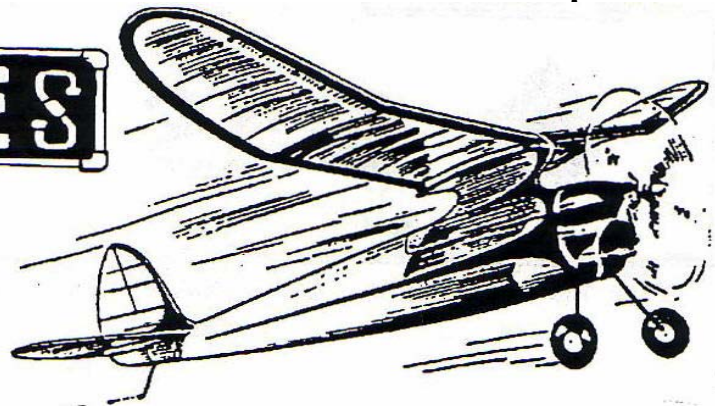


September 2008



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

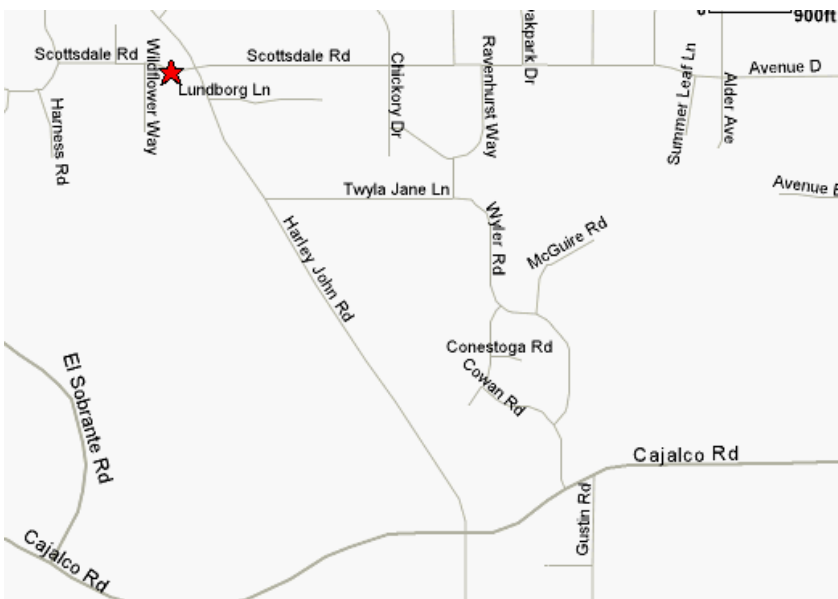
AMA 158 – Southern California Antique Model Plane Society – Sam 13

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 SCAMPS September meeting will be held Saturday, September 6th at the home of Ted and Sandra Firster. **The Meeting will start at 10:00 AM and Ted said we can fly RC Park Flyers.** Directions to the Firster's residence – Take the 91 freeway to Van Buren south, approximately 3 miles to Mockingbird Canyon Rd. south (bottom of drainage at the traffic signal, can turn right only) approximately 3 miles to Harley John, left turn (only way you can turn) to stop sign (Harley John makes a right turn at the stop sign), look for Scottsdale Rd., turn left. First lot on your left, corner of Harley John and Scottsdale. 16950 Scottsdale Drive, Riverside, CA 92504 Phone 951-776-4971 Or, 215 to Cajalco



Rd. (toward Corona) approximately 6 miles to Harley John, make a right turn at the 4 way stop. (Harley John is just past the Fire Station). First street where the road becomes a 4 lane highway is Scottsdale, turn right. You are here. Remember these directions are minimal, so if you are unfamiliar with the Firster's residence, it is advisable to consult a map. See you all there at 9:00 AM on October 14th

Correcting a Faux Pas

Last month, I started the newsletter out talking about the diversity at the Perris flying field and learned a good lesson. You can make mistakes when you write while you are too tired. I mistakenly wrote Roger Morill, when I meant John Morill. Sorry John. Please forgive the blunder. John built his own air motor and tank. Many will remember we showed a picture of the model with the tank imploded. The model flew great, caught a thermal and from the prop free-wheeling, it actually turned from an air motor into a vacuum pump. John later corrected it with a one way valve in the system. What is it with me, names and dates!

½ A Texaco Adventure by Dick Nelson

Last summer I built a Texaco ship for the SAM Champs to be held at the dry lake bed outside Las Vegas in 2007. The ship I chose was Sal Taibi's Powerhouse. I thought it was too big for that little throttled back .049 Cox to pull so I made it 90% of the original. The Texaco event is one of a very few in SAM that can be scaled. I flew it several times with an engine timer and DT attached to check it out in both climb and glide and it did both quite well. It wanted to climb left and glide right and that was OK with me. I did not get to fly it with the 15cc of fuel allowed, but it ground checked at about 6 minutes of running time on an 8-4 electric prop at about 6000 RPM.

The day for flying it dawned windless and I got it off about 7:30. I made no attempt to add fuel just before launch to make up for what was used in starting. It climbed out nicely, perhaps too nice because it was soon out of sight nearly straight up but Peggy had it with the binoculars and I took off on the bike with the Walston tracker unfurled. I'd stop every minute or so to listen and tracked it north, the direction it was drifting. I'd get the typical build and fade signal one gets from a circling transmitter. After about 15 minutes I was at the north edge of the lake, but still had the signal and it was still in the air. Then I ran into fences. After getting around the fences there are many steel towers with power lines going from the dam to L.A. and lots of soft sand which slowed me down. Finally it got very rough, there were some ditches and other obstructions and I lost the signal. But I had a real good line on where it was heading, I just did not know how far away it was. Back at the launch site, I found Peggy had lost it at 10 minutes, but she confirmed the direction it had been heading.

I left the bike and we headed back north on 93 in the truck. I figured we could probably hear it from a little dirt road that headed west toward the mountain range and climbed above the desert. I got a faint signal from high on that road and it was to the north. We then found a hard road heading north that paralleled 93. Again a faint signal that inexplicably was lost the further north we went. I then tried a turnoff near Railroad Pass. No signal. It was now 11 AM and we'd been over most roads in that area several times and I was getting frustrated. On the way back south, I was ready to give up. But there were a series of little hills to the west of 93, probably not more that 300 feet high. A long way to hike to get to the top, but it was a last chance.

From the top I got a good signal, due west towards a big gravel operation. There was activity there, with 18 wheelers taking on loads. It was about a mile away, nearly to the mountain, but I could see the entrance and we drove in a few minutes later. There was a series of office trailers nearby and inside was a lady at a microphone. I told her of my predicament, let her listen to the chirp and asked if I could search the operation. She said she guessed it would be OK. Back at the truck, Peggy was chatting it up with a guy in a front end loader. It was the biggest loader I have ever seen. The tires were taller than me, the bucket could take my truck with room to spare and the guy driving it was 10 or 12 feet off the ground. I saw the cleats welded to the side that he used to climb up. He promptly informed me that walking around was dangerous and not advisable and the dispatcher had no authority.

In desperation, I let him hear the chirps as I waved the wand around the sky and then I started off, not looking back. He had no real option except to run me over with his machine and I hoped he had more important things to do. I followed the chirp between huge piles of sand and gravel to a large pit. There were trucks and people at the bottom looking like ants. The radio was leading me on beyond the pit and I kept going. The loader driver was following me, but keeping back a respectable distance. Too soon I came to the edge of the gravel operation and into the virgin Nevada desert.

There were lots of sharp rocks, some the size of office desks, a few larger. It looks fairly level, but there are arroyos with near vertical sides. You pick your way down and then look around for a way back up the other side. I was slow going, but after half a mile or so there it was. I noted the antenna that was taped to the fuselage was oriented north and south and

I began to understand why we had been fooled as to its location for so long. The null or minimum signal was north and south which explained why I had lost it on the lake bed and why there was no signal from Railroad Pass. It wasn't until I climbed that little hill that I got the receiver perpendicular to the transmitter antenna on the model.

Back at the truck, Peggy and the loader driver were old friends already. She let out a whoop when she saw the model and the driver yelled some thing at me too. Then he asked a number of questions about this goofy activity I was engaged in. I tried to help him understand but soon it became a lost cause. When I said one more flight like this might be the winner of the event, he snorted back that I must be slightly crazy to be doing such stuff. We parted as good friends and I guess I owe him one for not running me over when he could have. The distance from launch site to landing was about 7 miles. The second attempt ended early when I snapped the crankshaft trying to start it with my big electric starter.

Hal Wightman Touches the Past by Hal Wightman

Most of you should recall the article I wrote for the newsletter a few months ago regarding contacting Gene Chaille, the designer of one of the planes that Hal Cover was flying at the field. Well, I decided to build that Wakefield model and borrowed the plans from Hal. I had the plans reproduced and drew a few of the changes that Hal had made (to accommodate a DT, etc) and sent both sets of plans off to Gene to be autographed. He has done so and returned them with some comments. The comments on my set say "To Hal Wightman, Good Flying". The comments on Hal's set say "Hal Cover Thanks for giving back great memories". Both sets are signed and dated 10 Aug, 2008. The design is called the Wakefield 1939 Elimination Winner.

Attached is an E-mail Gene sent to me with some of the history of the flying of this design. Thought it might be of interest to SCAMPS. (Gene is now about 84 years old and was a former airline pilot. He was a friend of my two older brothers when they were teenagers living in Miami and still socializes with my older brother there in Miami. He still lives in Miami. He flies RC sailplanes).

(Editor's Note: Here is the E-mail Gene sent to Hal Wightman) **"Hal: Mailed plans back today. It brought back lots of memories---all good. I put a few notes on your plans of things I remember. Our club back then kept points for what each member won in contests around the state. I, along with two others, won the trip to the Nats with that long ride on a Greyhound bus. At 16 you can sleep anywhere. We of course had never seen so many planes and such a large meet. Then we were flying with guys like Dick Korda, who we had read about in AT. Back then when you were ready to fly you called out for a timer. Wound the model and hoped for that lift. At 16 the timers were all "Old " men so as the model got smaller we kept saying we could still see so the "old guys" would not stop the clock. My winning flight did end up in a tree. My friend climbed the tree and ended up with poison Sumack all over his chest and arms. After the win the Miami Herald gave me the trip to New York for the Wakefield; this time on a train. On the way to the flying field a box fell from the rack on the bus and hit the tail of my model. I did make field repairs but it meant I did not fly first for our team. Dick Korda then flew first and made that 43min flight. Don't think his model was ever 300ft high and landed near by. I did get a good flight and got 6th place. The English models were the best built I ever saw but had wind-milling props. Thanks for letting me sign your plans. Hope she flies as good as it did for me. Gene"**

Tip of the Month by Eugene Drake

Battery Testers and Your Flying Models - The August 2008 issue of Gas Lines stimulated my brain to a new level. I have built models for many years and know the hours involved in their construction. Peck may have called it a "One Night 28", but if you expect to be competitive it takes more than one night to get the model constructed and trimmed.

Several truly well constructed models have gone over the hill at the Perris field lately carrying a Walston tracker on board. There has been a rumble of battery problems. Gnashing of teeth! Purple smoke! None the less, a new model needs to be constructed to feed the thermal gods apatite for balsa and tissue before the next contest.

I grew up in the Auto Repair business. When a customer called in with an automobile starting problem i.e. a battery problem, the car was shagged into the shop and a battery charger attached to the battery. In an hour or so the battery was "Load Tested". The battery may have provided a 12 volt reading on a volt meter, but that had nothing to do with its Cold Crank ability. It takes about 75 Amps to start a car engine. A sick battery can not deliver 75 Cold Crank Amps. What does this have to do with model airplanes?

Lithium, Zink Air or NiCad button type cells are not marketed with Cold Crank data. A friend of mine was legally deaf. He could hear with the aid of a hearing aid that used NiCad cells. However, the bulk purchase cells he used were not quality checked before shipping. He put them on a cheap "Load Tester" before he went out to formal meetings. The other choice was to sit in peace and quiet. Such a deal!

What is a "Load Tester"? It's nothing more than a resistor of appropriate size into which you dump battery voltage with and an old antique analog galvanometer attached to the circuit. There is nothing complex to the circuit. Well, why build such a device; and what is the market? GB Instruments markets the device, assembled in China. Ace Hardware may be the only hardware store in the nation to stock such a tester. I have gone to a large retail electronic supply outlet specializing in testing equipment for the industry and asked about "Load Testers" for Lithium cells and have been told there is no such tester. The GB Instruments- Battery Load Tester - GBT - 500A - is sold by Ace Hardware for about \$13.00 in U S dollars. I just checked this week to see if Ace hardware still stocks the item. The package had a bit of dust on it, but it was still on the shelf. I suspect the resistors are generic/ junk quality. A trip to Electronic Warehouse to purchase Gold stripe quality resistors might be in order with the thought of replacing the generic resistors in the GB Instruments unit with better quality resistors. Short circuit the thermal gods and go to Ace Hardware, it's worth a tank of Gasoline. The thermal Gods do need something to eat once in a while! You decide if it is important!

We Lost Another Modeling Friend



I received word that Morrie (K.A.P.A.) Leventhal passed away July 29. He was a longtime modeler known by many in the old timer genre. Here is his obituary that appeared in the Orange County Register: **Leventhal, Morris Ephraim.** May 19, 1933 – July 29, 2008. Morris "Morrie" Leventhal was born in Philadelphia, PA May 19, 1933. His family moved to Southern California in 1946, when Morrie was 13. He served in the Navy, stationed in San Diego, where he met his bride, Sandra, in 1958, and married her later that year. They made their home in Los Angeles, moving to Anaheim in 1971. Morrie ran a small tax accounting business for 40 years, and worked for Jackson Hewitt for the last several years. His great love was modeling (airplanes). He was the editor for KAPA, a newsletter for modelers, and wrote technical articles for several national modeling magazines. On July 29, 2008, Morrie passed peacefully, surrounded by family. He is survived by his wife, Sandra; son, Steve (Alitza), and daughter, Robyn (Anthony); grandchildren, Sandy (Dennis), Angela (Zak), Katie Tahara, Emily, Shaina, Alexander Joseph, and Shoshana; great-grandchildren Keith, Krista, Daniel and Christina. He was interred at Harbor Lawn Mount Olive Memorial Park in Costa Mesa, CA. on July 31. He will be greatly missed.

The Sights and "Sounds?" of Perris

We continue to have a good turnout at our Wednesday flying sessions at Perris in spite of some really warm and humid days. Guys continue to bring out new models on a regular basis, so it is always entertaining. This week, I noticed Allan Arnold flying a new Starduster X, I had a new Boomer P-30 by Clint Brooks, Bob Goldie had a new rubber model, and Tom Laird was testing some new Nostalgia models. Several of the guys were getting some last minute trimming done for a series of contests in Oregon. Ted Firster has already left for the events, and Tom Laird, Bernie Crowe, Norm Furutani and others are headed out too. Good Luck! Here are some recent photos from the field:



Hal Wightman with his Perris Fleet



Fernando Ramos' new Red Zephyr



Hal Cover launching his Not So Long



Bernie Crowe gets his Mulvihill going well



Ron Thomas brought out Bruce Kramers' Pacemaker



Bob Goldie with his new model

Events Calendar

August 20 – SCAMPS Club Contest, Old Time Small Rubber, Modern ABC Gas, Perris, CA, CD Milon Viel

September 6 - SCAMPS Meeting, Ted and Sandra Firster, Saturday 10:00 AM Brunch & Park Fly RC okay

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, Allan & Fran Arnold, 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, 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 2nd Wednesday of each month, 12-2 p.m. Contact Ted Firster.

Thanks to all those who contribute to the newsletter. If you have a good building tip to share with the rest of us, please send them to me. Also, any article that would be of interest to the club would be appreciated by your editor. THANKS!

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 1ST, \$30 FOR 2ND, \$15 FOR 3rd

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 21st 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 1st 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