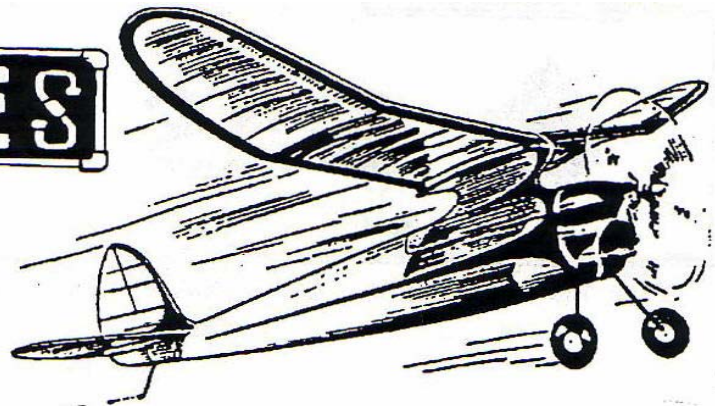


June 2008



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 S. Normandy Ter
Corona, CA 92882-4036



GAS



LINES

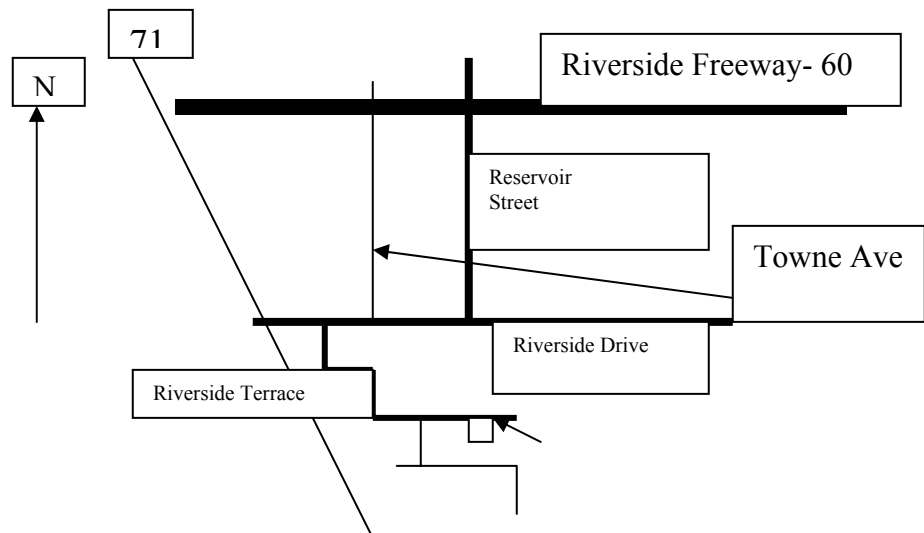
AMA 158 – Southern California Antique Model Plane Society – Sam 13

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 June SCAMPS Meeting will be held at the home of Hal & Jane Cover, Saturday, June 7, 2007 at 2:00 pm. Here are the straight forward directions to Hal Cover's house. Avoid the 71-60 interchange! From either the 60 East or West, take the Reservoir Exit (just East of the 71) and head South. Go approximately 0.5 miles and turn right on Riverside Drive. Go approximately 0.5 mile West on Riverside drive, past the intersection of Towne Ave and be prepared to turn left onto Riverside Terrace. It is not very clearly marked, but it's there. Riverside Terrace makes a couple of turns, but follow it to 3077 Riverside Terrace.



SCAMPS Texaco/SCIF Kickoff by Daniel Heinrich

For those who missed the contest you missed a great weekend of flying. I want to start by thanking Gretchen Cover, Brad LeVine, Hal Wightman and Kevin Sherman for all taking turns at the table to give me some breaks to help time and fly a couple of events. Special thanks also go out to the Shermans for donating the bulk of the raffle prizes. Just to be fair, I didn't buy any tickets this time and donated a couple of kits myself. The raffle seems to be very popular and can fill in the blanks when contest participation is light. There are several clubs who rotate members across the CD table and that keeps the contest fun for the CD as well. I know I had a blast!

We had a great turnout with 40 contestants representing 75 event entries across 20 events for the two days. Fitting with the contest name, 1/2 A



Gary Sherman's Texaco winning Bomber

Texaco had the most entries with 12 and Texaco was second with 6. I have to apologize to Brad LeVine for not flying my 1/4 A Trenton Terror in Pee Wee Antique especially since he flew and lost his. Sorry Brad, I will have something when you get another one built so we can have our shootout.

I arrived early Friday morning and Hal Cover and I greeted the day by beginning to set up and marveling at the fact that there was absolutely no wind. I probably did not start to test fly until around 8 and the drift was light all the way until around 1:00 when the wind came up. It was still flyable but why risk a model during a test flight? My twin pusher and

Trenton Terror were flying well so I turned my attention to my Super D Satellite. I wanted to fly in the Bob Hunter Memorial early Sunday morning so I was hoping to get it in trim. With lots of negative incidence and help from Mike Thompson, it was flying quite nicely by Saturday night. The breeze died down around 6 PM and several of us flew until dusk. Saturday and Sunday were carbon copies of Friday and the times posted in 1/2 A Texaco were nothing less than astounding. The drop to 8cc of fuel was a great idea because the 1/2 A times are still close to the full size Texaco times. Some highlights of the weekend included Hal Cover being perfect through 5 rounds in Small Rubber Stick with his Gollywock as well as 4 maxes in Small Rubber Cabin. I think he was flying a Jabberwock in Cabin but please correct me if that is wrong. Bud Romak had a typical perfect or re-kit weekend punctuated by 5 maxes in A/B Pylon but folding a wing on another model when it DT'ed under power. With 4 entries in Twin Pusher, Kevin Sherman and I had a little shootout with Kevin out gliding me by 35 seconds.

All in all I think everyone had a good time. My thermometer said that it got to 100°F but it really did not feel that hot; probably because there was at least a light breeze when the temperature was pushing the century mark. We had flyers come down from Oregon (Bob Stalick, Ted Vernon and friends) as well as Dick Nelson out from Arizona and the Keegans over from Nevada. Thanks to all who came out and I will see you all at the Free Flight Champs!



Hal Cover Launches his Gollywock



CD Dan Heinrich. Great Job Dan!

1/2 A Texaco (12 entries)

1	Mark Eddingfield	16:56
2	Ted Firster	16:23
3	Norm Furutani	16:11

Texaco (6 entries)

1	Gary Sherman	19:12
2	Hal Wightman	18:29
3	Rob Cobb	15:23

.020 Replica (6 entries)

1	Don Kaiser	433
2	Bob Stalick	383
3	Tom Keppler	302

A/B Nostalgia (6 entries)

1	Ken Kaiser	540
2	Gabriel Carman	481
3	Ron Thomas	462

Small Rubber Stick (5 entries)

1	Hal Cover	1080
2	Frank Gonzalez	659
3	Dan Keegan	477

C Cabin (4 entries)

1	Walter Conrad	832
2	Gary Sherman	678
3	Bert Fawcett	563

C Pylon (4 entries)

1	Bud Romak	1183
2	Walter Conrad	860
3	Dick Nelson	704

A/B Pylon (2 entries)

1	Bud Romak	1500
2	Ron Thomas	696

A/B Cabin (2 entries)

1	Ron Thomas	694
2	Dick Nelson	669

Pee Wee Antique (1 entry)

1	Brad LeVine	11:47
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Sam Gas Scale (3 entries)

1	Brad LeVine	4:15
2	Peter Allnutt	3:58
3	Ted Firster	1:49

Large Rubber Stick (3 entries)

1	Hal Cover	900
2	Bernie Crow	757
3	Ted Vernon	196

30 Second Antique (3 entries)

1	Kevin Sherman	602
2	Hal Wightman	336
3	Tom Carman	224

Small Rubber Cabin (3 entries)

1	Hal Cover	780
2	Dan Keegan	393
3	George Walter	80

C Nostalgia (3 entries)

1	Jeff Carman	540
2	Dick Nelson	513
3	Ken Kaiser	468

Twin Pusher (4 entries)

1	Kevin Sherman	145
2	Daniel Heinrich	110
3	Ron Boots	65

Vintage Wakefield (2 entries)

1	Dan Keegan	855
2	Bud Romak	813

4 Ounce Wakefield (2 entries)

1	Dan Keegan	502
2	Hal Cover	500

1/4 A Nostalgia (2 entries)

1	Ken Kaiser	457
2	Tom Carman	72

Large Rubber Cabin (1 entry)

1	Hal Cover	781
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SCAMPS/SCIF/San Valeers Contest, April 12 and 13 2008 by Bernie Crowe.

We had the best weather I can recall at Lost Hills for this contest. The breeze was moderate, and though it got into the 90s the temperature was very tolerable all day both days. However, my Saturday was worth forgetting. Flying Nostalgia Wake early was not a good idea. After putting up two beautiful flights in Rounds 1 and 2, I found the worst piece of air on the field for my first 4-minute round, and dropped it. Three out of the five entries dropped that same round at about the same time of day, but we can't blame the air – Carl Redlin was calmly stacking up 7 maxes in a row at about the same time! Tom Laird was busy flying other events early, so he didn't start on NosWake until much later than the rest of us. He flew superbly all day, picking air the way Bob White used to do it, and his last (and winning) flight was a mind blowing 17+ minutes that reached a height (I estimate) of more than two thousand feet. Good job Tom and a well deserved win.

I started OT Large Stick with high hopes, but they were dashed when the model glided straight instead of making its usual right turn, and my timer lost it O.O.S in 2+ minutes in the haze. Remember the Free Flight mantra: **“Why'd it do THAT??”** The next two flights were perfect and scored two maxes, but Bud Romak was perfect for all three and beat me down to second place.

I was really looking forward to flying F1Q on Sunday. Bob Beecroft had also agreed to fly, but didn't have a plane, so I loaned him my spare Oldenkamp model, the one John Delevoryas had loaned me at the Issacson! At the last minute Hal Cover also decided to fly F1Q. This was one of the gutsiest calls I have seen in a while. Hal had a scaled-down 36 inch “Crowbar” converted to electric for his daughter-in-law Gretchen to fly at the Lotto contest. He asked me what the rules were for F1Q, and I told him, 90g max of LiPo battery, and a 25 sec motor run. He pulled out the battery and he and son Scott shrugged and said, “Yep, meets the rules.” So we had a third entry! In practice on Saturday evening, they put up an astounding 2-1/2 minute flight with this little gem!

We flew F1Q by rounds starting at 8 am, five flights in one hour rounds. My plane has been flying well and it continued to do so in the contest, getting some significant altitude on a 21 second motor run. However, the battery hatch was lying alongside the plane when I picked it up; glad it didn't come off in flight! The hatch catch had failed, so I resorted to duct tape (what else?) for the remaining flights. Bob Beecroft dropped his first round, though not badly, and after that he had the plane sorted out and maxed round 2. Hal and Scott were disappointed with the climb on their first flight, but recorded at least one max as the day progressed.

I was getting to an estimated 500 ft on my climbs, and DTing way up, so I was pretty confident when I went to the flight line for round 3. I switched on the system and pressed the start button waiting for the nerve-tingling howl as the motor sped up, and – nothing! It was stone dead. I hurried back to the car and checked the battery – OK. I checked the wiring and realized I had an intermittent open, but in the act of checking the wire came off and my intermittent became a permanent! I knew Bud Romak carries a butane-powered soldering iron with him, so I asked to borrow it. He showed me how to light it, and warned me it tends to “flare up.” I took it back to the car with about half an hour left in the round, and tried to light the iron. It flared up! I blew it out and tried twice more. More flames. Swallowing my pride I went back to Bud and asked him to light it for me. Bud used matches instead of a cigarette lighter, and his flare-up was much more impressive than mine. He blew it out and tried again. This time the flare up was quite significant, and refused to be put out by blowing on it. Since it was inside Bud's trailer, he swept it off onto the ground and attacked the fire there. No luck. He stamped on it and threw dirt on it. No luck. In the end he went and got a towel and smothered the fire, but by this time the device was an ex-iron. The translucent butane tank was blistered and leaking. No solder this time around.

Ever resourceful, Bud said he could fix it with Cyanoacrilate. I held the broken wires to the terminal while he glued and then I sprayed accelerator on the joints. The wires were firmly attached. However, when I went back to my car and tested



Tom Laird launching the winning flight in NOS Wake with his Torontonion

it, the circuit was still dead. No electrical contact! There was now only 13 minutes left and I could see the contest going down the tubes for me.

I was trying once more to Hot Stuff the wires to the switch when Bob Beecroft stopped by and I explained what had happened. He said Bill Booth Jr. had an electric 12v iron, and went to get it. I cleaned off the switch terminals as best I could, and when Bob came back plugged the soldering iron into the handy 12v outlet in the back of my Acura MDX. After a few moments we tried it on Bud's solder, and it wouldn't melt. "Silver solder", said Bob. "Won't work." He ran off to Bill Booth's truck to get regular solder. There was about 8 minutes left in the round!

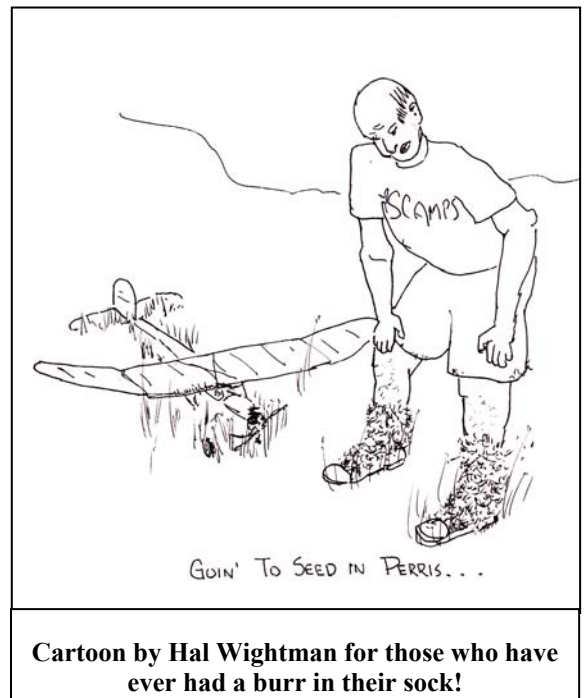
Finally we got everything connected with solder and tested the system. Bingo! A beep! I was back in business, with four minutes left to go in round 3. The plane flew like it was on rails, and I maxed out the rest of the rounds to win. But not without a lot of help from a lot of folks – Bud Romak, Bob Beecroft, and Bill Booth were all essential to my continuing in this contest, so thanks to you all. Who said electric FF was easy?

The Shermans Take on the Contest by Kevin Sherman

Let me first say both Contest Directors did an outstanding job, John Patwell (freshly home from Iraq) for the San Valeers and Daniel Heinrich for the SCAMPS/SCIFS. Combining our contests with the San Valeers for the past year and a half has been great for both the clubs. Having the SCIFS join in has only made it better. All clubs are reporting a significant increase in participation since we have done this, and there is definitely a cross-over affect when we do. I saw a lot of guys flying in both club's contest, and Daniel reported 40 contestants in the SCAMPS/SCIFS contest. That is up about 200% from just a few years ago when we went at it solo at the old Taft flying site. By combining our contests, almost every event is covered. If you have a free flight model airplane, there should be an event for you. I have not seen a draw like this (outside the USFFC, or SAM Champs) ever at Lost Hills. We got there early on Friday, and we were relegated to parking in the second row. It was a great site when we pulled in!

We were ready to get away for a few days, so the contest was great timing for us. We also made reservations to camp at Morro Bay, following the contest. We anticipated warm weather at Lost Hills, so we new we would look forward to the beach afterwards. As previously noted, the flying weather was excellent all weekend.

For me, the contest started Saturday morning when we flew the twin pusher mass launch. There were four participants, Dan Heinrich and myself from the SCAMPS and Ron Boots and Rob Cobb from the SCIFS. Ron and Rob had trouble, but Daniel and I had a close shootout and it was fun. I then flew C-Gas in the San Valeers contest with my Starduster 900. I put up 3 maxes, and made the max on the 7 second engine run and my first on the 5 second engine run. I made a bad launch and missed on my second try at the 5 second engine run. Guy Menano passed me but disqualified himself when he realized he was going on 7 second engine runs and did not cut down to the 5 per Cat II rules. It was the sporting thing to do, and I have always respected the good nature of my fellow flyers in free flight. So, I snagged a first place with the old Starduster. I flew D-Gas, and missed my first max with a very short engine run, then put up two maxes, which was good for the win this time. Usually, a mistake like that will end in defeat. I sat in the shade for a while, and even though I had started to put stuff away, decided to fly 30 Second Antique. I got out the Clipper and put up two decent flights, and on my third flight, put it in a booming thermal. My dad was timing, and lost sight of it short of 3 minutes vertical. I could still see it, but the watch stopped. Before it dethermalized, I lost OOS. Because I had already started to pick up earlier, I did not have my tracker on it (STUPID!). I spent the next two hours searching grid by grid until I spotted it. Whew, was I happy to get my Super Cyke back, and the model. At a certain point when you are wiped out from the heat, you start making deals like, "God, just let me have my engine back." What a nice feeling when the model came into site. I ended up taking first in 30 Second Antique, so I was lucky enough to enter 4 events and win four, and didn't lose my model. I would say that is a great weekend.



Cartoon by Hal Wightman for those who have ever had a burr in their sock!

My Dad loves to fly Texaco and ½ A Texaco. After a poor showing in ½ A Texaco on Saturday, he was looking for redemption with his Brown Junior powered Bomber on Sunday. We started out using low octane gas, but the engine did not seem to like it and kept shutting off lean. The second flight went two seconds over 4 minutes, so it was an official flight wasted. Not wanting to take any chances, we switched to high octane, and left the Brown rich. This time, it ran the tank out in 7 minutes. It never got that high, but the glide on the Bomber is great, and it floated for 12:12 after the engine run. That was just enough to squeak out a win over Hal Wightman and his O&R powered MG-2. I am not sure Hal was to upset, as Judy had warned him not to bring the Sparkplug trophy home again! I think my dad saved him a few nights in the dog house (I do not know if that is a step up or down from the Lost Hills Motel 6). My dad was excited to get his first win in the SCAMPS' Texaco event, and add his name to a long list that started in the 1960's. The trophy reads like a who's-who in free flight.

I want to note some other outstanding performances. Hal Cover wound rubber models all weekend (he reported putting in over 28,000 winds, not counting test flying) over the two day contest. After the contest, I am sure he needed to unwind! Along with rubber, he flew, for fun, a small electric in F1Q and took third in that, which actually lowered his winning percentage from 5 out of 6 to 5 out of 7 or 71%. That 'il get 'er done!



Gabriel Carman launches as Tom times

Mark Eddingfield topped ½ A Texaco with a flight of 16:56, using the 8cc max fuel at this event. Walter Conrad flew his hot Playboy to a great win in C-Cabin, and Bud Romak showed the way in C-Pylon with his Westerner. Dan Keegan did very well with a couple wins in rubber, and a couple top 3 finishes.



Bud with his winning Westerner

Since I do not have the room to list the complete results from the San Valeers contest, I will mention some good finishes by our SCAMPS' membership. Tom Carman won the Cannon Ball Run with his Texan powered by a K&B 40, Tom and Jeff got third and fourth respectively in the Bob Hunter Memorial (all proceed go to Cancer Society donation), and third and fourth in C-Gas, Jim Grove got third in A-Gas and first in B-Gas, Gabriel Carman got a 4th in B-Gas, and Ron Thomas beat out 9 Nostalgia regulars to win the ABC Nostalgia event. Nostalgia Wake/Rubber was filled with SCAMPS. Tom Laird got the win, Carl Redlin was second, Hal

Cover was third, Bernie Crowe was fourth, Dan Keegan was fifth, and Bud Romak was sixth. Dick Nelson did well winning a couple events including Slow Gas, and finished in the runner up spot several times for a great weekend. Don Kaiser took 3rd in HLG and Norm Furutani took 2nd in CLG. In the FAI portion, Bernie Crowe out paced Bob Beecroft (2nd) and Hal Cover (3rd) to win F1Q. Thanks to everyone who participated and made it successful.

This and That

USFFC Change -As a late addition to the USFFC schedule, Bill Vanderbeek is sponsoring a Ramrod 250 event, with monetary prizes for the top three places. **Flying is Relative** – One thing of note: we are seeing a nice influx of family members in our club and at contests. Over the past few years, Ken Kaiser has been joined by his son Don to make a formidable duo, Tom Carman no longer goes it alone,



Eric Strengell with his Dad (l), Ken and Don Kaiser (r)

since his brother Jeff, and son Gabriel have joined in representing the Carman surname, Eric Strengell was joined by his dad at the Texaco, Ted Firster has been joined by son Tim and Grandson Cody, and Randy and Linda Wrisley are recent additions to the club. They join other flying families like Dan and Al Heinrich, Sal and Mike Taibi, Gary, Kevin and

sometimes Don Sherman, and Fuzzy, Mike and Matthew Patstone. **Membership** – George Walter sent me the latest roster updates, and we have passed the 120 mark in membership a real watershed moment for the club. I am not sure what the high point for the SCAMPS has been, but I would not be surprised if this is it. We picked up 5 new members over the Texaco contest weekend.

Building Tip of the Month



Sanding angle against

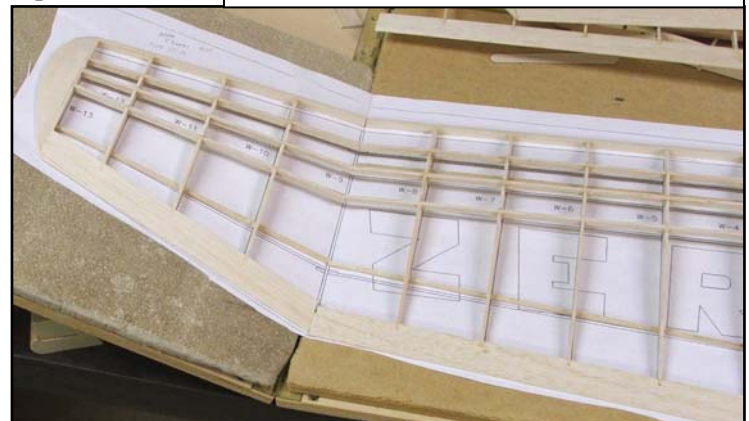
Getting a good fit at the dihedral and polyhedral joints can be tough. We have found that a good way to do it is using a vertical belt sander. Calculate the angle you want and then cut it in half, to put half the angle on each side of the joint. In the pictures shown here, we are joining a polyhedral joint on the Nostalgia model Zero scaled up to A size. The polyhedral joint on this one shows an angle of 22 degrees, so we sanded an 11 degree angle on the wingtip and outward tip of the inboard panel.



Sander set with guides at 11 degree angle

To do this, I put masking tape on the sander's bed, and draw the angles onto

the tape. I then glue a balsa fence to the tape at the 11 degree angle and use it for a guide. I mark the leading and trailing edge off the plan to see where to sand it to for length. When I sand to my lines, I have a straight and perfect angle. When both parts have been sanded, we set the plan and the wing on a wing jig, set to the 22 degree angle. If it all fits well (which it should), then it is ready to be joined. This has proven to be a very neat and quick way to assemble wings.



Wing on jig over the plan ready to be joined

Events Calendar

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

38th ANNUAL U.S. FF CHAMPIONSHIPS & BISSONNETTE MEMORIAL
 May 23-26, 2008 at Lost Hills - Category II, AMA Sanction - American Cup Event &
 National Cup Event

Fri. May 23 rd – Noon FIE Bissonette Mem.	Sunday May 25 7 a.m. – 5 p.m.	Monday May 26 7 a.m. - 2 p.m.
MODERN EVENTS ROW Power and Rubber E – 36 CO ₂ Jetex/Rapier AMA ½ A (Jr. and Open) Hand Launch Glider (pen) (Jr. and Open) P – 30 (Jr. and Open) Mulvihill	MODERN EVENTS ROW Power and Rubber E – 36 CO ₂ Jetex/Rapier AMA A/B Catapult Glider (pen) (Jr. and Open) Super D	MODERN EVENTS E – 36 CO ₂ Jetex/Rapier AMA C/D Moffett
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
Early ½ A Nostalgia ¼ A A/B Wakefield	Early ½ A Nostalgia ½ A C Wakefield & Nostalgia Rubber	Early ½ A Nostalgia Nostalgia Rubber
CLASSIC ½ A Classic Towline	CLASSIC ½ A & A/B Classic Towline	CLASSIC A/B Classic Towline
BISSONNETTE MEMORIAL FAI Events 8 a.m. America Cup F1A, F1B, F1C, F1P (Jr. & Open) (Note: FIE is flown on Friday at noon)	BISSONNETTE MEMORIAL FAI Events 8 a.m. Vintage FAI Power 10 a.m. FIG, F1H, F1Q, F1J Sponsored by Grassy Knolls FAC Sq. 69 Following governed by FAC Rules: FAC Jimmy Allen, Rubber Scale, 11 a.m. – WW II Mass Launch	SPECIAL EVENTS
OLD TIMER EVENTS ½ A Texaco 8 cc 7 a.m. – 11:30 a.m. A/B Pylon & C Fuselage Small Rubber Stick & Large Rubber Cabin 8 oz. Wakefield Rubber Scale & Gas Scale 2 Bit Rubber ROG	OLD TIMER EVENTS Texaco 7 a.m. - 11:30 a.m. A/B Pylon & A/B Fuselage C Fuselage & C Pylon Small Rubber Stick & Small Rubber Cabin Large Rubber Cabin & Large Rubber Stick 8 oz. Wakefield & .020 Replica Rubber Scale & Gas Scale 2 Bit Rubber ROG	OLD TIMER EVENTS ¼ A Texaco 7 a.m. – 11:30 a.m. A/B Fuselage & C Pylon Small Rubber Cabin & Large Rubber Stick .020 Replica Rubber Scale & Gas Scale 2 Bit Rubber ROG
UNOFFICIAL EVENTS 7:30 a.m. Gollywock Mass Launch 9:30 a.m. “The Mikkelson Memorial” Twin Pusher Mass Launch Night Gas	UNOFFICIAL EVENTS 7 a.m. Dawn Mulvihill Hatrak Flying Wing: Wet Power/Rubber Power/Electric/Jet Jumbo Rubber Scale	UNOFFICIAL EVENTS

38th ANNUAL U.S. FREE FLIGHT CHAMPIONSHIPS & BISSONNETTE MEMORIAL

May 23 – 26, 2008, Lost Hills, CA Category II, AMA Sanction, American Cup & National Cup Events

US FF CHAMPS REGISTRATION: No pre-registration. \$20 includes *first* Event, additional events \$10 each.

Gold card \$50 includes Championships (AMA/Nostalgia/Old Timer) and Sweepstakes. Sweepstakes award is all events inclusive.

Gold Card does not include FAC, Hatrak Flying Wing or Bissonnette Memorial Events.

Juniors *first* Event free, additional events \$2 each. AMA card required to fly.

BISSONNETTE MEMORIAL REGISTRATION: \$20 Open/Senior *first* Event, \$10 each additional event. Juniors \$5 per event.

FAC REGISTRATION: \$5.00 per Event.

HATRAK FLYING WING: \$5.00 per Event (Scale bonus points per Mooney Point System).

SWEEPSTAKES: Included with Gold Card. Must fly in 3 of the 4 Divisions (AMA, OT, Nostalgia, FAI), must fly min. 5 events including one power and one non-power event. One point for each entrant bested and one point for each 60 sec. Flight time (fly off flights don't count). Intend rule applies.

EVENT CHAMPIONS: Included with Gold Card. Must fly 3 events, including one power and one non-power. Points same as above. Intend rule applies.



Member's Meeting, Saturday 5/24 6:30 p.m. Sloan's Catering Thursday – Sunday
 Ted Firster, Contest Director, 951-776-4971, Civiboy31@aol.com Lost Hills Web Site: <http://www.lhffmaa.com>



SCAMPS Twin Pusher & Lotto Fun Fly

Sunday, June 22, 2008 - SCAMPS Field – Perris, CA

EVENTS:

LOTTO FUN FLY – FLY ANYTHING, Gas – Glow – Rubber!

Twin Pusher (Mass Launch 1 Flight)

***Perris Special (15 Second engine run glow & 20 sec. Ignition)**

***ABC Old Time Gas Combined (20 Second engine run)**

***Small O.T. Rubber - Combined - (Stick & Fuselage)**

***Large O.T. Rubber - Combined - (Stick & Fuselage)**

***ABC Nostalgia – (9 Second Hand Launch, 12 Second VTO or ROG)**

***1/2A Nostalgia – (9 Second Hand Launch, 12 Second VTO or ROG)**

*** 3 minute Max**

FEES: The price for regular events is \$5 each, and this will include entry into the Lotto. For Lotto only, it is \$1 per entry.

Merchandise Prizes – Flying is **7:00am to Noon!**

CD Hal Cover

(909) 591-3717