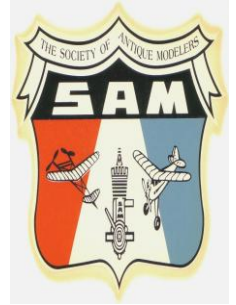
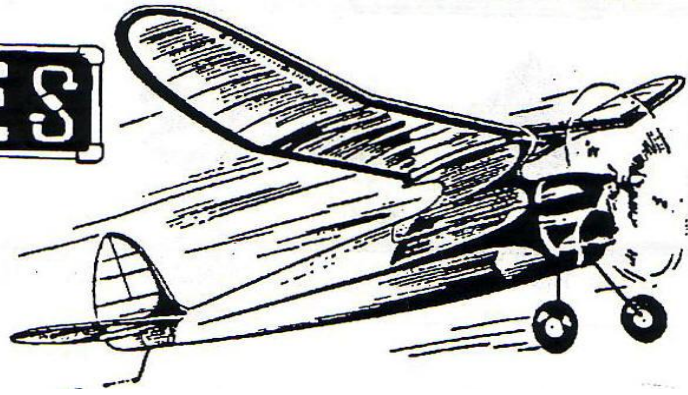


August 2014



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



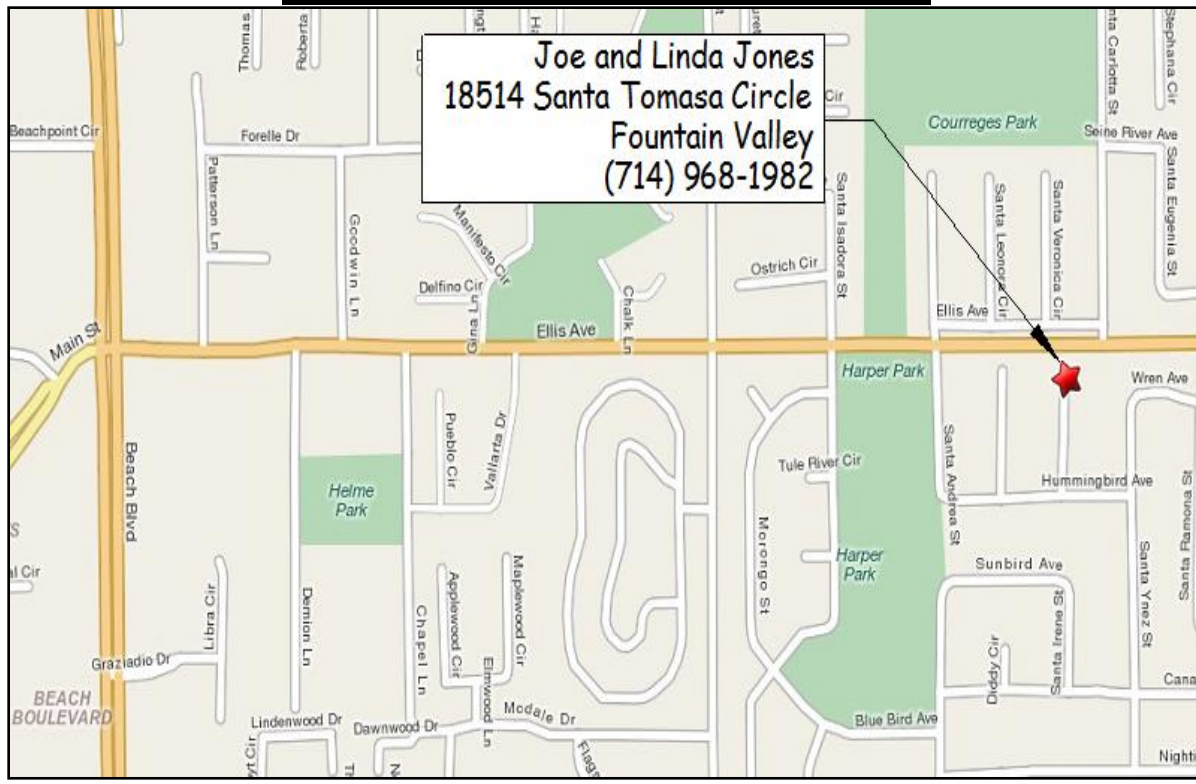
LINES

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
Editor	Clint Brooks	(562) 493-2749	scampsedit@Yahoo.com
Meeting Coordinator	Mark Williams	(909) 996-2942	marknjeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

August SCAMPS Meeting Location



The SCAMPS' August meeting will be held **Saturday August 2nd** at the home of **Joe and Linda Jones** located at **18514 Santa Tomasa Circle** in Fountain Valley. **Directions:** from the 405 freeway exit Beach Boulevard West. Turn left on Ellis (south) to a right turn onto Santa Andrea Street, which then bends south and becomes Hummingbird Avenue. Turn left onto Santa Tomasa Circle and you are there. A luncheon is planned to start at 1 PM and all are invited.

Before we get started this month, I would like to make a correction to my reporting of the SCAMPS Lotto contest in June. I mis-identified Scott Cover as 'Randy'. For whatever reason (age?) that fact got past me and I apologize to the Cover family for my error. And hope that Scott and myself can become more familiar with each other in the coming season.

As most of us know by now our great friend and companion John Donelson has been through surgery for brain cancer. From what I know (check me on this guys) he's in recovery mode and doing as well as can be expected right now. Some of the membership has tried to visit with him and are in touch with his daughter for news of his recovery progress. Regardless, we are all hoping to have him back amongst the group and flying again-something we all know is near and dear to him. I'm sure there will be no shortage of help to get him back on his feet and hitting on all cylinders. And I know Gene Drake is keeping the lucky Perris horseshoe at the ready for a pet from John, first opportunity possible!



Recently I went by Aircraft Spruce to pick up some nitrate dope and was met with a rude surprise. The price has more than doubled since the last time I purchased a quart-something like \$14 at that time. This time I was presented with a bill of \$32 for the same thing-what gives? According to the counter help, our state or local government is helping improve things by mandating some hefty AQMD levies onto the formulator or somewhere in the process to help improve air quality by raising the price of the material. Okay, I admit I don't know the story here but it seems to me there is an agenda to price the use of this material and others like it out of existence, at least in California. I wonder how useful dope is anymore with the Stits Process the most common modern method of covering and finishing fabric covered aircraft. For me, this is a knock on the door that dope could be seeing the sunset soon and we are going to have to use other materials to finish our models. I didn't price thinner but expect it falls under the same umbrella of undesirable materials we can't have anymore. Start looking around for substitutes and alternate methods to report back here. I saw an advertisement for a water based dope being sold by an on-line hobby distributor that was priced \$12 for 3 ounces so get ready for some real expensive finishing materials if we can't locate some main stream resources.

I'm going to lead in to the July SCAMPS contest report with an observation it was very well attended for a mid-week event. It felt like a weekend contest with most of the regular crew in attendance, less the Kaiser's. The weather was fairly cool in the morning with very low drift most of the day, wind variable in direction throughout the contest which made for some great flying and easy retrievals. I brought young Harrison Jordan with me to fly E-36, which he is burning up on his own right now using the prototype Joulebox 190 model. He is really getting some tall launches with it and I hope he will continue to make it work for him and show the rest of us how it can be done. Ron Thomas was the event CD and luckily there were no fistfights to breakup and he did a great job keeping it running smoothly.

July SCAMPS Club Contest Report

by Ron Thomas

We had four events for the July club contest. Twin Pusher, E36 Electric, OT ABC Pylon combined, and FIG Coupe. We had light winds with very little drift and the temperatures were in the low to mid- nineties by eleven o'clock.

In the Twin Pusher mass launch, Kevin Sherman came in 1st with 263 seconds. In second place was Jack Guiso with a score of 150 seconds and Joe Jones with a total of 127 came in third place.

Twin Pusher contestants from left to right in the photo are Jack Guiso, Joe Jones, and Kevin Sherman.



In Electric E36 we had four participants. Clint Brooks won the event with a time of 575 seconds and coming in at second place was Stan Buddenbohm with a total of 480 seconds. Hal Cover posted a 459 for third place and with a 369 and in fourth place was Ralph Ray.

Old Time ABC Pylon had two entries, with Ron Thomas posting 650 seconds for first place and Ray Peel recorded 460 seconds for second place.

FIG Coupe also had two participants. Mike Pykelny was first with 249 seconds and Kevin Sherman was second with a total of 230 seconds.

SCAMPS Coupe F1G Club Contest - Perris 07-0-14

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Pykelny, Mike	Candy G	69	120	60			249	1
2	Sherman, Kevin	BeauCoupe II	120	110	dnf			230	2

SCAMPS OT ABC Combined* Club Contest - Perris 07-9-14

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Thomas, Ron	Alert	180	180	180	110		650	1
2	Peel, Ray	Playboy	159	125	176			460	2

SCAMPS Twin Pusher Club Contest - Perris 07-9-14

NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF	SCORE	PLACE
Jones, Joe	Burnham	127					3
Guiso, Jack	Burnham	150					2
Sherman, Kevin	DeLameter	263					1

SCAMPS Electric E36 - Perris 7-9-14

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
1	Ray, Ralph	Apache 36	120	120	120	9		369	4
2	Buddenbohm	Apache 36	120	120	120	120		480	2
3	Brooks, Clint	JouleBox 190	120	120	120	120	95	575	1
4	Cover, Hal	Lightning Rod	120	120	120	99		459	3

Not participating in the SCAMPS contest but welcomed with open arms were the latest group of FF newbies cultivated by Roger Willis, who has now taken over the FAC 20 (?) squadron under the banner of "Oasis Flyers". As he did with the Arizona Condor Squadron, Roger has them building and trimming the *Flying Aces Moth*. I was busy with my E-36 activity and not paying close attention to rubber side of the field but they were active and it appears very successful at constructing the Moth design. I look forward to meeting and flying with them at Perris soon. And welcome aboard guys-we are very glad to see you flying with us.



Oasis Flyers-L/R Dale Funk, Roger Willis, Rod Franken, Paul DePue & Fernando Mina

Kevin Sherman has taken some time to share a bit of model engine history with us. He has provided a brief article concerning the GHQ spark ignition engine from the Golden Age, one I personally am completely unaware of. I knew there was cheap stuff produced from time to time in the hobby industry and was amused by this article as I'm sure you will be.

The GHQ Myth Perpetrated on the Hobbyist

by Kevin Sherman

In 1931, Weiss designed a .331 cid engine. Weiss sold only engine plans to the .331. Louis Loutrel sold the assembled engines as well as kits containing the plans and castings. Loutrel eventually took over the Weiss engine, redesigned it to eliminate the rear timer, upped the displacement from .331 to .517 cid, and sold them under the name "Louatrel". The Louatrel was a good running engine, but the cast iron piston and cylinder were heavy, weighing 16 ounces.



Eventually, Loutrel sold the design to G.H.Q. (General Head Quarters) and the quality decreased. G.H.Q.s were sold from 1936 until roughly 1948 in preassembled or ready-to-assemble kits. They were widely advertised in model airplane magazines, and handyman magazines such as Popular Mechanics, but few modelers ever had any success with them

How many times has the phrase, "The GHQ engine is designed to run counter-clockwise?" Or, "You know that is made to run backwards?" Heck, I might of even been guilty of repeating that myself in the early days

of my old timer flying. In reality, nothing could be further from the truth and here is why. The GHQ is a side-port design, meaning the air/fuel induction is timed when the intake opens to the bottom of the piston. This timing is exactly the same, regardless of the rotation of the crankshaft, as it is on all side port engines. As long as the ignition timing is set properly, all side port engines will run equally in either direction. So, the GHQ will run equally "Poorly" in both directions, or more likely fail to run equally in both directions of rotation. So, how did the GHQ rotation myth get started?

I can only make an educated guess. What I think happened was people would buy a GHQ, call to report it would not run, and General Head Quarters would ask them which direction they were trying to run it. When the poor consumer would say they were trying to start it clockwise, GHQ would tell them, "It should run counter-clockwise." They not only got the poor buyer to give up on returning the engine, in many cases would sell them even more junk when they told them they needed the reverse metal propeller to go with it. What is the old saying, fool me once...



In my opinion, the GHQ is the worst thing to ever happen to the modeling community. Can you imagine how many people bought them, could never get them to run and gave up on the hobby? The magazine ads for the engines claimed similar performance to a Brown Junior, and the price was much less. The engine was also offered in kit form for an even lower price. Given the depression era when the majority of these were sold, it is easy to see why people would go for the engine over others. I have dropped in a picture of the inside of a GHQ, showing the infamous stamped sheet metal piston, brass connecting rod and a very poorly designed crankshaft with

a total lack of counterbalance. Not only did the sheet metal piston fail to seal and have compression, the rod was heavy and weak, and the exhaust timing is so high, it rivals modern tuned pipe engines. Put this all together, and you have the biggest piece of junk engine ever put on the market.

Several years ago, I bought one on eBay because it was actually oily and looked like it had been run. When I got it, I was at least lucky in the fact that it was an early engine with a machined piston prior to them switching to the most common sheet metal piston. It had some compression, so I decided to try to run it. I got a good laugh when after propping it; the engine seemed to slow down but kept chugging! If it was turning 3,000 RPM I would have been shocked.



While the GHQ has become a novelty for collectors and should be included in any old timer engine collection, engine guys and machinists have liked the challenge to make one run. After years of tinkering on engines, I decided to do just that. To make one run, you really end up with very little GHQ, and lots of new parts. I made new rods, crankshafts, pistons, sleeves, prop/cam drives, wrist pins and modified the head and port timing. From the outside, it nearly looks original but it was made to run quite well. I have also dropped in a picture of me running a GHQ I made for my late friend David Ramsey. I have since made one for myself and as I write this am making a couple more.

GHQ should have stood for "Getting Hosed Quickly" instead of General Head Quarters. Sad to think of how many modelers were lost do to buying one of these engines that would not run, and became discouraged. In any case, next time you hear, "The GHQ was designed to run backwards," you can reply, "That is not true," or, "It was not designed to run in either direction!"

Some information is from the article written by Bill Mohrbacher which appeared in Model Aviation.

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



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 1st & 2nd 2014, Lost Hills, California

Saturday

7 AM to 4 PM

*A/B Cabin
30 Second Antique
½ 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*

*****Nostalgia Gas engine runs are 10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds**

*SCIFS CD Mike Myers 818 439-3799 (mobile) - 818 241-9154 (home) mikemyersgln@charter.net
SCAMPS Contact Daniel Heinrich (909) 593-5789 AeronutD@cs.com*