

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

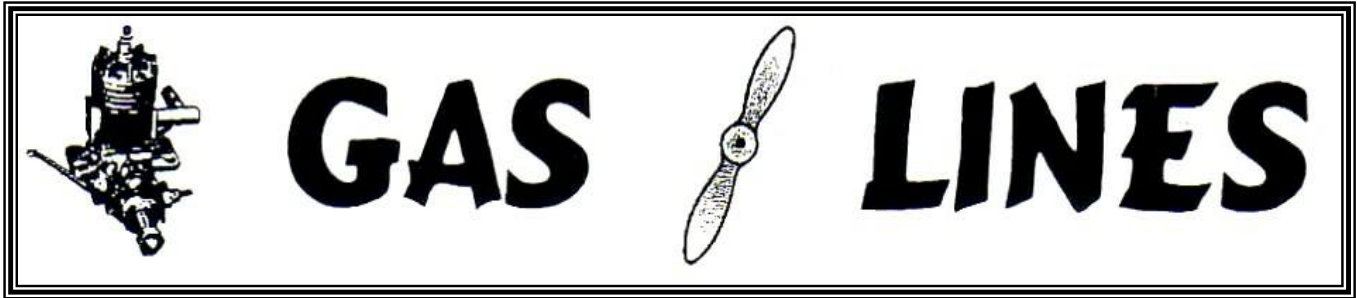


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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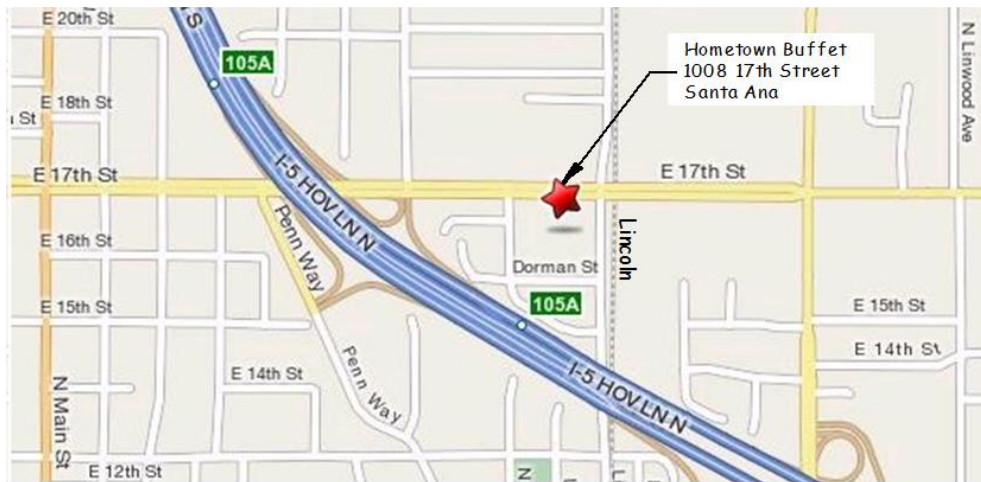


AMA 158 – Southern California Antique Model Plane Society – Sam 13

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SCAMPS December Christmas Party 2016



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 1st 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

Well, here we are—the last newsletter for 2016. I hope all of you have made the best of the year and had some great Free Flight action along the way. Even though a lot of people are getting sidelined with time it's still great to get out into the open space and fly model airplanes. There is nothing more satisfying for personal Zen than spending a Saturday morning watching a translucent model slowly wheeling overhead against the blue open space. It makes all the pressures of the week and life fade away for that little while and allows you to re-connect with your inner self. We are lucky to have this personal art form on it's many levels. And having friends there with you doing the same thing makes it a superb experience.



We have several write-ups concerning the Fall Annual at Lost Hills in October. This is one of the contests that appears to be diminishing with time as people are unable to attend for a variety of reasons. Best known as a Nostalgia Gas contest for the San Valleers and SAM for the SCAMPS, the participant level is starting to dwindle on the SAM side. Is it lack of interest or just that the core gas flier population is starting to fade with time? You can decide—it's a touchy subject and one the SCAMPS membership has to help resolve for future contests. I'll preface this subject area with an email sent out to some of the SCAMPS board members after the contest was completed. With respect to Mike Myers, I think he is right to speak up about the concerns he has about the future of the Fall Annual.

Clint, Kevin, Danny and Al; herewith my contest report from last weekend's contest. It was a shame that the contest was so lightly attended, because I've never seen the actual flying field surface at Lost Hills in as good a shape as it was on Saturday. I think Holloway must have run a blade scrape over something that looked like 100 acres or so.

I have to say I have my doubts about the wisdom of including so many different classes of competition—many of which had zero entries—even the most popular had just two entries, and in most cases, only one guy actually flew in the particular class. Back in the day when the SCIFS were actually alive and had many contest flyers, we used to chafe at the SCAMPS since at any given contest at Taft, there would be twice as many SCIFS entering and flying as SCAMPS. That's not to say we were winning—Jim Adams and Sal Taibi were tough to beat, not to mention Sakert, Wallock and Goldie and the Heinrichs. But those days are gone and once you get past Brad Levine (who wasn't at the contest due to some surgery earlier in the week) the SCIF contest flyers are largely gone.

Should we have the contests at Lost Hills at all (it would be a shame if old time flying disappeared from Lost Hills altogether, but if you give a party and nobody comes, is it really a party)? I will note that although the contest supposedly starts at 0700—requiring the CD to drive out to the field at 0630 when the sun is not even near the horizon and the field is darker than the inside of a bat's

behind—the contestants actually start to show up around 0830. There are a few stalwarts (such as Terry Thorkildsen) who still sleep on the field—or who have trailers and motorhomes on the field. With Sunday’s forecast of bad weather (or maybe the early morning rain) two RVs that had been on the field on Saturday were gone when I got to the field on Sunday morning.

If I CD another dual club SCIF/SCAMP contest next year (and that’s a big “if”) the contest flyer will announce that the contest starts at 0800. No more trips through the “bat cave” for my Momma’s only surviving son. (I got stuck in the mud in the dark as Al will remember from a couple of years ago when I was coming out to CD the contest.)

Not to worry about the surplus prizes; I’ll find ways to give them away at SCAMPS contests at Perris over the next several months (or if push comes to shove as part of the engine raffle at the 2017 SAM Champs). The SCIFs and the donor won’t mind.

Mike Myers

First, I would like to thank Mike for taking on the CD role for this contest again. I did not attend for several reasons I don’t care to share here but I can’t be at every contest as much as I would like to. For myself, I don’t believe I’ll ever be flying an O.T. Gas or NosGas (eNos very likely though) event so the overall premise of this contest is not that compelling for me. The contests I do try to attend include modern as well as Nostalgia/O.T. events as my free flight interests have a range that is not 100% within the core SCAMPS charter focus of SAM oriented model designs. If I can bring the majority of my model collection out and compete with it I’m very interested. If it’s only a small portion I’m not as motivated if the time, expense and distance is significant to attend. I think it’s probably the same for a lot of people if you ask around.

So we all need to think about ways to attract active fliers to future contests that allow the most participation and value for the time and money spent. In my opinion you could make the SDO/Fresno Gas Club Dual meet format work three times a year and eliminate the Spring and Fall exclusive SAM/NosGas annuals and make the majority of us happy to participate. Even the Ike is starting to come around to a more NATS like format for the Free Flight events. Probably no more than three good broad coverage events (FAI, AMA, SAM) each year at Lost Hills would work well instead of the smaller specialized event focus contests that are all struggling for synergy and participation (#1-the Ike #2-late spring multi club meet incorporating all the club specialty events within #3-USFFC in the fall are thoughts here). Traditions are great, but those who want them that way are starting to leave the party or are long gone. We need some new direction and thought to keep the feeling of free flight competition alive and vibrant at Lost Hills. That’s my 2 cents worth anyway.

Read on.....

SCIFS-SCAMPS FALL ANNUAL 2016

By Mike Myers—Contest Director

Never have so few chased so much. Thanks to a generous contribution from an anonymous donor, and an even heftier slug from the SCIF treasury, we had \$500 in purchased merchandise prizes—fuel, rubber, Esaki tissue, Sig fuse, rubber lube, glue and such on the table for those who showed up, competed and won.

Eight contestants entered, and paid for a total of 21 event entries. I took in a total of \$125 in entry fees. There were 17 classes of competition. Scores were turned in for just 12 of the 21 “entries”.

While we didn’t have many entries in the contest, we weren’t lonesome on the field. The San Valeers were running their Nostalgia annual at Lost Hills on the same weekend and they had 18 or 20 flyers who signed in.

I’m only a part time SCAMP. My longtime club allegiance is to the SCIFS, but we are a dying breed. There are only three of us left who were among the long time “active” SCIF contest flyers. The financial “hit” won’t bother the SCIF treasury all that much—we don’t hold regular contests anymore and there is still a bit in the legacy “kitty”. Right now, the SCAMPS and SCIFS hold two contests a year at Lost Hills, and the clubs alternate in responsibility. I suppose the SCIF treasury can survive for a few more such hits—but I am wondering as to whether there is enough real interest to keep these Lost Hills contests going and to justify the effort.

Aside from that, we had excellent field conditions and weather at Lost Hills on Saturday. The temperature was in the high 70s or low 80s for the bulk of the day. The wind drift was minimal, and thermals were around. It looked like the Holloway Company had graded the field smooth—there was a nice large flat area with nary a weed or a clump of brush in it. We had flies though—lots of them. As contest director, I couldn’t fly in any of the FF events, but since I wasn’t doing land office volumes of business at the contest table, I took the opportunity to fly the heck out of my SAM RC electric Speed 400 model—and can attest there was a lot of thermal activity. Things were different on Sunday, we got rained out and blown out early.

Some things are changing at Lost Hills. I’ve been going up there to fly in contests for nearly 30 years now. The hamlet of Lost Hills is basically a home for farm workers in the area, and the housing was pretty run down in the late 1980s. New homes have been built over the years; there’s now a nice park, and there are actually a couple of newly built (or building) commercial structures. One of them is not yet

finished, but looks like it will be a modern store. The other one which is new to me (I haven't been to Lost Hills since the spring of 2015) is called "Gabby's Grill". It's a nice-looking restaurant building. I had dinner there on Friday night. The food, and the kitchen staff, is Mexican. It was good—the place was clean, the beer was cheap, and there was a big flat screen TV on the wall tuned to a college football game. After years of suffering through Chez Denee (or giving up and going to Jack in the Box, Wendy's or Mickey D's) I was eager to eat there again on Saturday night.

But despite what the sign says about the restaurant hours (supposedly open from 6 am to 8 pm 7 days a week) the restaurant was closed for the rest of the weekend. Go figure. I'll try it again if I pass through Lost Hills, and you should too. It's good.

Okay—who entered and flew what?

Half A Texaco

John Riese—*Guff* 900 seconds OOS (recovered via Walston in oil fields across Holloway Road)---took the fuse as prize

Jeff Carman—entered but DNF

Texaco

Jeff Carman *Powerhouse* with Super Cyke—DNF due to bad weather on Sunday

ABC Ignition Pylon

Eric Strengell *Alert*, OS .25 conversion 143, 150 150 443 total took fuel as prize

Jeff Carman *Playboy* Super Cyke DNF or at least didn't turn in times

ABC Ignition Cabin

Jeff Carman *Rambler* OS 29 conversion 88 93 total 181 --owe him quart of fuel

Small Rubber Cabin

Mike Mayea *Lidgard* DNF or did not turn times in

Terry Thorkildsen also provided the SCIF side contest write-up shared herewith:

2016 San Valeers Nostalgia 29th annual held at Lost Hills California

on Oct 29th and 30th contest report by Terry Thorkildsen

This year the weather looked a little dicey early in the week to some people since rain was predicated for late Thursday or Friday and on the road coming into Lost Hills it looked like it had rained but we were hoping for the best and we sure weren't disappointed Saturday since we woke up to perfect weather and it stayed that way the whole day. The weather was in the mid 70's with little or no wind. You couldn't have ordered better weather on Saturday if you tried which made it a real pleasure for the flyers. We shared the field with the Scamps and we all had fun. We had 17 contestants and although some of the regulars didn't make it the competition was still tough since we had the usual flyers from Oregon and northern California flying with us and they are all good flyers and fun to fly with.

Most of the gas events were hotly contested and it took decent time to get into the winner's circle.

In 1/4A Glenn Schneider flying a cute *Geef* and Bruce Hannah flying a *Ramrod* went 1st and 2nd with me trailing in 3rd place with my *Top Banana*. My little TD .020 was being really hard to needle like it wasn't drawing fuel and even blowing out the needle valve assembly didn't cure it.

1/2A Nostalgia was our most popular event with 9 entries and Ron Thomas put everyone away and was the only one to max out flying a *Texan*. Bruce Hannah dropped 10 secs from maxing out for second flying an *FAI Bar* followed by Glenn Schneider flying one of his *Geef's* for 3rd using a Medallion .049. The Medallions were the most popular engine for this with 7 of the 9 flyers using them.

C nostalgia was our 2nd most popular event with 7 entries and Matt Kruse flying a Johnson .35 *Ramrod* put up 7 maxes no less to score the win. Al Cron was also having a good day and put up 5 maxes with his Fox .35 *Ramrod* before an over run stopped him on his 6th flight. Bruce Hannah dropped his 4th flight on his *OME-009* powered by a Max III .35 for 3rd place. No that wasn't a typo that is the actual name of the model.

Nostalgia cabin was won by Bob Stalick using a *Zenith* flying against himself but it still flies great. Jerry Rocha won Early 1/2A maxing out with his Cub powered *Top Banana*.

In Nostalgia glider Glenn Grell flying his *Ghost* had 2 maxes to score the win and when I escaped long enough from table chores to fly my little *Aiglet* the air got so calm and flat that I couldn't buy a max and had to wait patiently for enough wind to just tow it up with the peanut gallery telling me to run faster and the like.

Sunday, we were hoping for good weather but I woke up to rain at about 6:00 am in my tent and it was also quite windy. The rain stopped but the wind didn't and the forecast looked like more wind and some rain possible so we hung out for a while but at about 10:30 we decided to shut it down.

Last year A & B Nostalgia were our two most popular events and vintage FAI was also popular but the weather on Sunday didn't make that possible.

Glenn Schneider had the winning ticket on the raffle scoring the Holland Hornet .049 mark II that Lee Hunt had generously donated. Glenn is a hard-flying competitor so you know the motor is going to be used a lot.

2016 San Valeer's 29th All Nostalgia Annual Oct 29th and 30th @ Lost Hills, California							
1/4A Nostalgia				1/2 A Early Bird			
1	Glenn Schneider	Geef TD .020	505	1	Jerry Rocha	Top Banana Cub .049	656
2	Bruce Hannah	Ramrod TD.02	466				
3	Terry Thorkildsen	Top Banana TD .02	410	Nostalgia Cabin			
				1	Bob Stalick	Zenith Med .051	431
1/2A Nostalgia				One Design Combined			
1	Ron Thomas	Texan Med .049	680	One Design Combined			
2	Bruce Hannah	FAI Bar Med .049	530	1	Glenn Schneider	Geef Med .049	530
3	Glenn Schneider	Geef Med .049	435	2	Terry Kerger	Space Rod TD .049	409
4	Jerry Rocha	Top Banana Fox FAI .049	429				
5	Don McNamee	Creshendo Med .049	394	Combined Nostalgia Rubber			
6	Phillip Ronney	Ramrod Med .049	375	1	Ates Gurcan	Cizek X-56	750
7	Mike Mayea	Texan Med .049	329				
8	Al Cron	Ramrod 250 HH .049	301	Nostalgia Glider +			
9	Bob Stalick	Top Banana Med .049	99	1	Glenn Grell	Ghost	661
				2	Terry Thorkildsen	Aiglet	400
C Nostalgia				Raffle winner			
1	Matt Kruse	Ramrod 750 Johnson .35	1260	Raffle winner			
2	Al Cron	Ramrod 750 Fox .35	900		Glenn Schneider	Holland Hornet.049 Mark II	
3	Bruce Hannah	OME-009 Max III .35	689				
4	Glenn Schneider	Ramrod 750 Max .35	536				
5	Don McNamee	Creshendo S.T. .35	533				
6	Ron Thomas	Texan 825 Max III .35	476				
7	Jim Hurst	Ramrod 750 Max III .35	443				

I want to thank Tom Laird my co-CD and all the other folks that donated stuff to make our Nostalgia contest a success and we hope to see everyone back next year for a weekend of fun flying competition models from the Nostalgia period.

Moving back to November and the SCAMPS monthly contest report provided again by Bernie Crowe-thank you for all the support this year Bernie.

SCAMPS Club Contest-Wednesday November 16, 2016 by *Bernie Crowe*

Despite forecasts of extreme wind conditions, we were blessed with a beautiful day in the early hours. The wind increased steadily up to quitting time but we managed to get all the flying in on time. George Walter was our CD of the day, and the events scheduled were P-30, Jimmy Allen, 1/2A to A AMA Gas, BCD AMA Gas, and F1S (E36) electric.

Jimmy Allen proved to be the most popular event with six entries. Fernando had a beautifully attired *Sky Chief*, but he struggled with the big radial cowl and was not able to make an official flight. I brought out my brand new, unflown *BA Cabin*, and managed to get it to fly in three short test flights. However, on full winds while performing a ROT (rise off table) launch, it poked its nose skyward, stalled elegantly, then tried to bore a hole in the ground, rendering it unflyable. Bummer. Roger's stalwart band of FAC flyers had no such problems, however, and put on a stunning show of airmanship. George Clifford and Dale Funk put up flights in the 60 to 90 second range, with Dale making a max on his last flight to take third place. Roger Willis was robbed of his max on the first flight, but followed with two maxes to take second. Pat McMillan showed his usual form with two maxes and a 100 to outdo the teacher and take first. Great flying, guys.

The Gas Guys went at it in the small (1/2A and A) class, Hulan flying his *Jaws* bunter. He sandwiched a 150 between two maxes, but that was only good enough for third place. Jeff Carman flew his *Texan A* to two maxes but dropped his third flight by 25 secs to take second. Ray Peel had a flawless day, putting up three maxes with his *Pearl* to take the win. In BCD Gas, Hulan entered his *Satellite 788* and put up a test flight, but did not fly it later because the drift was too strong.

The normally-popular E36/F1S class had only one entry this month. Phil Ronney flew his new *Champion 36* using a Texas Timer power train, and had a storming climb to good altitude. He struggled with the glide, however, the plane wanting to turn left on him, and this was reflected in his times. He did win the event, though!

P-30 also had a smaller entry field than we usually see for this popular rubber class. Lance Powers flew his relatively new *DragonFly* from RetroRC early in the day, and racked up flights of 87, 77 and 100 in marginal air. Later he flew his better

trimmed *Majestyk* to a max followed by an 86 and 110 to take second place. His brother John flew during the morning but chose not to enter. George Walter and I both flew later in the morning, when there was more thermal activity. The wind was also up after 10 am and made picking good air difficult. George left his reliable *NJAPF* model home, and bravely flew a *Phantom Fury* built by Al Richardson in P-30 instead. He made a max on his second flight but his other two times reflected the challenge of the fickle air. I flew my *Majestyk* and though the air was hard to fathom managed to get three maxes for the win.

SCAMPS P-30 Club Contest - Perris 11-16-16									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Lance Powers	DragonFly	87	77	100			264	4
2	Lance Powers	Majestyk	120	86	110			316	2
3	Bernie Crowe	Majestyk	120	120	120			360	1
4	George Walter	Phantom Fury	98	120	71			289	3

SCAMPS Jimmy Allen Club Contest - Perris 11-16-16									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Roger Willis	BA Cabin	85	120	120			325	2
2	George Clifford	BA Cabin	74	94	60			228	4
3	Fernando Ramos	Sky Chief	dnf						
4	Dale Funk	BA Cabin	65	66	120			251	3
5	Pat McMillan	BA Cabin	120	120	100			340	1
6	Bernie Crowe	BA Cabin	crash						

SCAMPS Half-A - A AMA Gas Club Contest - Perris 11-16-16									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Hulan Mathies	Jaws	180	150	180			510	3
2	Ray Peel		180	180	180			540	1
3	Jeff Carman		180	180	155			515	2

SCAMPS BCD AMA Gas Club Contest - Perris 11-16-16									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Hulan Mathies	Satellite 788	dnf						

SCAMPS Electric - Perris 11-16-16											
	NAME	MODEL	1	2	3	4	5	FO1	FO2	SCORE	PLACE
	Phil Ronney	Champion	72	88	117	83	dnf			360	1

The San Diego Orbiters held their November club contest on Sunday the 20th. I was the only SCAMP on the field but the core SDO group was there so about eight participants all together. The focus event was Old Time/Nostalgia rubber. Their contest format includes a power and glider category of which you can fly anything under the premise. One gas ship and two E-36 models competed in power and a few were also flying gliders against each other. OT rubber saw five of us going at it. John Hutchison provided the greatest excitement of the morning when his *Vargowock* exploded as he removed it from the winding stooage. I don't think there was any piece of it salvageable. I was winding my *Sticker* when this happened and a few seconds later the motor exploded to provide the retort.

Flying was pleasant under a light easterly breeze that picked up speed around 10 am and was pushing the models to San Jacinto road. My final E-36 flight RDT'd high and still landed thirty feet shy of the road. It was a good day for hiking.



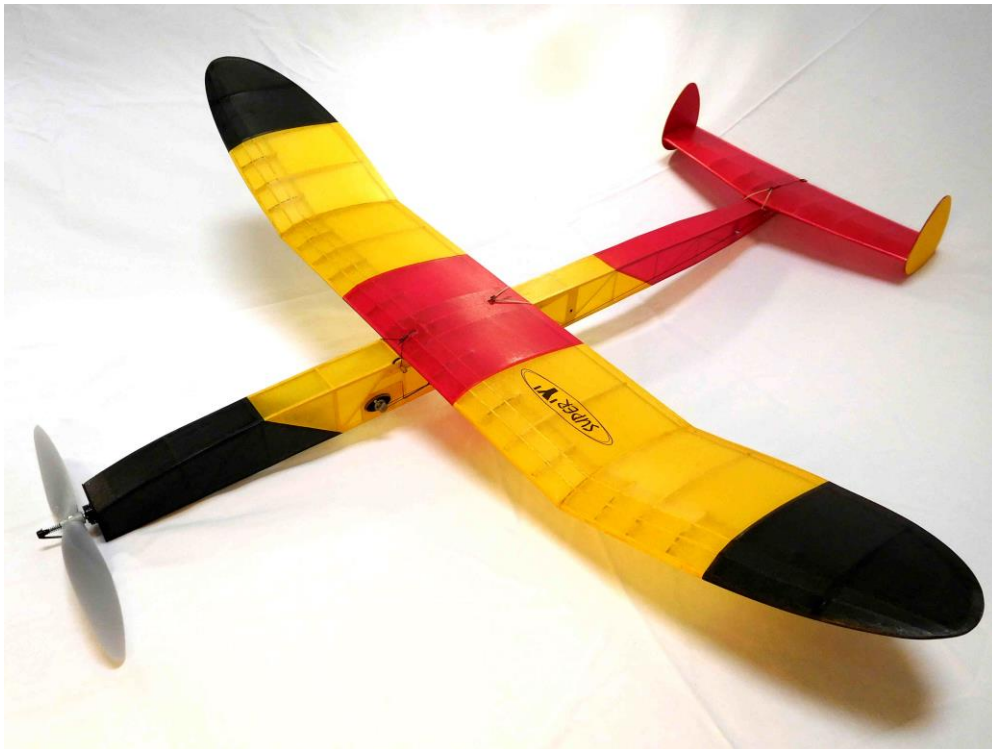
An observer from Yucca Valley or somewhere north appeared on the field and was conversing with me about his pending return to free flight and interest in joining the SCAMPS. Richard was his first name-I didn't get the last but I filled him in on when free flight was most likely to be occurring at the field. Be on the lookout for him-he's very interested in the sport and building.

Speaking of new club members-in case you hadn't heard welcome baby *Taylor Victoria Heinrich* to the fold. Born on October 31, 4 pounds 8 ounces, 18" span.

Should thermal well once trimmed...just kidding Daniel. She's a lovely little girl- congratulations and welcome to the dad's club!



Gene Drake watching Fernando Ramos wind his new (?) Sharpshooter O.T. rubber cabin model



Super 'Y' P-30

Model shown RTF weighs 38 grams W/O motor-kit available in December

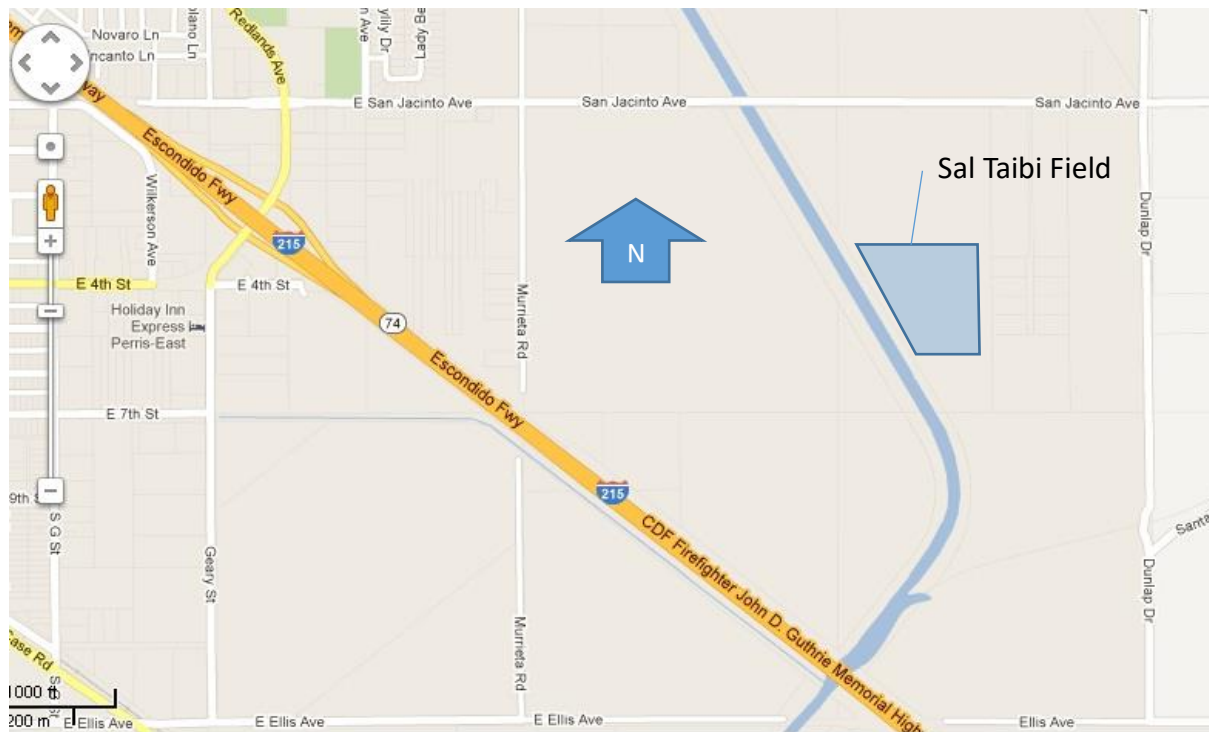
Contact the editor for info



Sal Taibi Field-Perris CA Free Flight Contest Schedules 2016

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	

San Diego Orbits Monthly Club Outdoor Contest Schedule 2016					
Mo	Day	Rubber	Power	HLG/CLG	CD
Nov	20	O.T/Nostalgia Rubber	Any-Gas or Electric	Any	Mark Chomyn
Dec	11	Coupe	Any-Gas or Electric	Any	Mark Chomyn



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 contests 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? _____
