with is model (thank you tracker). Since his model made it that far in 3 minutes, I really doubted we would be able to fly the contest.

After Bernie recovered from his jaunt, he remembered his timer was still set for a 5 minute DT from the contest fly-off the weekend before at Lost Hills. We figured it probably flew the full 5 minutes, and that is how it got so far. So, at this point, maybe 3 minutes was still possible for contest flyers.

Jeff Carman was the first to put up a test flight in the 30 Second Antique event. He had his Super Cyclone Powered *Clipper Mk. I* ready to try. He was fresh of a little damage repair, so I am sure he was going to get some testing in before entering the contest. The overcast looked a little better, and the breeze was about the same. He launched the *Clipper* and it looked good at first, with a left steep climb, but then, it went back slightly right and over the top and started down. It nearly pulled out when it hit the ground, doing some damage to the front end. It was bad enough that he was not going to be able to fly the contest, so he put it away and got out his modern AMA A/B Gas *Texan* to fly.

Hal Wightman also brought a *Clipper Mk I* to fly in the contest. He has been flying the Torpedo 29 powered model for years, so he went straight to contest flying with it. On his first flight, the *Clipper* took off nice but started to the right. It had always gone left before, and the right climb started getting tighter and shallower until it was on its way down. The model hit the ground pretty hard and did significant damage, especially to the fuselage.

After seeing the *Clippers* crash, I was thinking, “I am glad I brought my trusty old *Powerhouse* instead of my *Clipper*.” I had flown both my Clipper and Powerhouse in the Haggert Bowden contest the weekend prior, and just left the Powerhouse in the truck for this event. Milon Viel also had a *Clipper Mk.I* at the field, but I think he was having trouble getting it started. I decided to wait to fly until the ceiling cleared altogether as did most of the rubber flyers. Of course, the 9:00 AM donuts were called to order and I think the hot air from that finally did the trick on the fog, because after that, it was gone!

The wind eased a bit and became variable in velocity and direction. I asked my dad to time for me and went out to fly. After a few flips, I could not get a pop out of the easy starting Forster 99. I checked the spark and had none. I quickly realized I took the battery out Sunday and forgot to put it back in. I popped the wing off, and sure enough, that is what it was. Within minutes, I was back at the flight line and this time, the Forster came to life on the second flip. I got off a real nice ROG and a steep steady climb. The *Powerhouse* does not make the best recovery from the power phase, but it usually dips once or twice and does not lose too much. I had a real nice first flight and went to check with my dad to see if I made the max when I returned from the model retrieval. He informed me he did not time the flight. He was distracted looking at a Morton M5 Doctor Chapton brought out to show everyone and did not notice I was flying. After that, I made sure I had his attention before every flight or got someone else to time me that was out at the flight line. I ended up getting my three flights in, launching in a different direction each time because of the variable wind directions. The winds were however lighter than when the fog was around.

George Walter started flying Commercial rubber about 9:30 with his *Miss Canada*, but switched to his *Wren* for the last two flights. Not sure why, but he was the lone flyer to post scores in the Commercial Rubber event. He was doing his ROGs off a short table and hit the prop blade twice, throwing off a blade, and the model would climb amazingly well on the single blade, shaking all the way of course. That is part of what these club contests are for, to practice the procedures used in all contests, including unassisted ROGs.

Fernando Ramos brought out his *Sky Chief* for the Jimmy Allen event. He put in one official flight of 73 seconds with it and it did not fly quite right and stalled on the glide. I saw him put up another flight, but it was not recorded so must have been a trimming flight. Ted Firster also had a Jimmy Allen, the *Blue Bird*. For whatever reason, his model would not climb. It would just cruise around at about 10 feet and when the motor wound down, was quickly on the ground. Nevertheless, it was good enough to get the win. Thanks to all who came out and participated. By 11:30, the wind became fairly strong and steady, and put an end to all flying for the day.

30 Second Antique						
Name	Model	Time	Time	Time	Total	Place
Kevin Sherman	Powerhouse/Forester .99	165	140	180	485	1
Hal Wightman	Clipper Mk1/Torpedo .29	15			15	2

Commercial Rubber						
Name	Model	Time	Time	Time	Total	Place
George Walter	Miss Canada/Wren	89	149	116	351	1

Jimmy Allen						
Name	Model	Time	Time	Time	Total	Place
Ted Firster	Blue Bird	29	38	42	109	1
Fernando Ramos	Sky Chief	73			73	2



Hal at the Haggert-Bowden launching his new *Riser Rider*



Hal with *Gollywock* –early Feb 2014



Al Richardson and George Walter with the Big E Mulvihill  
early Feb 2014



Hal times for Al Richardson testing his Big E Mulvihill early Feb 2014



## SCAMPS January 2014 Club Contest

by Bernie Crowe

We were greeted by a crisp 38 deg F morning for our first Club contest of 2014, but by the end of flying it was comfortably warm, and the drift was light throughout. The rubber event was OT Large Rubber, combined stick and cabin. Our power events for the day were 1/2A AMA Gas, and combined A thru D AMA Gas.

Turnout was light in the rubber event with just three fliers. Kevin Sherman chose to fly Gene Wallock's retired *Kolb Stick*, Hal Cover showed up with his well-trimmed *Pomona Champ*, and Fernando Ramos flew a *Cleveland Gull*. Hal's ship performed flawlessly as always to give him three maxes and the win. Kevin was second with 517 seconds, and Fernando third at 427.

Phil Ronney and Ron Thomas were the only entries in 1/2A. Ron's *Starduster* flew well enough to give him the win, while Phil only made one flight with his *Astrostar*. AMA Gas was more hotly contested, with five of the usual suspect's dukeing it out throughout the morning. Phil Ronney (*Astrostar*) and Ray Peel (*Texan 832*) each dropped one round but maxed on the other two. Ted Firster (*Starduster 900*), Jeff Carman (*Texan 1160*) and Kevin Sherman (*Starduster 900*) all maxed out their regular three flights and went on to attempt 4-minute flyoff flights. Ted didn't make three with his big *Starduster*, while Jeff just barely broke the three-minute mark with his *Texan*. Kevin Sherman waited patiently and put up a flight just 6 seconds short of the 4-minute max to take the win.

A nice highlight to the day was when Joe Jones showed up, driven by his wife Linda, for his first appearance at the field since extensive surgery on his left hand. They also brought the donuts, so their presence was doubly appreciated! All in all, a good start to the new season.

### Abe Gallas Obituary (from multiple emailings-for all who knew him)

Abraham Harry Gallas, 83, Overland Park, Kan., passed away Monday, February 10, 2014, at Menorah Medical Center. Funeral services will be at 2:30 p.m. Wednesday, Feb. 12, in the Chapel at Kehilath Israel Blue Ridge Cemetery, followed by burial. Kindly omit flowers; the family suggests contributions to Kehilath Israel Synagogue, 10501 Conser, Overland Park, KS 66212 or a charity of your choice. Harry was born and raised in Kansas City, Mo., the son of Israel and Sadie (Yodler) Gallas. He graduated high school in 1947, attended Kansas City Junior College and enlisted in the U.S. Air Force in 1950 serving four years primarily engineering and testing new aeronautic systems being developed by the Air Force. He attended the University of Kansas where he earned both a bachelor's and master's degree in aeronautical engineering. He married his wife, Marilyn of 55 years in 1955 and moved to California. Harry worked for several major airline design and manufacturing companies and was part of the NASA team that taught the crew members of Apollo 11 to walk on the moon. Harry always believed his interest in building and flying model airplanes lead to his long career in and passion for aeronautics. Harry was a longtime member of Kehilath Israel Synagogue. Harry's first passion was always loving, supporting and caring for his family. In more recent years he especially loved being "Zayde" to his three grandchildren. Harry was preceded in death by his parents and loving wife, Marilyn. He is survived by daughters and son-in-law: Rachel Towle, Overland Park, Heather Gallas, Yorba Linda, Calif., and Becky and Dale Knutson, Edmond, Okla.; brother and sister-in-law: Shelton and Nancy Gallas, Overland Park; grandchildren: Hannah, Aaron and Shayna Towle.

## SCAMPS Monthly Club Contest Schedule 2014 V1.0

Mo	Day	Rubber	Power	CD
Jan	29	OT Large Rubber (comb)	1/2 A, A - D AMA Gas	B. Crowe
Feb	19	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	12	OT Small Rubber (comb)	1/2A - C Nostalgia Gas	H. Wightman
Apr	16	P-30 / Greve mass launch	OT ABC Fuselage/E-36	J. Jones
May	14	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	J. Riese
Jun	11	Moffet / Twin Pusher	F1Q / Harbor Freight	R. Peel
Jul	9	Coupe (F1G) / Twin Pusher	OT ABC Pylon/E-36	R. Thomas
Aug	6	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	G. Sherman
Sep	10	Coupe (F1G) / HLG / CLG	OT ABC Combined	F. Ramos
Oct	15	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	B. Crowe
Nov	12	P-30 / Jimmy Allen	1/2A, A - D AMA Gas	G. Walter
Dec	10	Gollywock Mass Launch +	1/2A - C Nostalgia Gas	A. Richardson

# SAN VALEERS 65th ANNUAL & 32st ANNUAL 7 ROUNDER

## APRIL 12th & 13th, 2014 - LOST HILLS, CA.

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST  
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich 909 593-5789)

### CANNON BALL RUN Saturday 7:00 TO 8:00 AM

RULES: Any gas model. 7 second engine run. Time to the ground. Total of 2 best flights wins!!! \$3.00 entry for unlimited number of flights.

### AMA CAT II & NOSTALGIA CAT II\*\* (WEATHER PERMITTING)

#### SATURDAY 8 TO 5

1/2A GAS

B GAS

C GAS

1/2A Nostalgia\*\*

1/4A GAS(15sec VTO,12sec HL) 1/4A flyoff Sun(7:30-7:45am)

SLOW GAS\* (9 Sec all flights) (Slow gas flyoff Sat at 5:30 PM)

#### SUNDAY 8 TO 3

A GAS

D GAS

ABC Nostalgia\*\*

#### BOTH DAYS

P-30 & HL Glider

Catapult Glider

Nostalgia Rubber

(all flights same day  
for each entry)

### F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER SATURDAY 8 AM TO 3 PM (7 rounds)

1<sup>st</sup> Round at 8am, F1A 210 secs, F1B & F1C 240 secs. Flyoff begins at 4:00pm

F1G - F1H - F1J SUNDAY 8 AM TO 11:45 (5 rounds 45 minutes ea) flyoff at 1:00 pm Champagne flyoff 7:30 to 8:00 am for tie breaker (if needed after 2 fly off flights)

### VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 1:00pm

### HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

**\*SLOW GAS RULES:** No Builder of the model rule, no auto surfaces, single bypass stock engines only (except TD's .049&.051), 15% Nitro max,3 maxes & 1 flyoff to the ground. 9sec motor runs all flights(including flyoffs)

**\*\*NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1<sup>st</sup> 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.

**BOM RULE** enforced on AMA and Nostalgia events except as noted above.

**MERCHANDISE AWARDS** (engines, kits, fuel, wood, \$\$\$, etc)

**\*\*\*61 ABC motor RAFFLE** (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)\*\*\*

FAI CD: Mike Thompson (805) 522-8736 AMA/NOST CD: Ken Kaiser (714) 828-4896

AMA & Nostalgia 1<sup>ST</sup> event: \$10.00, Additional events: \$5.00 per event, JRS FREE, FAI events 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"