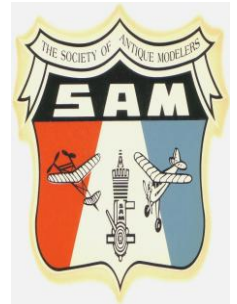
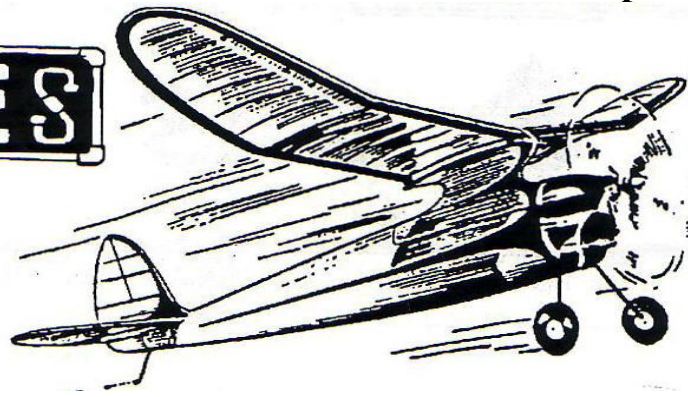


April 2014



**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



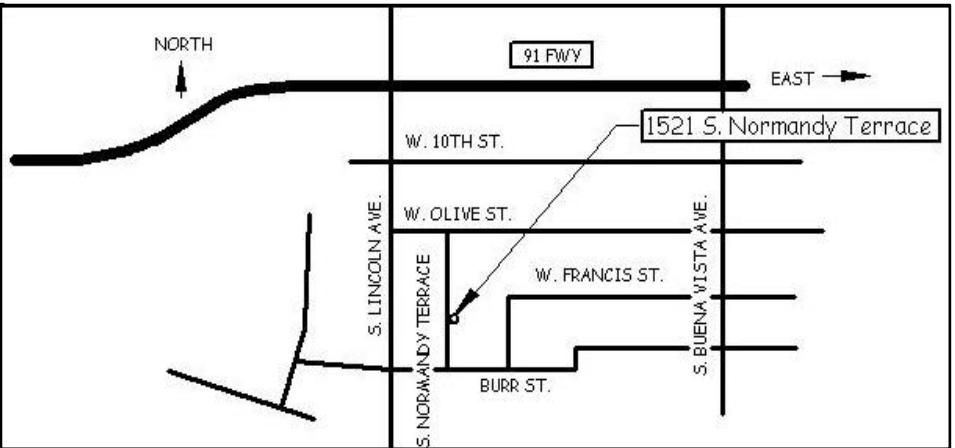
# LINES

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

### **SCAMPS Officers**

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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

### April SCAMPS Meeting Location



Gary and Kevin Sherman will be hosting the next club meeting on Saturday, April 5th. A luncheon will be served starting at 1 PM, and all are welcomed to attend. The address is 1521 Normandy Terrace, Corona. If more information is needed please call Kevin or Gary at 951-737-7943.

### SCAMPS NEWS

*by Clint Brooks*

It's been summer flying conditions all winter long hasn't it? The recently completed SCAMPS Taibi Annual hit ninety degrees by the end of the contest and it was starting to feel like June in Perris, except for the fringe of green growth from our one and only rain event in February. No tall testing weeds for new models this spring-you will have to find a nice alfalfa field to launch your new beauty into for the first flight.

I have not been doing anything but getting the *Joulebox 190* kit ready for sales and this is now complete except for my website update. I've included a sales flyer at the end of the newsletter in case you are interested in this design and E-36 flying. We have a few club contest E-36 events planned this year and it should offer you a

chance or two to investigate the event rules and maybe do some flying-check it out for some great fun with a new breed of model.

Hal Wightman sent me a picture of his R/C version of the *Anderson Pylon* powered with a Brown Jr. Ignition engine and 2.4 Mhz radio. Model uses only rudder and elevator control and answers to Hal on takeoff and landings possibly. The picture was taken at Perris back in late February. One of his flights lasted 21 minutes on an eight minute engine run. It reminded me of flying my R/C 150% scale Scientific *Coronet* model at the local schoolyard. With throttle control the model would sustain



flight just above idle speed and I used to fly the baseline of the ball field at about one foot altitude under calm conditions. Standing at home plate made this a reasonable proposition for depth perception. Other things that were fun to do with this stable model is flying at night in the desert with light sticks taped to the wings. I would climb as high as I dared and then shut it down-the only evidence of anything appeared to be a UFO consisting of two white lines flying parallel in the starry dark sky. I never had a problem flying the model at night like this provided I didn't take my eyes off it, and landings were always easy.

Bernie Crowe is an avid adventure writer for free flight and is always good for one regardless the event. He passed along a story of his experience in the 2014 *Maxmen* contest that was conducted the same blustery windy Sunday during the Isaacson that saw so many stay in the car and just watch. Please enjoy the steely nerves shown in this essay.

## **Free Flight is a Breeze – NOT!!**

The **Isaacson/Kiwi Cup** contest in February was the first World Cup event of 2014. It was attended by fliers from 40 different countries, and walking the flight line was like being in a foreign marketplace! There were about 50 entries in the major events, but I was flying the FAI Electric class, F1Q, with a much smaller field of 9 entries. My goal was to try to improve on my fifth place World Cup finish last year.

Conditions at Lost Hills on Sunday were as forecast – cold and windy. CD Roger Morrell had moved the flight line for the F1A-B-C fly offs almost a mile to the west near the edge of the new orchards, which was obviously a good thing as the wind was out of the west and blowing fiercely back towards Holloway Road. The start of F1Q was delayed because of the fly-offs in the major events, so we didn't get the go-ahead until 8:45. Jack Murphy from Utah went first in cold air, and was down in 2:32. The wind was so strong that one competitor (Aram Schlosberg) wanted to cancel or at least postpone the contest. Ian Kaynes from England had a hand-held anemometer and pointed out that the weather parameters were below those established for abandoning a contest, namely 9 m/s continuous wind for at least four minutes. In fact the meter was only rarely registering 9 m/s for an instant or so, and the CD really didn't have a mandate for cancellation. 9 m/s is 20 mph.

The argument about whether to fly went to and fro for a while, but in the end some of us got fed up and just flew anyway. The round had been open for nearly half an hour by now, and time was running out for the first flight. Surprisingly, the air aloft was good and all but Mike Pykelny and Dick Ivers from Massachusetts maxed easily. Dick was flying a Russian carbon airframe F1Q similar to Kevin Sherman's plane, but the plane got sideways in the fast moving air and he chose to radio DT it. Mike's plane was out of trim and stalled all the way in for 83 seconds. My flight went out to the Holloway gypsum pits, but was easy to find. I decided to use my car instead of my bike to retrieve as the wind was too strong to carry the plane on the bike.

By now, we were jokingly referring to patches of 20 mph air as "lulls." In Round 2 most everyone got good air and made the max. Ian Kaynes from England was flying his own-design high aspect ratio F1Q of about 500 square inches. It has a slow graceful climb, but on this round the wind got control and tossed it around and Ian wisely elected to abort the flight using his radio DT. He was down in 13 seconds for an attempt, but decided not to fly any more. The retrievals were getting longer, and the wind was now gusting at 22-23 mph for brief periods. SoCal stalwarts John Oldenkamp and Mike Pykelny both dropped on Round 3, Mike by a mere 8 seconds, but John by 40. This time my plane had gone into the "hills" on the Holloway property and was hard to find even with the tracker. I got back to the flight line with less than 15 minutes left in the round, and found quite a bit of damage to the sub-rudder and scuffing to the wing tips where the plane had presumably tumbled after landing.

Round 4 was my nemesis. I waited for a "lull" but with only 5 minutes left to go I launched. My reliable *Noah's Quark* #8 usually pulls straight away into the climb, but this time, maybe because I launched a little right, maybe because of a gust, the plane rolled to its right and the wind got control of it. It never had a chance. It disappeared behind the car line at full knots and when I picked it up, the wing was destroyed, and there was significant damage to the fuselage and stab. It was an attempt, so with less than three minutes remaining, I put together my backup ship #9. There was no time to check anything; I stuffed a battery into it and ran out to the line, and launched with seconds to spare. The plane shot up and climbed fast into a strong thermal. It was soon a speck even in the binoculars and the timers were straining to see it. It dawned on me that the plane should have DT'd by now, and then I remembered two weeks before at Perris I was test flying in superb conditions with the planes landing at our feet after three minutes, so I had decided to see if it would do 5 minutes in morning air. I had set the DT at 6 minutes, and hadn't reset it! We lost sight of the plane but it was already way past 3 minutes so I had the max. I climbed in my car and set off to locate it. Richard Ivers, Dick Ivers son, was flying his dad's back-up plane and had also snagged the same thermal. Even with a 3-minute DT he was way out of sight too. He found his just this side of Holloway road, but mine was further out. It took me about 30 minutes to finally locate it over the hill leading to the oil well area. The altimeter showed the plane had reached 838 feet! I grabbed it and headed back to the flight line knowing I was running out of time again.

I put a fresh battery in the plane and was told there were 3 minutes remaining. As calmly as possible, I waited for a slight lull and started the motor, then immediately I realized I hadn't reset the DT – it was still at 6 minutes. I killed the motor and worked to reset the timer. With seconds left once again, I launched with no attempt at picking air. The plane climbed away, but it was obvious it was not in buoyant air this time. After a while I remarked to my time keeper that it wasn't going to make even two minutes. But it straightened up and flew level for a while and then tightened up into new lift. We all held our breath, but the plane was down below 50 feet at 2:30 and clearly not going to make it. I watched in the binocs as it glided nearer and nearer the ground, then started bumping a little and staying aloft. I saw it clearly to the ground, and my timer said "3:03!" Talk about a squeaker! I learned that Richard Ivers, who was the only other Q flier clean to that point, had dropped just 8 seconds in the same patch of air. The CD decided to abandon the last two rounds and called the contest, so I had won. Happy, but exhausted.

## The 10th Annual Taibi Contest

*by Hal Wightman*

The SCAMPS held our 10th annual Taibi Contest this past Sunday, March 16th, honoring past national hero, Sal Taibi. Contest directors, Kevin Sherman and Hal Wightman have reported that an average turnout of 20 contestants participated in the 10 events on the schedule during what turned out to be a beautiful spring day here in Southern California. The temperatures were in the mid 80s; the sky was clear and the drift was less than 3 mph. Can you ask for better flying conditions?



This was the second Taibi Annual Contest

since Sal Taibi passed away in December, 2012. He initially participated in the event when it was started in 2005 but eventually would only be able to come and enjoy the event as a spectator, usually accompanied by his friend Betty Moke.



Ten events were offered and flown this year. Some adjustments in the events offered have been made over the years at the request of club members. The major event was the All Taibi where any of Sal's designs could be flown, and they are flown to the rules of the era in which they were designed. All fly 3 minute maxes, so it is fun to see what era wins out.

Another Taibi event was the Perris Special using a design Sal specifically introduced for this field. We had 3 rubber events; Small OT rubber with cabin and stick combined, Large OT rubber which also had the cabin and stick models combined and Nostalgia Rubber. We had two electric FF events this year, E-36 and AMA A/B electric with their 2 minute max requirements. The remaining events included ABC Old Timer which had decent participation, and ABC Nostalgia, and 1/2A Nostalgia. The Nostalgia Events have gained in popularity over the past many years, and are always some of the most hotly contended events. We had something for everyone.

Unfortunately, there were about 6 or 7 crashes during the contest. A few could be attributed to high performance of the engine with either flutter or a lifting stab affecting the acceleration mode of the flight. Two electric models, which had flown several successful flights apparently succumbed to errors in their bunt or electronic DT cabling and crashed on launch.

Some places were decided by only a few seconds. Ron Thomas bested Ted Firster by one second to take 2nd place in the All Taibi event. Jeff Carman flew his *Starduster 900* to 1st place (this year, the AMA era had a clean sweep in the all Taibi event, with Ted and Jeff flying *Starduster 900*'s, and Ron flying a *Starduster X*). Close total flight times were also noted between 2nd and 3rd place in ABC Nostalgia where 2 seconds were the differential. Jeff Carman took 2nd place with Phil Ronney winning 3rd place. Don Kaiser was the winner in that event maxing out with his *Ram Rod*.



It's always exciting to see some ignition old timers fly. Joe Jones brought out a couple of Sal's personal planes, the *Brooklyn Dodger* with an O&R 60, and the *Powerhouse* with Forester 99 power. Joe is still recovering from hand surgery, so he got a little help flying the models from Daniel Heinrich and Al Richardson. Milon Viel flew his red *New Ruler* sporting an Atwood 60. Ron Thomas won ABC Old Timer with his *Alert* with a good running ED Hunter.

We had two father and son's flying against each other. Ken and Don Kaiser duked it out in Nostalgia events and Al and Van Richardson competed in rubber events. In fact father Al won Nostalgia OT Rubber flying his own design from the 1970s, the *King Orange Champ*.

Bernie Crowe flew his *Super Quark* AMA A/B Electric to 7 maxes to beat out Clint Brooks who dropped his 6th max to take 2nd place. Clint was flying his *Joulebox 190*. Clint also won the E-36 event with 6 maxes. He was busy doing a lot of chasing- on his bicycle. Clint also won the Small OT rubber event with his model *Sticker*, which he is selling as a kit-he maxed out. (Correction: 'Sticker' is a free download plan on the SCAMPS website-I have no kits for sale-ed)

SCAMPS' Member Larry Terrigno brought out some of his new free flight models, including the *Hornet* which Sal Taibi built in the 1950s or '60s, and he ended up with. The model was featured in several magazines back in the day. Larry also brought a couple of new Perris Specials and a *Powerhouse*. He had them all out on display and said he will be starting to fly very soon with us on Wednesdays.

Also, want to thank Mark Williams for bringing out donuts for the event. It would seem like something was missing if we had a SCAMPS event and no donuts, thanks Mark.

We also picked up a new member at the contest who found us on through our web site [www.scamps.homestead.com](http://www.scamps.homestead.com) He called me to find out details about flying with us and sounds like he will be coming out soon to join in on the fun.

What a great day of flying. Sure somewhere, Sal had a smile on his face. Thank you everyone who came out and participated and made it, once again, a successful day. Hope to see another great turnout at our next contest, the Lotto Twin Pusher Contest June 15, also at our Perris flying field. Hal Cover and family will again run the event.



**Fernando Ramos packing in the turns**



**George Walter launches his Red Buzzard while Gene Drake times**



**Jeff Carman about to cut loose his big Starduster**



**Ted Firster and Ken Kaiser**

### All Taibi Event

Name	Model	Time	Time	Time	Time	Total	Place
Jeff Carman	Starduster 900	180	180	180	176	716	1
Ron Thomas	Starduster X	180	180	129		489	2
Ted Firster	Starduster 900	178	150	160		489	3
Al Richardson	Orbiteer					DNF	
Ray Peel	Starduster 800					DNF	

### Perris Special

Name	Model	Time	Time	Time		Total	Place
Ray Peel	Perris Special	180	180	180		506	1

### Small Rubber-Combined

Name	Model	Time	Time	Time	Time	Total	Place
Clint Brooks	Beaumont Sticker	180	180	180		540	1
George Walter	Wren	148	148	180		476	2
Ted Firster	Gollywock	126	163	180		469	3
Fernando Ramos	Courseaire	59	81	180		320	4
Roger Willis	Flying Aces Moth	93	104	84		281	5

### Large Rubber-Combined

Name	Model	Time	Time	Time		Total	Place
George Walter	Red Buzzard	140	180	180		500	1
Van Richardson	1939 Korda	180	151	91		422	2

### Nostalgia Rubber

Name	Model	Time	Time	Time		Total	Place
Al Richardson	King Orange Champ	120	140	240		500	1
Fernando Ramos	Boxall	80	97	75		252	2

### ABC Nostalgia

Name	Model	Time	Time	Time	Time	Total	Place
Don Kaiser	Ram Rod	180	180	180		540	1
Jeff Carman	Texan	180	118	180		478	2
Phil Ronney	Ram Rod	180	180	116		476	3
Bob Scully	Blazer	80	153	134		367	4
Ken Kaiser							DNF
Ray Peel							DNF
Rob Cobb							DNF



1/2A Nostalgia							
Name	Model	Time	Time	Time		Total	Place
Don Kaiser	Top Banana	180	180	180		540	1
Ken Kaiser	Spacer	180	144	180		504	2
Ted Firster	Lucky Lindy	86	DNF	DNF		86	3

E-36									
Name	Model	Time	Time	Time	Time	Time	Time	Total	Place
Clint Brooks	Joulebox 190	120	120	120	120	120	120	720	1
Don Kaiser	GTS	120	89	120				329	2

AMA A/B Electric										
Name	Model	Time	Time	Time	Time	Time	Time	Time	Total	Place
Bernie Crowe	Super Quark	120	120	120	120	120	120	120	840	1
Clint Brooks	Joulebox 190	120	120	120	120	120	110		710	2
Kevin Sherman	Sergei	120	129	120	120	120			600	3

ABC Old Timer							
Name	Model	Time	Time	Time		Total	Place
Ron Thomas	Alert	180	180	180		540	1
Joe Jones	Sal's Brooklyn Dodger	101	120	76		297	2
Milon Viel	New Ruler	68	50	DNF		118	3

## SCAMPS March Club Contest

by Hal Wightman

After being blown out on our regularly scheduled mid month monthly contest, the event was rescheduled for Wednesday, March 19th at the Taibi Field at Perris, CA. Flown were two events; Small OT Rubber and 1/2A to C Nostalgia Gas. As CD, I had challenged flyers at the donut session the week before to come and fly these two events and to have at least 6 power flyers and 8 rubber flyers. I also contacted Hal Cover and asked him to challenge those rubber flyers in the club to try to best his very lightweight *Gollywock* in the contest. He accepted the challenge. Well as you can see below, he took everyone on and prevailed, posting 3 maxes within about an hour after the contest started. He told me afterward that the max he dropped for his fly off round was only the second max that plane had dropped in about 200 flights- and that was by 3 seconds.

The weather was near perfect and the chases were minimal. Also, thanks to the club members for their participation. We had 10 entries in small rubber. Nostalgia gas was another situation, however. The SCAMPS Taibi contest had been held the previous Sunday

and the gas flyers had had a lot of competition and excitement. I think they were worn out for Wednesday's event.

It should be mentioned that Roger Willis is conducting a teaching course in building stick and tissue rubber models and he had encouraged several of his students to come participate in the monthly contest. George Kress, Paul DePue, and Rod Franken all flew their newly constructed *Moths* with the help of Roger's instructions. It's good to see new faces at the field.

1/2A to C Nostalgia Gas

Gary/Kevin Sherman      San De Hogan    111                      115      140      366      1st

OT Small Rubber (combined stick and fuselage)

Hal Cover	Gollywock	180	180	180	177	717	1st
Sherman/Wollock	Korda C stk	166	146	174		486	2nd
George Walter	Gollywock	180	110	180		470	3rd
Hal Wightman	Gollywock	116	119	80		315	4th
Fernando Ramos	Crusader	74	110			184	5th
Roger Willis	BA Cabin		106	66		172	6th
Hal Wightman	Riser Rider	140				140	7th
Paul DuePue	Moth		32	44	42	118	8th
Rod Franken	Moth		25	26	32	83	9th
George Kress	Moth	78				78	10th

### 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"



**The Joulebox 190 Deluxe Kit is a state of the art E-36 design ready for quick assembly that includes:**

- Top quality laser cut balsa and plywood parts—fit checked and proven prior to kit production release
- Quality balsa strip stock for wing spar caps and turbulator spars in wing and horizontal stabilizer
- Air Shark P90 grade carbon tube tail boom
- Complete hardware package for everything noted on the kit drawing
- Drive train component package includes the Starlink-Flitatach electronic timer for E-36, D/T servo, 1806N-2500KV Outrunner motor, Hobby King 8/10 ESC, Female JST connector, 2MM Connector pin set, Heat shrink tubing for complete flight ready installation.
- 7.5 X 4 Graupner folding prop with Texas Timers hub assembly
- Full size CAD drawings for construction
- Construction manual
- Esaki Tissue covering

**All you need to supply is a LiPo battery of your choice and some solder—everything else you need to successfully build and fly this E-36 model is included in the kit!**

Don't need all the goodies? Order a Joulebox 190 **Standard Kit** and provide your own timer, drive train system and prop—all the rest is still included. Or if you prefer, a Joulebox 190 **Short Kit** that includes just the laser cut parts, construction drawing, instructions; you provide the strip stock, carbon tube and everything else required to complete the model.

	Qty	Total
Joulebox Deluxe Kit		\$170.00
Joulebox Standard Kit		\$75.00
Joulebox Short Kit		\$50.00
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