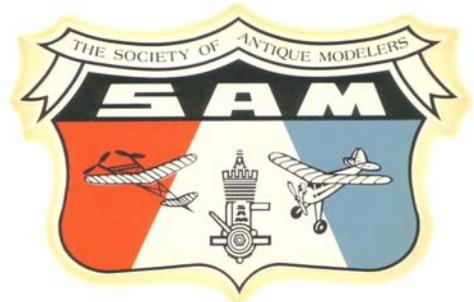
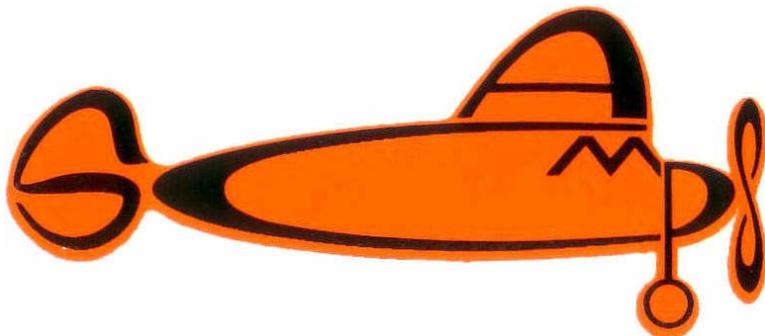
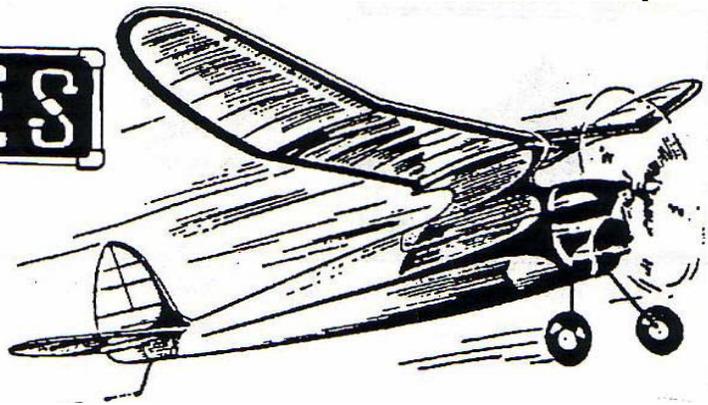


April 2008



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 South Normandy Terrace
Corona, CA 92882-4036*



GAS



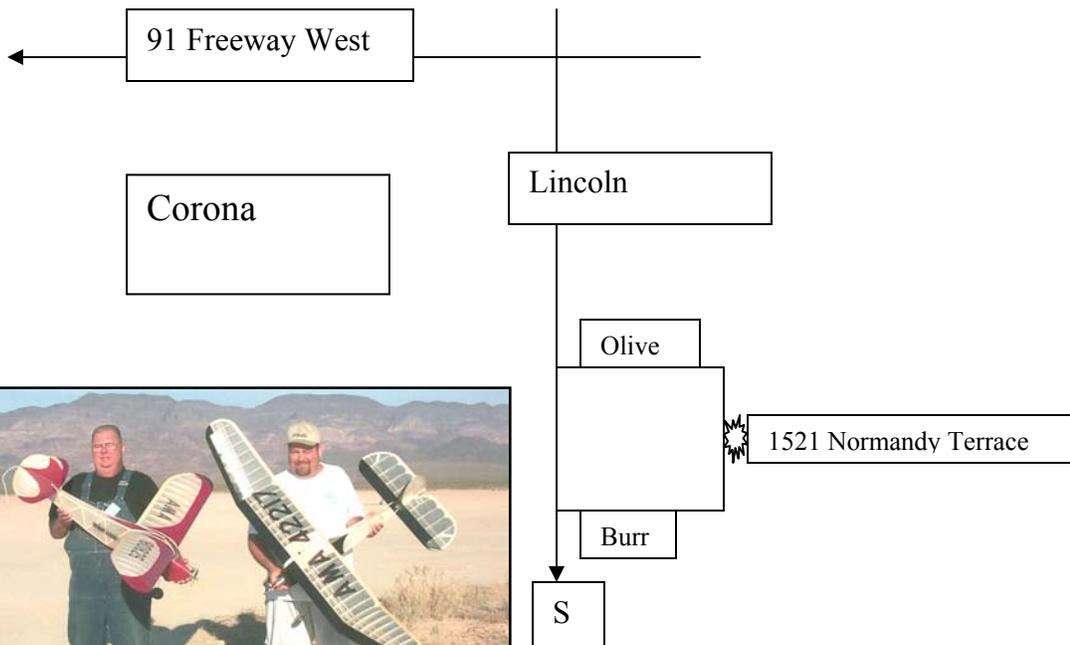
LINES

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

SCAMPS Officers

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Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The SCAMPS' April meeting will be held **Saturday, April 5** at the home of the Sherman's. The meeting will start at **1:00 PM** and will include a barbeque and dessert. **Directions:** Turn off the 91 freeway at Lincoln Street (in Corona) and travel South for about ½ mile. Turn left on Olive Street (Then right on S. Normandy Terrace) or Burr Street (Then Left on S. Normandy Terrace). Their house is mid block on S. Normandy Terrace between Olive and Burr. If you have any trouble or question, call the Sherman's at (951) 737-7943. Kay will be hosting the ladies. **Note: If you are unfamiliar with the area, it is always advisable to look at a map first.**



SCAMPS News by Kevin Sherman

Priority Notifications—Our next meeting will be hosted by Gary, Kay & Kevin Sherman, April 5 at 1:00 PM. The SCAMPS and SCIFs will be hosting the SCAMPS Texaco/SCIFs Kick Off at Lost Hills, April 12-13. It will be held in conjunction with the San Valeers Club Annual. Next months' SCAMPS' Fun Fly Contest will be held April 16 and will feature P-30 (all) and Modern ½ A Gas. Come out and play!

Sal Taibi Annual



Taibi winners from l to r - Ron Thomas (Perris Special), Hal Wightman (Powerhouse Only) Joe Jones (Brooklyn Dodger Only), Sal Taibi, Gary Sherman (ABC Old Timer) and Hal Cover (Large Rubber & Small Rubber). Ray Peel won ABC Nostalgia but had to leave early to attend to his wife and is not pictured

I awoke early March 9th to prepare to run our Annual Taibi contest with Co-CD Hal Wightman. I had a hard time going to sleep the night before, anticipating a fun day of flying model airplanes. When my alarm went off at 5:00 AM, it seemed especially early. It was the day after switching to Daylight-Savings-Time and we all lost an hour of sleep. As I poured a cup of coffee, I heard an unsettling sound in the fireplace. No, it wasn't a robber or an untimely visit from a jolly fat man (like I said, I was pouring coffee and my dad was just drinking his fist cup too). The sound was howling wind and I was hit with a negative thought; there was a good chance the contest would be a blowout. Even though I had doubts, one can never count Perris out in these types of conditions. Something about the topography has many times shielded the field from windy conditions. So I went forward with plan "A" and headed for Perris, being blown all over the freeway as I made my way.



Joe Jones puts winning Dodger together in the cold weather



Dan Heinrich and Charles Primbs ready to fly

As I drove, I took every opportunity to check the wind looking for trees moving, flags standing at attention, and dust in my headlights. Every time I saw such a marker, it was **not** good. Even just a few miles from the field, it was really blowing. So, when I pulled in at about 6:30 AM, I was shocked that it was calm at the field. I still do not understand how this phenomenon happens, but I wasn't going to complain either. Joe Jones and Hal Cover pulled in about the same time I did, and we all shared our surprise of the calm and cold weather. Besides being wind free, oddly the temperature was 20 degrees colder than when I left Corona.

Slowly, the masses started to arrive, and everyone was mulling around and getting ready. Hal Wightman and I got the EZ-Up awning erected, and our tables and chairs in place so we would be ready for business before the contest's start time. The foot deep green growth is holding moisture in the morning, and those of us that did not have our rubber boots on had wet cold feet (by about 9:00 I could feel my toes

again). As the 8:00 AM start time came and went, contestants started flying and posting official flights. Those who flew early and often looked prophetic later in the day.

At 8:30 we had our (late added event) Twin Pusher Mass Launch. I broke a motor while winding, way before I even got to my target winds, so I was done (Sorry Gene Wallock; I read your article and still screwed up!). So that left it to a two man shoot out, with Charles Primbs outlasting Daniel Heinrich, 171 seconds to 92 seconds. In a great offering of sportsmanship, the two contestants offered to wait for me to wind new motors, which I declined. I did not have spare motors and would not have had them wait anyway.

What is a trip to Perris without snacks? Well things can get ugly if the donuts are not at the field by 9:00 AM. My dad rolled in about 7:30 and brought three dozen donuts which were given out at the CD table. Sal Taibi, Betty Moke and Tom Hammond arrived about the same time, and Betty brought some delicious homemade cookies, which were a big hit. Thanks Betty! I was thrilled to see that our honoree, and contest namesake, Sal Taibi came to fly. It wasn't long before he was out at the flight line with his ED Hunter powered Dodger, cranking on the prop. Now all was starting to make sense. God would never have windy weather if Sal was going to fly at his own contest! Sal is a guru on running engines, but the usually easy running Hunter was balky on this day. Sal could get it to fire the prime, but no matter what he tried, it would not draw from the tank. After trying for a while, he decided to throw in the towel and joined us at the CD table.

That is when the wind started to blow. It is one thing to blow on Sal Taibi, and another on us mere mortals! By this time, some "Wise Men" had already posted three flights in an event, some Maxing out. I told Hal Wightman to go ahead and fly as I had everything under control at the CD table and he quickly posted three flights with his Forester .99 powered Powerhouse, totaling 252 seconds. That was good enough for the win in the Powerhouse Only Event. While not posting three flights, Joe Jones took the win in Brooklyn Dodger Only with his "Honking On" O&R 60 powered Dodger. Ron Thomas got to work early with his Perris Special, posting 3 maxes and a 160 second fly-off flight (10 second motor run). Gary Sherman put up his third max with his Elfin powered Strato Streak, just as the wind hit. The model went far down wind and was found impaled on a fence, doing some significant damage. The 540 second total took the win in ABC Old Timer.



Charles Primbs makes the winning launch

Small Old Timer Rubber was a story in itself. To quote the screwball on the Guinness Draft commercials, "These guys had brass son." Ron Wittman didn't drive from Utah to stand on the sideline, and was determined to get his three flights in, even after the wind started. **The following report on the Small Old Timer Rubber event was written by Co-CD Hal Wightman. "Intrigue at the SCAMPS' Taibi Annual" - The wind was blowing pretty steady- toward the freeway. It was closing in on 1PM, and the end of the contest. If another flight were to be made, it had to be launched before 1PM. What to do?**



New SCAMPS' member Gabe Carman launching his T-bird

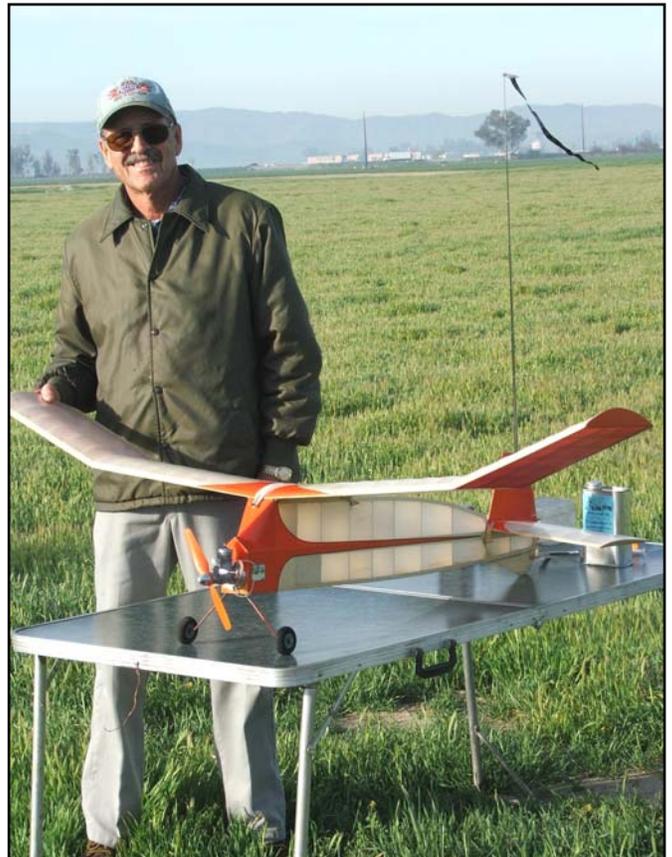
hanging around the CD table and was keeping an eye on Hal Cover, but no discernable action was taking place. Ron muttered to himself "Hal's going to fly again, I just know it, so I'm going to put up a flight just to make sure he has to and that I hold my position". Off he went to wind.

By that time, the CD was aware that the race for the three places was more than likely on for all three flyers, so he gave a 5 minute warning to all flyers that the contest would end at exactly 1PM. With less than 2 minutes to go, Ron was ready to launch. The wind was still blowing and he held, looking for a lull. George was just about finished winding and looked as though he would be launching before the time was up. Ron launched and his plane was caught by a gust and returned to earth in less than 4 sec. Attempt! He gathered it up, put a few more hand winds in it and launched it again, this time successfully.

The CD gave the one minute warning and Hal Cover brought his plane, already wound, from the cab of his truck and stood by to launch. George and Hal watched each other and the breeze. George launched at 30 seconds to spare and Hal followed with 8 seconds to spare. The wind took all three models downwind very quickly however all three climbed quite well in the gale.

Ron Wittman, from St. George, Utah knew the score and was watching. He had made two flights in Small rubber and had a 179 and a 180. He was sitting in first place *if* no one else flew. Hal Cover and his son were idling away their time over by their truck- no winder in sight, no activity being generated. Hal had two flights in with times of 157 and 180. He was solidly in second place. The unknown was George Walter. He had dropped two maxes and had two flights of 156 and 170 seconds. He was in a solid third place.

After a little bit of goading from the CD, George was reminded that if he made another flight, he could possibly sneak into first place even if anyone else flew- depending on their time. About a quarter till one, he decided to show his hand and went to his stooge and began winding. Ron Wittman was



Ron Thomas with his winning Perris Special

The bottom line is that none of the models made the freeway- the farthest being about 100 yards short. Ron Wittman's had a shortened flight (67 sec) because of his attempt. Hal Cover's flight was long enough for him to win 1st place by 5 sec. George Walter had the longest flight on the last flight, but came in 2nd because of his dropped times in the 1st and 2nd flights.

All three got their models back, but unfortunately, Hal Cover's wing broke in half after it got to the ground, mainly because of the wind and the light construction. Lots of fun and lots of gamesmanship.

Why did Hal Cover wait to fly Small Rubber? Because he was busy maxing out in Large Rubber in the morning, posting 540 seconds and winning that event too. ABC Nostalgia was hotly contested by 8 entrants. The winner was Ray Peel flying a Ram Rod with a Fox 15. Tom Carman's son Gabe Carman was on top early flying his new T-bird, with K&B Greenhead power and ended up in second place

Don't you hate when you wreck good models when they are flying great? Well my dad and I wrecked almost everything we took. As noted, my dad's Strato Streak was wiped out by a fence, and my near-new A Spacer was damaged when the wind blew the rear glass on our camper shell closed. I had the model put together in the back of the truck and planned to fly Nostalgia. The lid to the shell hit the wing tip and broke the pylon right off, dinged the tip and broke the rudder. It also knocked a hole in the bottom of my 1200 Spacer stab. I wrecked two models, and didn't even fly! When I went to help retrieve the models for the guys flying Small Rubber, I was hot on the trail of George Walter's and Hal Cover's Gollywocks. Hal's went a little farther, so I went to his first. When I picked it up, the wing came off and started blowing away. I quickly got to it, and as I picked it up, the wind just folded the wing. I thought, "Just great!" The rudder had already received a little damage as the DT limiter had slipped off and it allowed it to smash into the fuselage. Hal was gracious and happy to get his model back, even in its current state. I had better luck getting George's back in one piece. I had one of those days when I had the inverse "Midas Touch." What I was touching was definitely not tuning to gold. It was turning to ****!

I want to thank my Co-CD Hal Wightman for helping run the contest again, and all of you who came out and participated.

Powerhouse Only

- 1) Hal Wightman 252 Seconds – Forester .99
- 2) Milon Viel 77 Seconds
- Allan Arnold DNF

Brooklyn Dodger Only

- 1) Joe Jones 131 Seconds
- Gary Sherman DNF

Perris Special

- 1) Ron Thomas 700 Seconds – Veco 19
- Joe Jones DNF
- Milon Viel DNF

ABC Old Timer

- 1) Gary Sherman 540 Seconds – Elfin/Strato Streak
- Sal Taibi DNF

Small Old Timer Rubber

- 1) Hal Cover 461 Seconds – Gollywock
- 2) George Walter 456 Seconds – Gollywock
- 3) Ron Wittman 426 Seconds – Casano Stick
- 4) Charles Primbs 151 Seconds – Explorer
- 5) Linda Wisley 48 Seconds
- Clint Brooks DNF
- Randy Wisley DNF

Large Old Timer Rubber

- 1) Hal Cover 540 Seconds
- 2) Fernando Ramos 125 Seconds
- 3) Clint Brooks 123 Seconds



Tom Carman helping his son Gabe Carman

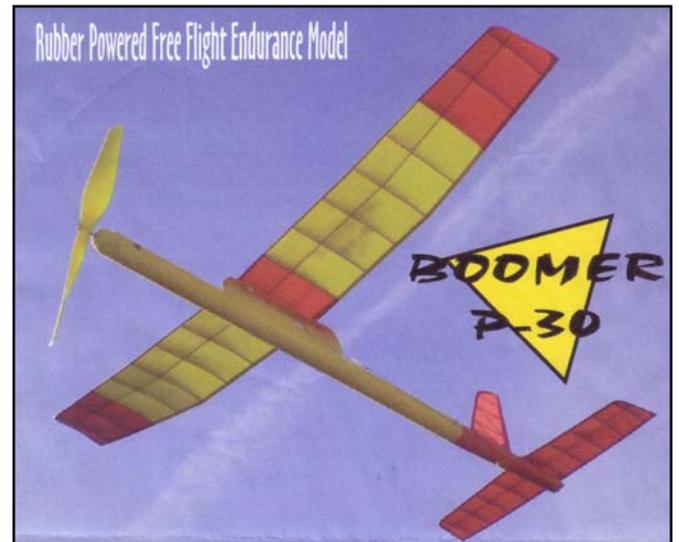
Dan Heinrich	DNF
Ron Wittman	DNF
Allan Arnold	DNF

ABC Nostalgia

1) Ray Peel	445 Seconds
2) Gabe Carman	362 Seconds
3) Joe Jones	361 Seconds
4) Ken Kaiser	177 Seconds
5) Phil Ronney	82 Seconds
Ron Thomas	DNF
Don Kaiser	DNF

Twin Pusher

1) Charles Primbs	171 Seconds
2) Dan Heinrich	92 Seconds
Kevin Sherman	DNF



New P-30 Offered

SCAMPS' member Clint Brooks of CB Model designs is producing a new semi-built P-30 kit called the Boomer P-30. The kit features a prefabricated rolled balsa fuselage that includes a viscous timer, pre-cut wing and stab ribs, strip stock, complete hardware, covering material, construction drawing and instruction manual. As you can see from the picture, it is a nice looking model. Kits are offered at \$67.50. For more information, contact Clint Brooks at (310) 350-3192 or E-mail him at Hoogie007@yahoo.com

This & That

New Members - We had some new members sign up at this year's Taibi Annual. We want to welcome Gabe Carman, Randy Wrisley and Linda Wrisley to the club. Caley Hand also re-joined the club. We see her from time to time at Perris flying small scale stuff. Also want to thank everyone for renewing their dues in a timely manner. That makes our Secretary/Treasurer's job much easier.

Big Contest - On April 12 & 13, we are having a triple treat of a contest. Three clubs will be offering events. We are teaming our SCAMPS Texaco with the SCIFS Kick Off and the San Valeers will be holding their Annual. Pretty much anything in competition free flight is covered by one of the clubs. The contest fliers are included in this newsletter.

Flying Field - Anybody been waiting to test a new model when the growth got up at Perris? Well right now, conditions are ideal. The field is in great shape and the growth is about a foot deep. It does hold moisture in the morning, so rubber boots are a great idea. Participation at the field has been as strong as ever, with all the regulars, plus a lot of new flyers.

Radio Control in the early days by Allan Arnold

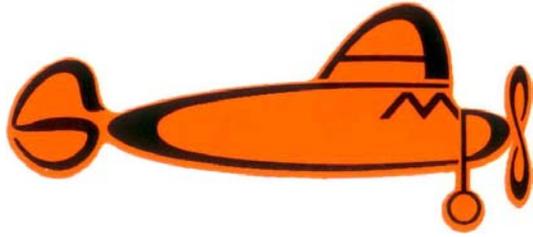
In the beginning, before Futaba or Airtronics, even before transistors or microchips there was Radio Control aircraft. This is an account of my early efforts to fly RC - I had recently finished my service with the Royal Air Force where I had learned how radio signals were sent and received, not only that, but I also found out the inner secrets of radio circuitry in the days when valves (tubes) capacitors, resistors, tuned circuits were king. Since I could send Morse-code and also knew radio theory and I obtained my Ham license. Now I could transmit radio signals legally on all the Ham frequencies. I built a diesel powered pylon model and after a few flights I lost it in a thermal. How could I avoid this? The light bulb went off! AHA!!! bring it back with radio control (D/T's had not been invented at that time). I began a search through the modeling literature, for any information I could find. There was really nobody to ask so a lot of the information came from articles in Model Airplane News. I read all the information I could get from the Good Brothers etc and came to the conclusion that I had to make my own radio system. There was nothing available in England and anyway I was now an impecunious student on a government stipend so I could not afford to purchase one from the U.S. The available systems at that time were very basic and expensive so with youthful enthusiasm and using surplus wartime electronic equipment I designed a two tube transmitter. It used a 2 volt lead acid battery for the tube heaters and 120volt dry battery for the high voltage supply. The aluminum box sat on the ground with a 20ft tall ariel (antenna). A long wire connected to the transmitter with a push button at the end which was used to pulse it on and off. There was great excitement when we turned my friends Ham receiver on and could hear the click - click as I pulsed the transmitter eureka!! It works. The next task was to make a receiver this was not so easy it had to be light enough to fit in a plane. From an American magazine I obtained the design of a simple one tube RX using a small gas triode which had the unique ability to pass a current large

enough to actuate a relay when a small signal was applied to its grid. The tube was made by RCA and was not available locally, so I wrote to RCA and told them what I was doing. They sent me a couple of tubes for free (you have to remember in the late 1940's this was far out stuff and they were also interested in promoting something new). The gas triode required 1.5 volts for the tube heaters and 64volts for the high voltage, fortunately there were small portable radios (remember transistors had not been invented) that used these batteries. Even so the total battery weight was about 12 ounces. The next step was the actuator, which I made to my own design, knowing the current change in the gas triode I could design the coil for the actuator that would trip the pawl that allowed a three star wheel to rotate, the wheel was connected to the rudder, the three legs stopped in three positions which gave left right and neutral to the rudder, the wheel was driven by a rubber band inside the fuselage. The plane could only have rudder control. The next step was picking a plane and I decided to build a Rudder Bug designed by Walter Good. It was powered by a Forster 29 ignition loaned to me by Colonel Bowden. Having fiddled with the system endlessly, I finally got the system to operate with moderate reliability. The time had come to fly the plane and I took it out to Holmsley airfield an ex-wartime bomber base operating Mitchels. At first I let the plane fly as a free flight model with limited engine run. The model flew fine and was very stable. Ready for a controlled flight, with the engine running, I turned on the radio which promptly went berserk. The actuator chattered aimlessly and nothing worked. So, I packed up and went home highly disappointed to figure out what was wrong. Turning on my deductive thinking cap, I deduced that the radio works without the engine running must be something to do with engine. After some serious thinking I put a resistor in the spark plug lead and everything worked. I went back to Holmsley for another try. The model took off and climbed to a decent height and I pushed the button! "Is it turning?" YES!! Then the engine quit and the model landed what euphoria success at last. This time I filled the tank for another flight, after clearing a way through the crowd off the plane went again this time I tried turning left then right then straight and then I tried guiding the plane back to the take off with the plane coming towards me. "Think!!" "Do I need left or right; is it one or two on the button?" Now it was radio uncontrolled. The plane landed on the other side of the airfield none the worse for my attempt at radio control. I eventually became proficient and could keep the plane flying around me and landing within a reasonable distance of the takeoff point. Like all good planes it ended its days due to a mishap. Because of the low frequency of the system the radio required a long trailing antenna, one day someone stood on the trailing antenna as it was taking off which disconnected it. No antenna meant no signal to the receiver thus no radio control. The model flew off into the forest surrounding the airfield and crashed. I never rebuilt it. Studying for an engineering degree took all my spare time and I also became interested in girls.

Events Calendar

April 5 - SCAMPS Meeting, Gary, Kay and Kevin Sherman, Saturday 1:00 PM Luncheon
April 12-13 - SCAMPS Texaco/SCIFS Kick Off Contest, Lost Hills, CA, CD Daniel Heinrich
April 16 - SCAMPS Club Contest, P-30 (all) and Modern ½ A Gas, Perris, CA, CD John Donelson
May 2 - SCAMPS Meeting, Milon Viel's Shop, Friday 7:00 PM
May 14 - SCAMPS Club Contest, 4 ounce Wakefield and 30 Second Antique, CD George Walter
May 24-26 - United States Free Flight Championships, Lost Hills, CA
June 7- SCAMPS Meeting, Hal and Jane Cover, Saturday 2:00 PM luncheon
June 18 - SCAMPS Club Contest, (3 events) Commercial Rubber, Twin Pusher and C-Pylon, Perris, CA, CD Milon Viel
June 22 - SCAMPS Lotto/Twin Pusher Contest, Perris, CA, CD Hal & Jane Cover
July 11- SCAMPS Meeting, Fernando Ramos, (SECOND) Friday, 7:00 PM
July 16 - SCAMPS Club Contest, 8 ounce Wakefield and Electric F1Q/E36, Perris, CA, CD Ted Firster
August 2 - SCAMPS Meeting, Joe and Linda Jones, Saturday 1:00 PM luncheon
August 4-8 - United States Nationals, Muncie Indiana
August 20 - SCAMPS Club Contest, Old Time Small Rubber, Modern ABC Gas, Perris, CA, CD Kevin Sherman
September 5 - SCAMPS Meeting, Walt and Betty Huhn, Friday 7:00 PM
September 8-12 - SAM Championships, Muncie Indiana
September 13 - Gas Powered Tether Car run and Collecto, Wittier Narrows Recreation Center
September 17 - SCAMPS Club Contest, Nostalgia Wake or Rubber and ½ A Texaco (5cc), Perris, CA, CD Joe Jones
October 3 - SCAMPS Meeting, John Donelson, Friday 7:00 PM
October 15 - SCAMPS Club Contests, Moffett and Old Time ABC Fuselage, Perris, CA, CD Bernie Crowe
November 1-2 - SCAMPS/SCIFS Fall Annual Contest, Lost Hills, CA
November 12 - SCAMPS Club Contest, HLG/CLG and ABC Pylon, Perris, CA, CD Gary Sherman
November 7 - SCAMPS Meeting, Alan and Fran Arnold, Friday 7:00 PM
December 4 - SCAMPS Christmas Party, Home Town Buffet, **(FIRST) Thursday 6:00 PM**
December 17 - SCAMPS Club Contest, Gollywock Mass Launch and Modern ½ A Gas, Perris, CA, CD Ron Thomas

*Indoor Flying at Grove Community Church, Riverside 2nd Wednesday of each month, 12-2 p.m. Contact Ted Firster for details



SCAMPS Texaco/SCIFS Kick Off

April 12-13, 2008 – Lost Hills, CA - A.M.A. Sanctioned Contest
---Run in Conjunction with the San Valeers Club Annual---

Saturday
7:30 AM to 4:00 PM

Sunday
7:30 AM to 3:00 PM

1/2 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 20 sec. ROG, 15 sec. HL, 3 minute max)

****A/B Pylon***

****C Fuselage***

4 oz. Wakefield

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

*****C Nostalgia***

Twin Pusher Mass Launch (8:30 AM)

Dawn Patrol Texaco

(7:30 AM to 10:00 AM, best of 2 official flights 1/4 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***

****All Nostalgia Events, (9 Second Hand Launch, 12 Second VTO or ROG), 3 minute Max**

***SAM Power events to be flown using 2006 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 1st, 2nd, & 3rd all events.

SCAMPS Contact, Dan Heinrich (909) 593-5789 (E-mail AeronutD@CS.com)

SCIFS Contact, Rob Cobb (818) 896-2211 (E-mail Robcobboddjobs@aol.com)

SAN VALEERS 59th ANNUAL & 26th ANNUAL 7 ROUNDER
APRIL 12th & 13th, 2008 - LOST HILLS, CA.
A NFFS NATIONAL CUP 6 AMA AA SANCTIONED CONTEST

CANNON BALL RUN

Saturday 6:30 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 6 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)

SLOW GAS* (9 sec)

(Slow gas flyoff @ 5:30 PM)

Nostalgia Wakefield

SUNDAY 8 TO 3

A GAS

D GAS

HL GLIDER

ABC NOSTALGIA**

1/4A Flyoff 7:30 to 7:45 am

BOTH DAYS

P-30

Catapult Glider

(all flights same day
for each entry)

F1A NORDIC – F1B WAKEFIELD - F1C POWER

SATURDAY 9 AM TO 3 PM (7 rounds)

1st Round at 9am, F1A 210 secs, F1B & F1C 240 secs. Flyoff begins at 4:15pm

MINI EVENTS F1J, F1G

Sunday 8:00 am to 1:00pm (5 rounds)

1st Round at 8:00am, all flights 120 seconds. Flyoff begins at 1:00pm

BOB HUNTER MEMORIAL SUNDAY MORNING - Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max)

SUNDAY MORNING: Sunrise with 1 hour window (start time announced). Entry fee (\$1.00 per flight)

PERPETUAL AWARD – Sponsored by Ralph Prey

A perpetual award for the highest time in any AMA Gas event with an original design flown by the designer of the model. (Previous winning design, not eligible)

***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, three maxes and one flyoff to the ground.

****NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 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) **TROPHIES FOR JRS**

CD: John Patwell (661) 298-9372 CO-CD: Terry Kerger (626) 281-9731 Registration: \$5.00, Entry fee: \$5.00 per event, JRS FREE

JUNIOR EVENTS: CATAPULT GLIDER, HLG, 1/2A Gas

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"