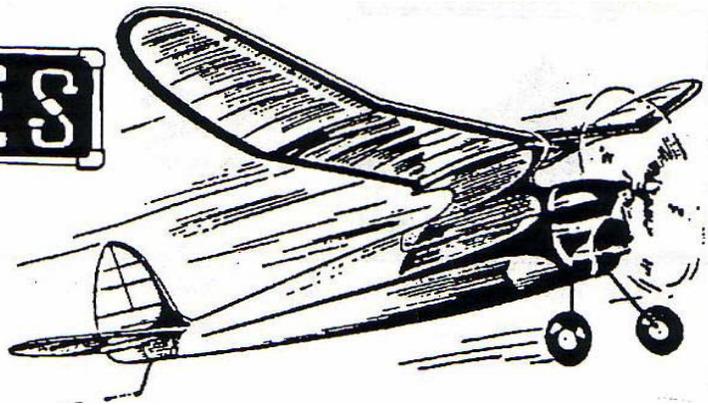


November 2008



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



## As Perris Turns

October weather is a welcome change from the extreme heat of summer. When we arrived at the flying field last Wednesday, it was actually cold and I forgot my jacket. It was the first morning I needed one (post summer) and I spent the first ½ hour sitting in the truck, trying to stay warm. Weird how on those hot days one would beg for cooler mornings, and as soon as it is cool, it is too cool for us wimps! Kind of sounds like the three bears and the porridge just not being the right temp. Anyway, when I finally thought I would live from the extreme SoCal conditions, I started flying in this month's SCAMPS Fun-Fly contest. We had ABC Fuselage for the power event and Moffett for the rubber power event. Bernie Crowe thought he was to CD, but when Allan Arnold offered to CD, Bernie gladly let him and got on with trimming another new F1Q. Thanks to Allan for CDing and again to Bernie who put all our events together. I had decided to fly my Hayseed a few weeks ago, so when the ABC fuselage event was coming up I got it ready. I had trouble with it the last time I flew it. The McCoy 60 was balky, stalled after launch, and the model dorked in. I started looking it over, and realized the porcelain part of the sparkplug had come loose, and it was losing all the compression. I also wanted to clean the points up, and the few repairs cured my engine woes.

Not long after the competition started, we realized those who have Moffetts left them home by mistake. Bernie Crowe was the only one to bring one, so it was decided by those who fly the event to postpone it until next Wednesday, October 22. An E-mail notice was sent out to give proper notice of the change. With the rubber on hold, the power fliers pushed forward. We had four entries in ABC Fuselage. Allan Arnold was flying an Ascender, Joe Jones a C-Brooklyn Dodger, my dad his B-Brooklyn Dodger and I flew the aforementioned Hayseed. Allan had trouble getting maximum performance out of his Arden engine, saying it would just not peak in. Joe Jones put in three fine flights, and my dad had two good flights, and on his third, the ground jumped up out of nowhere and caught the left wingtip on his Dodger. With the converted OS engine honking on, it did significant damage to his wing, and he was only able to post two officials. I left the McCoy a little rich, remembering how it stalled on me before. Each time it would eventually clean out and the old Hayseed would get into its normal pattern. It is probably the most dependable model I have ever built. No matter how long it has been since I have flown it, it never seems to change. Here are the results:

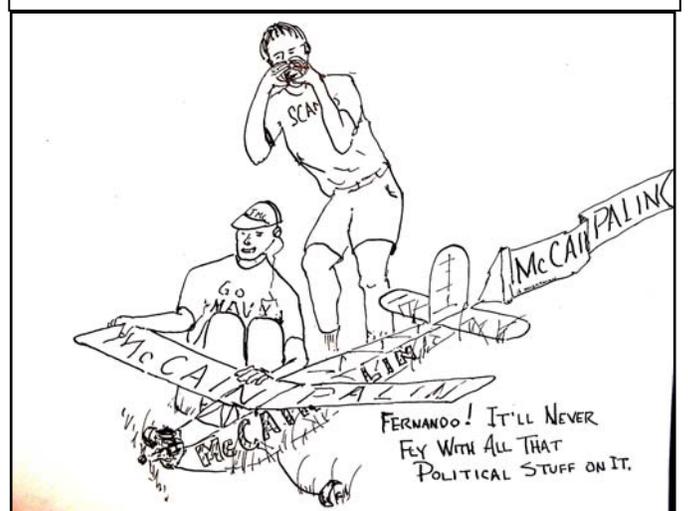
ABC Fuselage  
1) Kevin Sherman McCoy-Hayseed 180/180/180 540



From l to r, Allan Arnold, Kevin Sherman, Joe Jones and Gary Sherman are the ABC Fuselage participants



Fred Welsh with his Pixy at the Perris flying site



2) Joe Jones	Super Cyke-Dodger	169/165/132	466
3) Gary Sherman	OS 25 Conv-Dodger	150/170/DNF	320
4) Allan Arnold	Arden-Ascender	103/96/102	301

We have had a few new guys join us recently at Perris. Fred Welsh, who is a part timer to So Cal, and the rest a resident of Phoenix, AZ, joined the SCAMPS. He had flown at Perris with a group that included Lou Vargo on Thursdays at Perris before moving to Phoenix several years ago. Well, I guess he missed the area, bought a home in Murrieta, and started coming out regularly with us on Wednesdays. Last week was his last for the season, and he is headed back to Phoenix. We also had a visit from Dave Williams, who belonged to the SCAMPS many years ago, but spent most of his time racing ½ A Speed U-control. He talked with my dad and me in length, and said he built many of his own engines for ½ A Speed. He saw information about the SCAMPS in the latest Model Aviation, and contacted me about finding the field. He is interested in flying free flight, and has a few old timer models he said he will dust off and see if they are airworthy. It is great to see we are still having an influx, not only into our club, but to free flight in general.

For those who missed Perris this past week, you missed out on seeing the GHQ run I built for Lloyd Price. Lloyd is building a GHQ Sportster to put it in and can't wait to see it in the air. In this engine, rather than going cast iron/cast iron for the piston and cylinder, I used a stress-proof sleeve and cast iron piston. I also made the crankshaft, rod, wrist pin; re-profiled cam-drive and reworked the cylinder head. It turned out to be a nice engine with good compression and was easy to start. The sound is similar to a Brown Junior.

### 2009 SAM Champs Note

Gene Wallock sent me the following blurb for the 2009 Champs. Gene said, "There will be a **mass launch of Comet Phantom Fury's** at the 2009 SAM Champs. Karl Gies is sponsoring it." "Holman has a kit. I'm finishing up a Clodhopper and intend to build a Pepper." "Jim O'Reilly is drawing the plan. Holman will cut it." Gene sent me a picture of his newly finished Sky Chief. It is done in the usual high quality we expect from Gene. I have always admired his shadowed tissue lettering and even used it on my San De Hogan.



**Gene Wallock's new Sky Chief with his signature lettering**

### SCAMPS /SCIFS Fall Annual

It is time for our last contest of the year, the SCAMPS/SCIFS Fall Annual on November 1, 2. We again are sharing the date with the San Valeers who are putting on their Nostalgia Annual. If you have a Nostalgia or old timer model, there should be an event for you! Please come out and support the contest. Lost Hills usually has great weather this time of year, and past contests have been outstanding. Hope to see a bunch of you there! Please see contest fliers in this issue.

### Compressed Air Power, by Tom Lay

Starting in about 1908, Compressed Air powered airplanes became very popular, because they would always start, and had the same amount of power for every flight. This was much more accepted than the Ignition Engine powered airplanes. Many times Ignition motor flyers would spend an entire morning cranking on their Ignition motor, just to get one flight!!

There were at least 18 makes of Compressed Air (CA) motors, and motor kits, such as: Hoosier Whirlwind, Joe Ott, Bert Pond, Bing, Pause, Hetherington, etc. The majority of them were about .12 cu. In. displacement, with 24"-30" long .004" thick x 3" dia., Brass air tanks. Due to the high torque of the C.A. motors, they would swing a hard balsa prop of 14" diameter x 21" pitch, at about 4,000 rpm, at 150 p.s.i. These air tanks are inflated by an automotive tire pump, and truly flew on Free Fuel!

The most available, popular, and powerful CA motor was the Hoosier Whirlwind, which would fly an airplane up to about 25 oz. With a wingspan of 50"-96". (See photos). My airplane is 58" and weighs 18oz with balsa wheels, bamboo landing gear, and alum wing mounts. It flies very well and flies 1 ½ - 2 minutes consistently.

Some of the problems with CA airplanes are: 1. They need to be very light due to the 7 ½ oz. weight of the air tank and motor. 2. They also need to be very strong. Trying to do both takes a lot of ingenuity! Mine has balsa fuselage, bamboo motor protection skid and landing gear, balsa wheels, and aluminum wing struts. (I bought a bamboo rake and disassembled it for the pieces of bamboo) 3. Compressed air weighs more than most people think! A 24" long air tank holds about 1 oz, of CA, so the airplane is about ¾ oz. Tailheavy at launch, which makes trimming out a Free Flight very difficult. 4. Using a front motor skid is necessary to avoid the airplane tipping over on landings, and breaking the balsa prop, or breaking the motor right off of the front of the brass air tank. I have done both. Also you **must** put a dethermalizer on a CA airplane. Because a CA motor comes off of the power so slowly that the airplane will jump right into a thermal, like a magnet. I have one CA powered airplane which was lost twice, even with a dethermalizer. Kevin Sherman, SCAMPS VP/Editor, found it once when he was chasing his Glow F/F, about a mile away.

There has been a renewed interest in Compressed Air powered airplanes recently, and consideration is being given to the possibility of an informal event, at the 2009 or 2010 S.A.M. Championships.

These are truly one of the few powered model airplanes which run on Free Fuel, for the life of the model!, because they are inflated by an automotive tire pump.



### **Tip of the Month by Bernie Crowe**

**Making Trailing Edge Stock** - Finding the right size trailing edge stock at the hobby shop is tough, especially for the smaller rubber models, and even if you are lucky enough to locate some it's probably made out of something resembling oak, or maybe concrete. So most modelers make their own, and a lot of folks do it the right way, using a table saw with a tilting arbor capability. For those of us not so well endowed in the tool department, and that includes this writer, an alternate method has to be found. This is the one I've evolved over the years and it works well for me. The method involves making a jig for each size of trailing edge needed, so there is an initial investment in labor, especially if you use a wide range of sizes. But each jig is fairly inexpensive and can be made in less than half an hour, and will last for years. A couple of my jigs are shown in Fig 1. The jigs consists of two pieces of piano wire, or other steel rod, a thick piece to establish the major thickness



of the TE, and a smaller one to define the minimum thickness. The larger jig has two sets of wires for different size TEs. The wires are glued – I use cyano, but name your own poison – to a straight hardwood board. The two wires are spaced from each other (Fig 2) by an amount equal to the width of the rectangular stock you are going to use to make the TE. This may be the same as the TE width, or if not, the TE can be trimmed to the desired width later.

The length can be anything you wish, but I make mine 36" long to accommodate standard pieces of rectangular balsa stock. A couple of stops are made from scrap and glued to the board between the wires to prevent the rectangular stock from slipping while you work it. The jig is placed on a stable surface such as the work bench and secured (Fig 3.) I use bench dogs on my woodworking bench, but a couple of screws or low profile clamps will work just as well.



The rectangular stock is pressed into place between the wires with the far end resting against the stop. It is then stripped down with a hand razor plane using the piano wires as guides to set the angle and get the required thickness (Fig 4.) Once the work piece is close to the desired thickness, it can be finished off with a sanding block of suitable grade paper. The attached pictures make all of this pretty clear.

Selecting the correct wires to get the desired thickness is a little trickier than it might seem at first glance. Because of the slope of the finished TE piece, the maximum thickness is going to be somewhat less than the diameter of the larger wire (Fig 5.)

I have found that to cut a 1/2" x 1/8" thick TE the larger wire needs to be about 0.156" dia. A 4mm wire works well for this. Other sizes

will require different wires. Some math whiz out there can probably calculate the correct diameter rather than use trial and error!

Choose a good, straight piece of hardwood for the base of the jig. The two jigs shown here are constructed on oak bases, but I have used poplar and lime too. Pre-cut boards are available at the local DIY store in suitable sizes. Glue the wires so that the stock will be close to the edge of the board on the small side of the TE. This will make it easier to use the razor plane. Clean the wire with a suitable solvent before gluing. Use a straight edge to set the larger wire in place, tack gluing it in a few spots and then running a bead of glue along the length once you have it secured. Use kicker to cure the glue if you are using cyano. Place small samples of the rectangular stock you plan to use at intervals along the length of the wire to space off the smaller wire. Put the cleaned smaller wire in place and repeat the process, keeping the tack glues away from the temporary spacers – you don't want them to become permanent! I usually use 1/32" wire as the smaller piece. This gives a thickness of around 38 thou for a typical TE width.



A little imagination will let you use existing jigs for other sizes of TE. For example, make a piece of 1/2 x 1/8 and then run it through your balsa stripper to bring it down to 3/8 x 3/32. Or slip a piece of 1/64 ply under the "fat" edge of the rectangular stock to produce a 1/2 x 0.1" TE. You get the idea. Enjoy!

## **Pond Reaching Across the Pond**

I recently sold a Brown Junior on Ebay to a buyer in Australia. When the purchaser, Tony, received it, he had a few questions and I began corresponding with him via E-mail. I asked him what kind of models he flew. Turns out, he was flying basic radio control models in the 1970s, when a fellow named John Pond visited his area in Australia and introduced the group old timer free flight. Not only did John convert Tony to old timer free flight, he also got him excited enough to machine some of his own engines from casting kits. Tony tells me he has been flying old timer free flight ever since. Neat how someone's influence can be left on others, even beyond their own lifetime.

## **Champs 2008 Pictures** by Betty Moke

Sal, Betty and Floyd Reck went to the 2008 SAM Champs together and Betty sent me a bunch of pictures to share. Following are a sampling of these.



## **Dual Club Free Flight Bonanza September 27-28 2008** by John Riese

Let's start off with the good stuff. Mikey said this was the best contest he has attended. It might have been because of the weather or the classy participation plaque (actually an engraved mirror), the friendly officials or; I suspect he liked the ice cream. The Sloans were there, also with food and drinks. We made sure to buy lunch and lots of sodas so they would be encouraged to keep coming out. After the !@#\$\$% I got from the crew at Perris about not sticking around for the wind

to die at the last LH contest I wanted to participate this time. Even was sure to wear my official LHFFMAA shirt with my name on it that I got from Ted Firster. I do not think it impressed anybody.

For a change everything was ready, or so I thought. Trimmed out airplanes, fixed the bike, tuned up and waxed the truck, Ipod loaded with tunes, even got enough sleep for a change. Nothing could go wrong this time. We arrived at the field, made the rounds and got ready for a great day of flying. As I put up the EZ-up Mikey started to unload the bike. The latch had broken on the tailgate. After the usual "You broke it" and "Why did you buy such a crummy truck" back and forth we got some help to lift the motorcycle over the bed of the truck. I got banged up a bit on the foot peg as the bike fell/dropped from the vehicle but at least we had our chase bike. After we unloaded the model box it also had to come out over the side of the bed. Luckily we were able to open the access panel and manually activate the latch so putting things back would not be such a chore.

We made a new seat for the bike to accommodate our long legs. It was ugly but long. I was hoping somebody would look at our poor workmanship and volunteer to fix it or suggest the name of a real upholsterer. No luck. We will have to do some rework using thicker and firmer foam. Mikey said he was sliding off the back.

Not too many entries in ½ a Texaco. The Norvel isn't the most efficient motor but it always runs out the tank. The Guff with its long wing never wanted to turn in the glide so I put some washout on one side to force a circle. The tight turn wasn't the best for duration but we were better able to keep the plane in sight. We made a mistake in trying to chase across the soft field and Mikey lost sight of the plane during one of our many near crashes as the bike foundered in the dust. The poor bike really struggled in the soft dust to the northwest of the flight line. Smarter people parked at the edge of the field and walked in to retrieve their planes. The next flight we made sure we went around the bad area. I think we won with a nine-minute flight, on a five-minute engine run. As I said, turnout was low. Flash update: Ted sent me the first place sticker for ½ A Texaco in the mail.

In the cabin event we used the reliable Kloud King. It was decided to not bother with the DT, as this was our two-minute plane. Naturally, the engine run was right at 25 seconds with much height attained, enough to catch a thermal. We tried to have the CD divide our one eleven minute flight into three maxes plus a fly off flight but he said it only counted for 180 seconds and we would have to fly again. Who makes up these rules? Of course after that the two-minute airplane did a couple of, wait for it, two-minute flights.

Time for lunch and ice cream. Not just ice cream, they had all the toppings, nuts, syrup, etc. also. Mikey gave me his cherry. Still time to fly more events. After our adventures in the morning we felt confident that the afternoon flights were going to be good. When I signed up for the pylon event the CD asked me what motor I had in the Zomby. I replied, "An OS 35 conversion." He said that it would certainly move with that power. I said, "I don't know where it will go, but it will get there fast."

First flight prop on backwards, to the right but not much of a climb. Looks good, let's put the prop on the right way. This time a fast circle to the right, about head height. Most people on the flight line, used to the antics of my planes, were already hiding behind their bikes and flight boxes as we let the plane go. A bit of left rudder, now it is climbing to the left. Didn't Kevin say not to let it go left? Just a bit of right tab and let's go for an official. A series of loops, faster and faster. Didn't quite pull out of that last one. Good thing I like to build. I don't remember many of the SCIF club members being present. Brad Levine and Doug King are all I recall seeing. A far cry from the big contests at Taft with hundreds of people. Thanks to the Fresno and San Diego clubs for a great time.

My leg was hurting me and we packed up and left.

John and Mikey

## **Events Calendar**

**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**, John Donelson, 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 2<sup>nd</sup> Wednesday of each month, 12-2 p.m. Contact Ted Firster.

# SAN VALEERS 21st ALL NOSTALGIA ANNUAL

LOST HILLS, CALIFORNIA\* NOVEMBER 1-2, 2008

*C.D. Terry Thorkildsen 805/495-6135; Co C.D. Tom Laird 310/544-7606*

## CAT 2- 3 MIN. MAX. THIS IS A NFFS NATIONAL CUP CONTEST

(Combined with Old Timer Contest the Same Weekend CD (Alan Monteath) 805 338-6220)

### SATURDAY

8:15AM – 4:30PM

1/4 A NOSTALGIA

1/2 A NOSTALGIA

C NOSTALGIA

NOSTALGIA GLIDER

(A1/A2) Proxy Towing OK

### SUNDAY

8:15AM - 3PM

A NOSTALGIA

B NOSTALGIA

COMBINED ONE DESIGN GAS

### BOTH DAYS

NOSTALGIA CABIN combined  
Any cabin design & engine size including  
Payload (dummy optional) must ROG &  
Must Have Front Windshield

1 DESIGN EVENT:  
Ramrod 250 any legal nostalgia engine.

1/2 A EARLY BIRD

NOST RUBBER/Wakefield COMB

MODELS (All previous eligible designs)

### DAWN PATROL HOURS:

7AM - 8:15AM

(Small Gas .010-.051/

Large Gas .052-.65)

7AM - 8:15AM

(Small Gas .010-.051/

Large Gas .052-.65)

\*\*\*\*\*

**\*\*\*Fox blackhead .35CS \*\*\*** awarded by Raffle (One ticket for each event entered or \$3 ea)

EVENT PRIZES: MERCHANDISE \* ENGINES\*KITS\*BALSA\*ETC., TROPHY FOR JR. HIGH TIME

ALL MODELS CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT(Except 1/4 A & 1/2 A)

DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground before another official flight can be scored. Flights must be posted after each official flight. Failure to post an official flight will negate all succeeding flights.

ONE DESIGN RAMROD 250 EVENT PRIZES: \$45 FOR 1<sup>ST</sup>, \$30 FOR 2<sup>ND</sup>, \$15 FOR 3<sup>rd</sup>

NOSTALGIA RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff flights 4 min max

ENGINE RUNS ALL EVENTS & 1 DESIGN: First 3 Flights 10 Seconds HL 13 sec VTO, all Flyoff Flights will be 7 Secs HL and 9 secs VTO, all other rules per NFFS Rulebook 2007-2008 for CAT 2. DAWN PATROL no max, 9 sec motor run timed to the ground.

NFFS RULES LIST NO. 2007-2008. BUILDER OF THE MODEL RULES APPLY, BUT CAN FLY DECEASED FLYER'S MODEL PER NFFS RULES. NO RE-ENTRY.

Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event, Jr's: \$3.00 All EVENTS ARE JSO



# SCAMPS/SCIFS OT 2008 Fall Annual

Combined with SAN VALEERS 21<sup>st</sup> Nostalgia Annual

CD: Terry Thorkildsen (805) 495-6135

Co-CD: Tom Laird (310) 544-7606

November 1, 2 2008, Lost Hills, California

## Saturday

7 AM to 4 PM

A/B Cabin

30 Second Antique

½ A Texaco (7 AM to 11 AM)\*

C Pylon

Large Rubber Cabin

Small Rubber Stick

Pee Wee Antique

## Sunday

7 AM to 2PM

Texaco (7 AM to 11 AM)

.020 Replica

SAM Gas Scale

A/B Pylon

C Cabin

Small Rubber Cabin

Large Rubber Stick

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

Lost Hills Membership required

**Gollywock Mass Launch Saturday 8 AM**

**Twin Pusher Mass Launch Sunday 8 AM**

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

SCIF (CD): Alan Monteath (805) 338-6220 Lapcat@earthlink.net

SCAMPS Contact: Daniel Heinrich (909) 593-5789 AeronutD@cs.com