

S.A.M. Chapter 13
AMA Charter #158

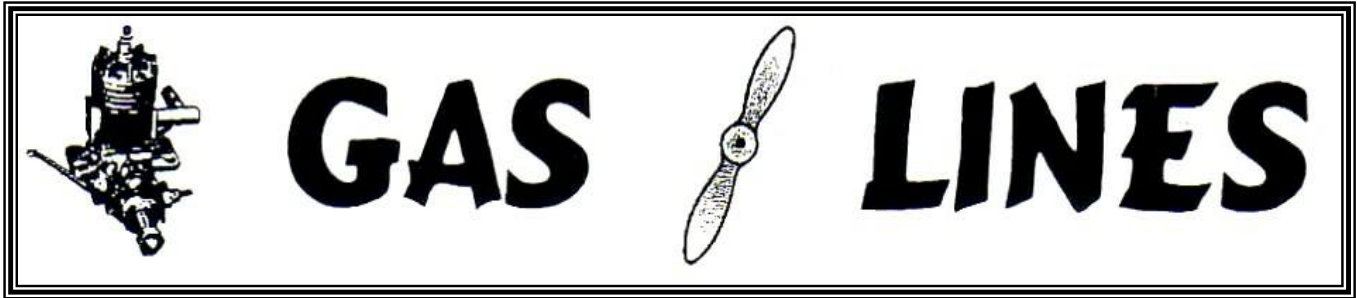


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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SCAMPS Meeting for September 2016

As of this writing there is no meeting planned for September. Go fly every chance you get instead and enjoy the late summer weather.

SCAMPS NEWS

by Clint Brooks

The season is passing quickly and we are heading into the end of year contest season for Lost Hills. It appeared the USFFC was in danger of cancellation but is still planned for September 23-25 with Terry Kerger stepping to the plate to take over for Ted Firster. A big thanks to Terry and Ted for managing this Event- Ted for pulling it back from the ashes and sparking renewed enthusiasm for the past 8 years or whatever it's been, and Terry for realizing the dilemma the contest faced with no volunteers applying for Ted's role when he announced his departure earlier this year. It seems to me we are going through a changing of the guard and naturally there are some soft spots. If we want free flight to continue more of us are going to have to step up our



game and not simply watch at the sidelines. The least we can do is show up and participate in the contest and also helping to run it if wherever we can.

There has been another conflict in scheduling over the Fall Annual dates at Lost Hills. This issue carries the latest contest flier as sent by Kevin, so hopefully this settles all the confusion about which events are being flown at Lost Hills in October and November. SCAMPS/SCIF's combined with the San Valeers Annual will be on the field October 29 & 30th so get those models ready to do battle! The Patterson FAI event is planned in November 12 & 13th should anyone have ambitions toward that weekend as well.

Other news-

The 2016 NATS was an excellent adventure for me it turns out. I opted to drive with my oldest daughter and her dog Ruby and also a newly acquired small cargo trailer. The trailer was a great addition to my FF infrastructure and did well at speed in excess of the 55 MPH limit imposed by California and Nevada once those regions were in the rear view mirrors. It was also a way to declutter my truck and make it much more enjoyable. If you've never driven, it's a good 3.5 days either way. If you do this, take three weeks to enjoy some of the places you pass through instead of watching them fly by for a few minutes.

Corn and soy beans seem to be the cash crop everywhere, and Muncie was no exception. Arriving Sunday afternoon in sweltering humidity, it seemed like conditions would be challenging. But as Monday morning broke, the humidity started to drop and things improved for the entire week, with humidity more like we are used to out here. And the lift was everywhere-hard to pick at times but every day was awesome flying conditions. I was fooled by the Monday overcast that developed in the late morning and tried to wrap up B-Electric, dropping my fourth max attempt. I soon learned I should have just sat and waited as two hours later it was booming thermal activity and you could almost count on a max every launch as the weather cleared out!

Muncie is the model aviation Field of Dreams, no doubt. A converted pig farm, they keep the prairie grass mowed and its just plain GREEN. Such a change from flying at Perris and Lost Hills-I still suffered holes getting poked in my Esaki covered wings though, so not as soft as you would think. Golf carts were in abundant use and are really the way to handle hoofing after a model in all the grassy areas.

Muncie is a prime site for the eastern and southern half of the USA I decided. After talking with a bunch of fliers from these areas it's about the only real free flight venue they have left, and most come just to



have open space to fly in. We should be glad for what we have out here in the Lost Hills and the Perris sites-it's an abundance of riches compared to other parts of this country.

As for my trials-I entered eight events, flew in seven and won or placed in five. Wins for me were Small Mulvihill Rubber using my latest *Super Y* design, and E-36 using a combination of my *Joulebox Mark 2* and *Apache II* E-36 designs. In E-36, I flew 9 maxes and 114 seconds on the tenth attempt, making a new AMA record for the number of maxes flown in E-36. I think there were 38 entries posted for this event, but only 26 or so flew it. Most of the electric events at the AMA were highly contested and electric powered models appeared to outnumber the gassies I felt.

Other placings: Second in B Electric, Third in F-1S, Fifth in P-30 which I was hoping to do better in. That particular morning the CD had shifted the location from the south edge of the field to the center to get away from the drift that was pushing everyone into the corn field to the east. The new location only made it possible to drop into the soybeans further north of the corn, and after my third retrieval into the beans or right next to them I pushed out to the west of the flight line for my fifth launch. My air pick looked good but soon became obvious it was more down than up and I settled just short of the max, done. At that point I was in the lead-a thunderstorm was just off to the west and they were telling people to clear off for it. However most stayed and kept flying, and my P-30 lead quickly eroded.

One of my most cherished efforts was getting the *Miss Worlds Fair* aloft for the Large O/T Rubber Cabin event. I maxed two and dropped one, so didn't finish in the chips. But the model performed superbly and was slowly orbiting in a climb pattern right overhead in the light drift and finding the lift. It caught the attention of many who recognize the design and were happy to see it aloft in such a pleasing manner. Having the model fly over that wonderful field made the trip worth it.



In all I met a lot of people and saw the greater free flight society. It's a first class crowd and I felt honored to fly with them. There were some junior fliers that did quite well, although it was obvious the sport is not attracting youth. You can't judge by this event alone, but we are a greying crowd, no doubt. AMA did a great job hosting and were very helpful when asked about things. The museum is more than I thought it would be too-if you go make sure to spend a few hours reviewing the

displays-there is quite a bit covering well over 100 years of aeromodelling history and the staff has done a tremendous job with the material.

Airplane news-the *Joulebox 190 Mark 2* E-36 kit is now going on sale. This is an upgraded version of the existing JB 190 design based on customer suggestions and some of my own ideas for improvement. I flew the model shown in the image at the NATS for the A-Electric and F-1S events as well as E-36. The kit will now have ordering options for two deluxe versions. The first option is equipped with the same component package I currently supply provided by Starlink-Flitetech Models. Upgrade there is the new Starlink E-36/A/B/F-1Q/F-1S electronic timer included. Redesigned to a single board structure, the new timer has more options for electric flying events, is smaller and lighter than the previous Starlink E/36/A/B timer. I'll be supplying the version with an RDT pigtail so if you want RDT the setup is ready for it when you are.



The second option will include a soon to be announced Texas Timers electric flight package designated as 'Plug N Fly'. This package is completely assembled, bench tested and ready to run using the eMAX timer with RDT pigtail and one Thunderpower R/C 325 Mah/70C lipo included. Just install in the model and you are ready to fly-no electrical component assembly soldering is required. This makes

the *Joulebox 190* the most complete electric free flight model offering on the market-start flying electric power now and join the rest of us having a ball with it!

SCAMPS Club contest Wednesday August 17, 2016

by Bernie Crowe

It was a good flying day at Perris. There was little wind and temperatures were very comfortable early in the day. As it warmed up, the thermals arrived but they were skinny and treacherous. The best news of the day was to see Kevin Sherman at the field for the first time in many months, looking good. Kevin didn't fly, but did time for several flyers.

Scheduled events were: 1/2A to B Nostalgia gas; C to D Nostalgia gas; Jimmy Allen; and Electric

Nostalgia. Moffett rubber was also scheduled but was cancelled as several potential fliers were unavailable.

Uncharacteristically, the gas events saw the lowest participation, with only Ron Thomas and Ray Peel entering. Ron struggled with his *Texan* in the smaller class and never got it on trim. Ray won easily with three maxes, and went on to fly his *Texan* in the C to D class. He maxed his first but dropped the second by 43 seconds. His third flight flew flat, parallel to the ground for a hundred yards or so, then went in under power. However, he was the only entrant so he cleaned up in Nos Gas.



Kevin Sherman (banana on knee) re-circulates among friends at Perris

Electric Nostalgia saw a good turnout with four fliers. John Riese managed to make it despite having had an argument the day before with a 12” prop on a four-stroke engine, and chewing up his hand. His *Top Banana* was flying well but he set his DT for two minutes instead of three on his first flight and that pulled his score down. I was flying my 1954 *Creep* but had transition problems all day. I hooked a great thermal in the last round but lost half of the altitude gained before settling into the glide. Phil Ronney was on great form with his *Champion* and maxed out the first three. Hal Cover flew his *Outlaw* in his usual faultless style and also maxed out. On the 8-second run fly offs, Phil managed a 93 but lost out to Hal who had a 143. Great flying, guys.

The FAC Jimmy Allen event was flown to FAC rules and went well, despite the absence of tutor Roger Willis. All entrants flew the popular *BA Cabin*. There were some good times posted, though nobody managed the two-minute max. In the end Pat McMillan’s consistent flying earned him first place, with Dale Funk a close second and Mike Jester third.

Thanks to Paul Guiso for running the contest as well as proving the ROG table for the Jimmy Allen guys.



SCAMPS C to D Nostalgia Gas Club Contest - Perris 08-17-16

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ray Peel	Texan	180	137	dnf			317	1

SCAMPS Electric Nostalgia Perris 08-17-16

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Bernie Crowe	Creep	172	180	165			517	3
	Phil Ronney	Champion	180	180	180	93		633	2
	John Riese	Top Banana	124	167	166			457	4
	Hal Cover	Outlaw	180	180	180	143		683	1

SCAMPS 1/2A to B Nostalgia Gas Club Contest - Perris 08-17-16

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ron Thomas	Texan	157	100	160			417	2
2	Ray Peel	Texan	180	180	180			540	1

SCAMPS Jimmy Allen Club Contest - Perris 08-17-16

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Dale Funk	BA Cabin	71	73	82			226	2
2	Gary Vogt	BA Cabin	55	51	66			172	5
3	George Clifford	BA Cabin	51	70	78			199	4
4	Pat McMillan	BA Cabin	93	85	84			262	1
5	Mike Jester	BA Cabin	60	98	62			220	3

SCAMPS Monthly Club Contest Schedule 2016 V2.2					
Mo	Day	Rubber	Power	Electric	CD
Jan	20	P30 / Jimmy Allen	1/2A-A, BCD AMA Gas	F1S (E-36)	B. Crowe
Feb	17	OT Small Rubber (comb)	1/2A-A, BC Nos Gas	E Nostalgia	Ray Peel
Mar	16	OT Large Rubber (comb)	All 1/2A AMA + Nos Gas	AMA Electric	Joe Jones
Apr	13	P-30 / Greve mass launch	Perris Special	F1Q	L & J Powers
May	11	4oz Wake / 8oz Wake + Mulvihill	1/2A-A, BCD AMA Gas	E Nostalgia	Joe Jones
Jun	15	Twin Pusher/Coupe (F1G)	All Hi-thrust AMA + Nos	F1S + E-20	Gene Drake
Jul	13	P-30/Comml Rubber	Perris Special	AMA Electric	Ray Peel
Aug	17	Moffett / Comml Rubber	1/2A-A, BC Nos Gas	E Nostalgia	Pual Guiso
Sep	14	OT Large Rubber (comb)	All 1/2A AMA + Nos Gas	F1S + E-20	John Riese
Oct	12	Nos Wake / Nos Rubber	All .020 Gas, Perris Special	AMA Electric	K. Sherman
Nov	16	P-30 / Jimmy Allen	1/2A-A, BCD AMA Gas	F1S	G. Walter
Dec	14	Gollywock Mass Launch + OT Small Rubber (comb)	1/2A-A, BC Nos Gas	E Nostalgia	

I have to add this last part concerning some emailing that went on between Gene Wallock and myself on the *Miss Worlds Fair* project. It turns out he is smitten by the model and actually saw the mass launch of them at the 1939 World's Fair at the age of 5. In one of my responses I was curious about the origin of the name for the model and Gene offered this insight:

MWF Name

The Miss World's Fair was named for the World's Fair that was held in New York in 1939 and 1940. The 1940 Fair was marred by the bombing of the Polish Pavilion. It was closed when we attended. The Germans got the blame. Since I'm half Polish and half German I really didn't know who to be mad at. My Mom solved the problem. She said never trust a Russian!!

Thermals,

GOD Bless America

Gene Wallock

46th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS
 September 23 - 25, 2016 at Lost Hills, CA - Category II - AMA Sanction -
 American & National Cup Events

Friday September 23 7 a.m. - 5 p.m.	Saturday September 24 7 a.m. – 5 p.m.	Sunday September 25 7 a.m. – 3 p.m.
Modern Events	Modern Events and FAI	Modern Events and FAI
E-36 & A Electric P-30 Moffett and Mulvihill Super D Gas	E-36 & A Electric P-30 Moffett and Mulvihill Catapult Glider Pen (Jr and Open) A Gas C/D Gas F1A, F1B and F1C/P	E-36 & A Electric P-30 Moffett and Mulvihill Hand Launch Glider Pen (Jr and Open) 1/2 A Gas (Jr and Open) B Gas F1G, F1H, F1Q
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small You may fly your first three flights of any Nostalgia or Classic event.	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/2 A Gas Nost. B Gas Nost. C Gas Nost Vintage Power FAI	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/4 A Gas Nost. A Gas Nost. Vintage Power FAI
CLASSIC	CLASSIC	CLASSIC
Classic Towline Jimmy Allen	Classic Towline Classic 1/2 A Gas Jimmy Allen	Classic Towline Classic A/B Gas Jimmy Allen
OLD TIMER EVENTS	OLD TIMER EVENTS	OLD TIMER EVENTS
1/2 A Texaco (ROG) Texaco (ROG) A Pylon / A Fuselage B/C Pylon / B/C Fuselage .020 Replica	<u>NOTE: Old Timer Only...ALL O/T Events can be flown any day at any time during the Contest. You do not have to start and finish the same day.</u>	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin / 8 oz. Wakefield Compressed Air (2 min max)
Note:	UNOFFICIAL EVENTS	UNOFFICIAL EVENTS
See reverse side for Engine Runs and flight Times Sweepstakes Award for Total Air Time 5 events max.	7:30 a.m. Gollywock Mass Launch 9:30 a.m. “The Mikkelson Memorial” Twin Pusher Mass Launch Night Gas	7 a.m.-7:30 a.m. Dawn Mulvihill & Big E 9 a.m. Compressed Air Mass Launch

46th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 23 – 25, 2016 at Lost Hills, CA. Category II – AMA Sanction – American & National Cup



US FF CHAMPS REGISTRATION: Proof of current AMA Membership and current Lost Hill's Membership required.

\$30 includes *first* Event. Additional events are \$10 each. Gold card \$75 includes unlimited event. Juniors \$5 per event with awards in all events.

Awards: Cash: Five or more flyers 1st/\$50, 2nd/\$25, 3rd/\$15. Four flyers 1st/\$25, 2nd/\$15. Three flyers 1st/\$15. Two flyers 1st/\$5
JR EVENTS will be 1st/\$15, 2nd/\$10, 3rd/\$5.
Sweepstakes: \$100 cash

Lost Hills Member's Meeting, Saturday, September 24th at 6:30 p.m. at CD table

Notes:

Timecards: Submit timecards to CD table or event table after each official flight.
ENTER ALL TIMES IN SECONDS, except TEXACO Events.

Hand Launch and Catapult Glider will be flown from a pen - submit time cards to CD table every two flights.

All Engine Runs and Max Times are per the AMA Rule Book and NFFS Official Competition Rules.

FAI Saturday Events – (7) one hour rounds, starting at 8 a.m. F1A first round max 210 sec. F1B, C, P first round max 240 sec All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.

FAI Sunday Events - F1G, H and Q (5) forty-five min rounds beginning at 8 a.m. F1G, H 120 sec max F1Q 180 sec max
Flyoff rounds no earlier than 1 p.m. per CD.

Sweepstakes Total time for a maximum of 5 events.

Terry Kerger, Contest Director, Cell : 626-260-6292, Terry@civiltec.com
Lost Hills Web Site: <http://www.lhffmaa.com>



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! ******

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 1st 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**

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