

**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	scampsedite@Yahoo.com
Meeting Coordinator	Mark Williams	(909)996-2942	marknjeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	<a href="mailto:Civyboy31@aol.com">Civyboy31@aol.com</a>



### December SCAMPS Meeting Location

HoHoHo...the SCAMPS Christmas party will once again be held at the Santa Ana **Hometown Buffet**. Everyone is welcome to join us at the Christmas party, **Thursday December 3rd from 6pm to 9pm**. Directions to Hometown Buffet, 1008 E. 17th St. Santa Ana, (714) 541-3020: Exit 5 Freeway at 17th Street exit and head east- Hometown Buffet is on the South side of 17th just before you get to Lincoln Ave.

## SCAMPS NEWS

by Clint Brooks

Let me start this last newsletter of the year with a notice that the first SCAMPS club meeting of 2016 will be held at Ken Kaiser's on January 9<sup>th</sup> starting at noon. Lunch will be served, and all are welcome.

Another quick note from Roger Willis for obtaining nitrate dope-possibly many of you have seen this but here it is again as dope is getting harder to come by each year:

*Howdy Builders and Flyers..... I would like to recommend a great provider of both nitrate and butyrate dope and thinner.*

*His name is NORM AERO . He has all the scale colors for most cloth covered full scale aircraft. His color chart has over 50 colors in both nitrate and butyrate...all are non-tautening. He supplies thinners for both. I spray his product on with either airbrush or gun at a 50/50 mix. I use his clear nitrate for all tissue coverings where I just want the tissue color. Very light at 50/50. All colors are quarts all clears and thinners are 1 gal.*



*Norm ships right to your door. He can be reached at 888-811-2232...Tell him Roger Willis referred you...*

I have not checked this out yet but with nitrate dope approaching \$40 per quart at Aircraft Spruce it's good to know there is a second/third source available (Al Heinrich-still selling?), and probably not subject to the AQMD tax being imposed on these products at A/C Spruce.

Another huge thank you to Roger Willis for the recent grooming of the Perris field. The R/C glider contest group did some dragging to knock down the tumbleweed growth for their recent contest, and apparently Roger came in and scraped off all the remaining debris with a tractor and made the field 100% flat, clear and usable! It looks beautiful and will result in months of obstruction free flying. It will be interesting to see if the field yields any green soft wild grass this year with the predicted rains.

How about one meeting a year and call it "Auction Night"? John Van der Neut has provided some insight on this with regard to the model ship building group he is part of. They meet once a year and auction off all sorts of models and supplies-it's the best attended meeting in their club. It may not make any money for the club, but people could definitely get together to sell supplies and kits they may want to trade on. Maybe that's something that could occur at a December club meeting if a separate dining room is available to set up in. Think about it-if you have any ideas email myself or Kevin.

And I've finally gotten the *Apache II* E-36 kit teed up for sale. My website is in work for an update to market this kit-I've taken the liberty to post a sales flyer at the end of this newsletter; cooks privilege, right?

We headed to the SAM Champs on Sunday, October 18, for the October 19 start date. We had some breezy weather moving the truck and trailer around on the road, and when we hit Baker, it started to rain. We were in moderate rain the rest of the way to Boulder, Nevada. When we arrived at the trailer park, I backed in and did a few quick set up things including disconnecting the truck from the trailer, and then got out of the rain. After about a half hour, there was a break in the rain and I was able to get the stabilizer jacks down, and do the rest of the hook up. It was a long trip and by 8:00 PM, we called it a day.

By Monday morning, the rain had passed through so I headed to the flying site so I could time for Carl Redlin. I decided not to fly this year at the last moment so I would have no added stress and have the best chance of keeping my Crohn's disease in check for the entire week. It turned out to be a good strategy and I felt fairly well for the duration. Carl was going to compete for the Rubber Championship again this year, and asked if I would time for him. It really helps to team up or have a dedicated timer when trying to get in all the flights necessary for a Championship bid and I was happy to time for Carl again. When I got to the field, it was evident the area had seen its share of that rain from Sunday. Along with standing water in many places, the path in to the flying sight was slick and muddy. Where free flight CD Ted Firster set up it was surprisingly not too bad. It must have been slightly higher than the surrounding areas and from the first part of Monday morning, the field was usable. Most of the Championship contenders were able to get flights in for at least 3 events, taking advantage of good flying conditions. There were short periods of variable winds and also some lift to be found for those lucky enough to pick it and most chases were not too bad. I did see Ron and Sue Thomas heading after his Bomber in the Fuel Allotment event early in the morning. Ron had to drop Sue off and head up the hills on his 110 towards the power lines to retrieve his model. In that area is now one of the several solar fields that surround the flying area and Ron reported he was short of reaching it. One of the more spectacular events on Monday was Bud Romak's new Brooklyn Dodger. Apparently, he had been putting in some spectacular flights with it leading up to the contest and couldn't wait to show it off. It has a honking ED Hunter in the nose and is really fast. He did an ROG and it went left a little and did a 270 degree loop destroying the model and breaking the engine. Luckily for Bud, I have spare parts for Hunters! I left the field about 2:00 PM, and it was noticeably dryer than when I had driven in.

Forecasts for Tuesday and Wednesday were calling for windy conditions, and they were right. I woke up at 4:00 AM Tuesday morning to howling winds. I headed to the field about 6:30 AM, and was surprised the winds were much lower than in town. Carl got a flight in as soon as the contest started at 8:00 AM with his Lanzo Duplex and made his max. Before he could get a second flight in, the wind was up too high, and at least for him, flying was over. I only saw a few other flights the rest of the day. While we were sitting around shooting the bull, I heard an engine start up and running, then a quick stop and I saw half a wooden propeller blade fly high in the air. It had been running on the other side of the car line, so I had no idea what happened. Moments later, Larry Davidson came walking through the cars grasping his hand with a blood soaked paper towel and it was evident he had been hurt. I had my first aid kit nearby in my truck and told him to go over there. I used some of my handy dandy self sticking gauze bandaging to wrap two fingers and a thumb, which pretty much negated the blood flow. Another flyer had the hospital programmed into his GPS and whisked him and Elaine away for needed medical attention. Apparently, Larry was test running a Brown Junior for another flyer. He was tuning on the needle valve when a gust of wind picked up a chair and threw it right into the running engine and into his hand. Talk about a freak accident. Larry had no time to react at all. He was thankful for the quick response by his fellow modelers.

We tried waiting out the wind to no avail, and called it a day at about 2:00 PM. I headed back to the trailer to help my dad get his Snow White ready to show in the Concours de Elegance event at 6:30 Tuesday night which was combined with the engine swap meet. We got there about 6:00 to have time to put it together, and could not find anyone who knew who was running it or what was going on. I guess SAM sold 10 tables to engine swap meet vendors, and there were 10 tables set up in the room. Several of them already had

models on them, so with no direction, we assembled the Snow White on one of them. As more engine swap guys came in, and more beauty event models, we ran out of tables and it was already tight in the room. Someone from SAM did manage to get more tables brought up, and I noticed people had ballots and were voting for airplanes. I looked, and there was no number by my dad's Snow White, so I asked Mike Myers who the Concours CD and he pointed him out to me. I let him know my dad's model did not have a number and he said he did not know who the model belonged to. He did immediately go over and put lucky number 13 on it. My dad



had spent 7 months building it so I wanted to be sure he could receive votes! There were not a lot of models, but the quality of those there was really high.

The engine swap went well according to several reports I heard. I know Jeff Carman was walking out with his hands full a few times, with some nice engines. Larry Davidson was back from the hospital, with some real big bandages, garnering a lot of sympathy from me and others. I gave him a quick hand setting up his table for selling. Poor Elaine was a little traumatized from everything that had gone on but she is a trooper and right there to help Larry every step of the way.



The night was ended with a SAM meeting going over the happenings and business of SAM. Allen Heinrich led the meeting and some innovative ideas were discussed including a possible offering of electronic newsletter (SAM Speaks). The SCAMPS were one of the first clubs I know of to offer this, and now several others have followed suit. After the meeting, it was back to the trailer for an early wake up call.

Wednesday at the flying site was pretty much a repeat of Tuesday, except it was not flyable at all. The winds were really high, and other than Dick Nelson putting up a couple short flights with a Nostalgia Gas model, I saw no other models fly. Carl let me know he was going to head home early so he was out of the running in Rubber.

On Thursday morning the weather was awesome with nearly no breeze to speak of. After getting to the field, we were informed my dad had won the Concours and needed to fly his Snow White. We had already planned to fly it and since Carl had gone home and I no longer needed to time for him, we went out early to get the flight in. We had only put a short flight on it prior to the contest and were still unsure what the glide would look like. We did see the power pattern long enough to know that looked good. So, I decided I should test glide it. When I did, the nose popped up and it stalled in. Would be no big deal, but it broke the landing gear. We started looking it over, and I said let me try to fix it. I wrapped copper wire around the doubled up gear and then used medium CA over the area. It worked! After a few attempts of not getting

off the ground, we decided to make a thrust adjustment. About that time Larry and Elaine Davidson came out by us to watch it fly. Larry knew the Snow White designer, Joe Respante from his days running Larry's Hobbies, and he really wanted to see it fly. After making the thrust adjustment, it finally got in the air. It climbed slowly with the 16 x 4 Y&O prop, and ran the Forster 99 tank out. Then, it started to dip in the glide and would not settle out. It hit at a good angle, and got VERY minor damage, a ding to the top of the rudder. That was lucky. It also bent the heck out of the landing gear (it had a simple gear for flying, not the pretty gear for show). Believe it or not, that wire and CA glue repair held up through that too!

There was a lot of flying done on Thursday and Friday and in the end, there were two clear cut winners of the Free Flight Championships, Ron Thomas in Power, and Mike Mayea in Rubber. Congratulations to you both on a fine effort. It takes a lot of work to win a Championship. I know Ron had an ignition wire and sub rudder break on his Sailplane, a wing tip break on his Ascender when it was blown into his motorbike, the Cloud Chopper was damaged in a flight and all were repaired and flown again by Ron. Way to persevere. I was at the opposite end of the field from Mike most of the week and do not have many details on his flying, but did see several of his models flying well. Great job Guys.

The banquet was very nice and the food was good. We sat with Gil Morris, Ron and Sue Thomas, and Larry and Elaine Davidson, what great company and a great evening. SAM inducted 4 new members into the Hall of Fame, Herb Kothe, Allan Laycock, Giovanni Ridenti and Bill Vanderbeek. Congratulations to you all.

I want to thank everyone who gave their time to these Champs. Mike Myers was Contest Manager, Allen Heinrich for his role as President, Ted Firster Free Flight CD, Jeff Carman Assistant CD and Ray Peel also Assistant CD. We had a great time and REALLY appreciate the time that is donated to make one of these events run.

The number of competitors continues to drop each year, but those who were there enjoyed themselves. I was a little disappointed choosing not to fly this year, but had a great time seeing old friends and that makes it all worthwhile.

## **SCAMPS Club Contest 11-11-15**

*by Bernie Crowe*

The forecast for this day was dire – Santa Ana winds picking up during the morning and growing in strength throughout the day. In fact (as often happens at the Perris field) conditions turned out to be much more favorable. A moderate breeze at 7:00am had most of us worried, and there was chatter about “only going to get stronger”, and “better fly early” before the real wind starts. Wrong! The wind did indeed pick up around 8:00 and turned cold, but by 9 o'clock it had shifted toward the RC field and became quite calm and warm.

We had four events scheduled for the morning: P-30 and Jimmy Allen rubber events, and both 1/2A – A and B – D AMA gas. Those of us who bought into the “fly early” mantra found variable air and few if any thermals. Later in the day, as the scores attest, the thermal Gods began to smile on us and those who waited were rewarded!

John and Lance (the Powers that be) flew early, John with his trusty Peck “One Nite 28”, and Lance using a BMJR “Kiwi”. Both struggled in the uncertain air, though Lance found some good air for a max in round 2. I had dragged out a 27-year old “Square Eagle” (original tissue!) but like the Powers bros. I found it tough going, dropping 8 and then 10 seconds on my first two flights. George Walter was flying Al Richardson's modified “Phantom Fury.” Al had removed two bays from the original Phantom wing to bring it down to 30”. George, too, found the early air difficult and didn't max 'til his last flight. Ted Firster put up a test flight with his “Shark Mk II”, but decided not to fly because the drift was taking the planes toward the freeway and into the soft plowed field. As the wind shifted and dropped, I kept harping at Ted to “have a

go”, which he did, and won! Teach me to keep my mouth shut. Lance brought out his “One Nite 28” as a second entry and racked up two maxes to place third.

The Oasis Flyers showed up in force to fly Jimmy Allen, all of them sporting “BA Cabin” planes. Surprisingly, the master and teacher, Roger Willis, didn’t make any official flights; he had left his plane at home. As with most fliers, the JA guys found the early lift iffy at best. Dale Funk got a 72 on his first flight but the plane stalled badly and damaged the front end, putting him out of the competition. Rod Franken, too, found indifferent air and did not max. Gary Lyon and Pat McMillan both managed to max their last flights, but Gary had the better times to take the win.

In B, C and D AMA Gas over on the “fumes and thunder” side of the field, Hulan Mathies flew his huge 788 Satellite but was very unhappy with the pattern, so he elected not to fly and preserve the airplane. Ray Peel and Jeff Carman were both caught out by the early air, but Ray’s aggregate beat Jeff’s by 14 seconds for the win. In 1/2A and A AMA Gas, Phil Ronney struggled in the early air but made his three flights, which gave him third place. Jeff Carman maxed his first two flights but timer problems kept him from making a third. Ray Peel likewise maxed his first two but left it too late to make his third, so he and Jeff were both down to fifth. Kevin Sherman (1/2A Maverick) and Ron Thomas (Super Pearl) maxed out and went for the flyoff. Ron edged Kevin by a mere 8 seconds to take the win.

So as to prevent the day being too dull, Phil Ronney flew his enlarged “Noah’s Quark” (my F1Q design) with a fast gas engine towards the end of the day. The plane did a semi loop and disintegrated spectacularly. There weren’t enough people on the field to time *all* the pieces, but the left tip caught a thermal and I’m pretty sure it did over four minutes. Sorry Phil, I hope the e-bits survived and you can build another one!

Apart from that, it turned out to be a good day’s flying and fun for all.

<b>SCAMPS B-D AMA Gas Club Contest - Perris 11-11-16</b>									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Hulan Mathies</b>	Satellite 788	dnf						
2	<b>Ray Peel</b>		155	157	180			492	<b>1</b>
3	<b>Jeff Carman</b>		123	175	180			478	<b>2</b>

<b>SCAMPS Half-A - A AMA Gas Club Contest - Perris 11-11-16</b>									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Kevin Sherman</b>	Maverick	180	180	180	153		693	<b>2</b>
2	<b>Ron Thomas</b>	Super Pearl	180	180	180	161		701	<b>1</b>
3	<b>Phil Ronney</b>	P.H.P.	92	117	180			389	<b>3</b>
4	<b>Jeff Carman</b>	'A' Texan	180	180	dnf			360	<b>5</b>
5	<b>Ray Peel</b>	'A' Pearl	180	180	dnf			360	<b>5</b>

**SCAMPS Jimmy Allen Club Contest - Perris 11-11-16**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Dale Funk	BA Cabin	72	dnf	dnf			72	4
2	Rod Franken	BA Cabin	45	108	83			236	3
3	Pat McMillan	BA Cabin	76	77	120			273	2
4	Gary Lyon	BA Cabin	104	90	120			314	1

**SCAMPS P-30 Club Contest - Perris 11-11-16**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Lance Powers	Kiwi	98	120	70			288	5
2	John Powers	One Nite 28	107	57	88			252	6
3	George Walter	Phantom Fury	97	90	120			307	4
4	Bernie Crowe	Square Eagle	112	110	120			342	2
5	Ted Firster	Shark Mk II	115	120	120			355	1
6	Lance Powers	One Nite 28	98	120	120			338	3

**SCAMPS Monthly Club Contest Schedule 2015 V1.3**

Mo	Day	Rubber	Power	CD
Jan	21	OT Small Rubber (comb)	1/2 A + A, B - D AMA Gas	B.Crowe
Feb	18	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	11	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	J. Jones
			Perris Special 1-dsgn	
Apr	15	P-30 / Greve mass launch	OT ABC Fuselage/E-36	J. Riese
May	13	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	Ray Peel
Jun	10	Twin Pusher/Coupe (F1G)	AMA Electric/E-36	Bernie Crowe
Jul	8	P-30/Comml Rubber	OT ABC Pylon /Perris Special	B. Crowe
Aug	12	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	J. Riese
Sep	9	Coupe (F1G) / HLG / CLG	OT ABC Combined/Elec Nostalgia	J. Riese
Oct	14	Nos Wake / Nos Rubber	E20/E36/AMA Electric/Perris Special	B. Crowe
Nov	11	P-30 / Jimmy Allen	1/2A, A - D AMA Gas	G. Walter
Dec	9	Gollywock Mass Launch + OT Small Rubb Comb	1/2A - C Nostalgia Gas/Elec Nostalgia	

It is time to renew your SCAMPS' membership for 2016. The rates remain the same, \$30 for a printed copy of the newsletter sent through the mail, and \$15 if you receive your newsletter via E-mail. Please remit your membership payment to: Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882-4036.



## 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 contest 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 \_\_\_\_\_

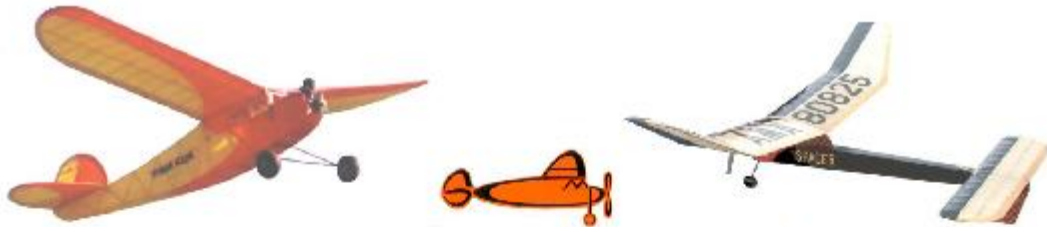
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

E-mail \_\_\_\_\_

AMA Number \_\_\_\_\_

If new, how did you hear about our club? \_\_\_\_\_

\_\_\_\_\_



# SCAMPS 12th Annual Taibi Contest

Sunday, March 13, 2016 – Perris, CA

\*\*\*This will be an AMA Sanctioned Contest\*\*\*

\*\*\*Flying Starts at 8:00 AM and contest closes at 1:30 PM!\*\*\*

## EVENTS:

#\*All Taibi (Any Taibi design flown to its era's modified rules below)

\*Perris Special (15 Second engine run – Mark II version is legal)

\*ABC Old Timer (Fuselage & Pylon 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)

\* ½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

AMA A/B Electric – Motor run 10 sec, then 5 in fly-off. All 2 minute maxes

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

\*3 minute Max

\*All Old Timer Flights will be HAND LAUNCHED, no ROG

\*Nostalgia, HAND LAUNCH or VTO, no ROG

\*SAM rules for standard SAM events

\*Entry fee is \$5 per event

\*Certificate Awards & prizes



Modern AMA models like Starduster, Perris Special, Orbiteer will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Joe Jones (714) 968-1982 & Kevin Sherman (951) 737-7943



# SCAMPS & SCIFS Texaco

April 16<sup>th</sup> & 17<sup>th</sup> 2016 – Lost Hills, CA - A.M.A. Sanctioned Contest  
—Run in Conjunction with the San Valeers Club Annual—

**\*\*\*\* Any Event can be flown on either day, do not have to finish same day! \*\*\*\***

## Saturday

7:30 AM to 4:00 PM

### ½ A Texaco

(8cc fuel, best one of three official flights, 7:30 AM to 10:30 AM any glow IC engine .051 or smaller)

### Gas Scale

### O.T. Small Rubber Fuselage

(3-minute max)

### O.T. Large Rubber Stick

(5-minute max)

### .020 Replica

(Engine run is 12 sec. HL, 15 sec. ROG, 3 minute max)

### \*A/B Pylon

### \*C Fuselage

### 4 oz. Wakefield

### \*\*A/B Nostalgia

### \*\*C Nostalgia

### \*\*\*Old Time HL/CL Glider

### Electric Nostalgia

## Sunday

7:30 AM to 3:00 PM

### Dawn Patrol Texaco

(7:30 AM to 10:30 AM, best of 2 official flights ¼ ounce of fuel per pound of model)

### 30 Second Antique

### O.T. Small Rubber Stick

(3-minute max)

### O.T. Large Rubber Fuselage

(5-minute max)

### \*A/B Fuselage

### \*C Pylon

### Vintage Wakefield

(1938-1950, 8-ounce weight rule)

### Pee Wee Antique

(2.2cc fuel, best of three official flights, any .024 or smaller IC engine)

### \*\*1/4A Nostalgia

### Twin Pusher Mass Launch (8:30 AM)

\*\*\*OT HL/CL Glider can be launched overhead, discuss or catapult. No modifications can be made the plan form other than a hook added for catapult launch. Modifications for DT okay as long as plan form is adhered to. No Scaling. For Catapult launch, a 9" loop of ¼" rubber may be used on a 6" stick (two 9" loops of 1/8" rubber may be used). Up to 9 launches for 3 two minute maxes. If you have 3 maxes, fly till you drop a flight.

\*\*All Nostalgia Events, (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds), 3 minute Max

\*SAM Power events to be flown using SAM Rules. 20 Second engine run hand-launch, 25 seconds R.O.G. 5 Minute maxes (weather permitting). Rubber ties will be broken by increasing Max times (weather permitting) \$10 entry (includes first event), \$5 each additional event. Merchandise awards 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> all events.

CD - SCAMPS, Dan Heinrich (909) 593-5789 AeronutD@CS.com

Contact - SCIFS Mike Myers 818 439-3799 (mobile) - 818 241-9154 (home) Mikemyersgl@charter.net



## SCAMPS/SCIFS Old Time Fall Annual

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Combined with SAN VALEERS Nostalgia Annual  
CD: Terry Thorkildsen (805) 495-6135  
Co-CD: Tom Laird (310) 544-7606

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**\*\*\*\* Any Event can be flown on either day, do not have to finish same day! \*\*\*\***

**October 29 & 30, 2016, Lost Hills, California**

### **Saturday**

*7 AM to 4 PM*

*½ A Texaco (7 AM to 11 AM)\**

*A/B/C Pylon*

*30 Second Antique*

*SAM Gas Scale*

*Small Rubber Cabin*

*Large Rubber Stick*

*A/B Nostalgia\*\*\**

*OT HLG/CLG*

*Bungee Launched 36 Inch Towline Glider*

### **Sunday**

*7 AM to 2:30PM*

*Texaco (7 AM to 11 AM)*

*A/B/C Cabin*

*.020 Replica*

*Large Rubber Cabin*

*Small Rubber Stick*

*Pee Wee Antique*

*C Nostalgia\*\*\**

*Electric Nostalgia*

**Entry fees: \$10.00 registration (includes 1<sup>st</sup> event), \$5.00 additional events**

***Lost Hills Membership required***

**Gollywock Mass Launch Saturday 8:30 AM**

**Twin Pusher Mass Launch Sunday 8:30 AM**

*\*1/2 A Texaco: 8cc fuel, any .051 or smaller engine, best single flight of 3 official flights*

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

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



**The Apache II is a state of the art E-36 short kit that includes:**

- Top quality laser cut balsa and plywood parts-fit checked and proven prior to kit production release
- Air Shark P90 grade carbon tube tail boom cut to length and detailed for stab features
- Full size CAD drawings for construction
- Construction manual

**Builder provides all strip stock, hardware, covering material and electronics to complete**

**Pair this kit with the Hyperion Z1709-06 motor for top performance!**

This superior quality motor is no longer in production. While supplies last, you can order the Apache II with this motor for outstanding climb performance. Please check for motor availability before ordering if you want this option as they will be sold on a first come, first served basis.



	Qty	Total & Shipping
Apache II & Hyperion motor short kit combo	\$137.00	add \$12 shipping
Apache II Short Kit	\$27.00	add \$12 shipping
Balsa parts-ALL	\$43.00	add \$6 shipping up to (4) boxes
Laser parts-Wing & Stab only	\$37.00	add \$6 shipping up to (2) boxes
CD drawing	\$1.50	add \$6 shipping
CA Sales Tax 9.25%		
USPS Shipping in Continental USA-usual list price reduced by 50%		add per above
<b>Total</b>		
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