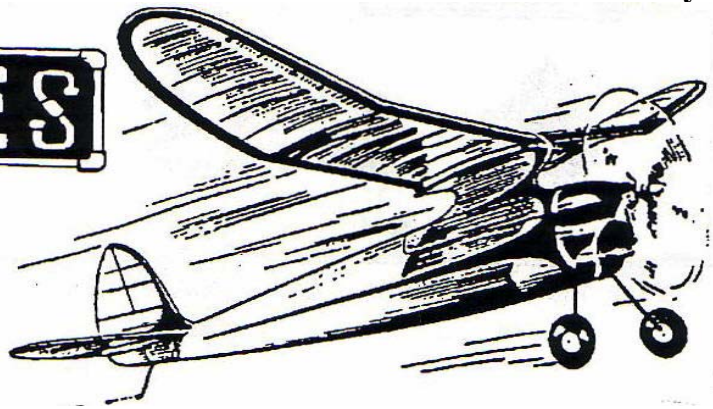


January 2009



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



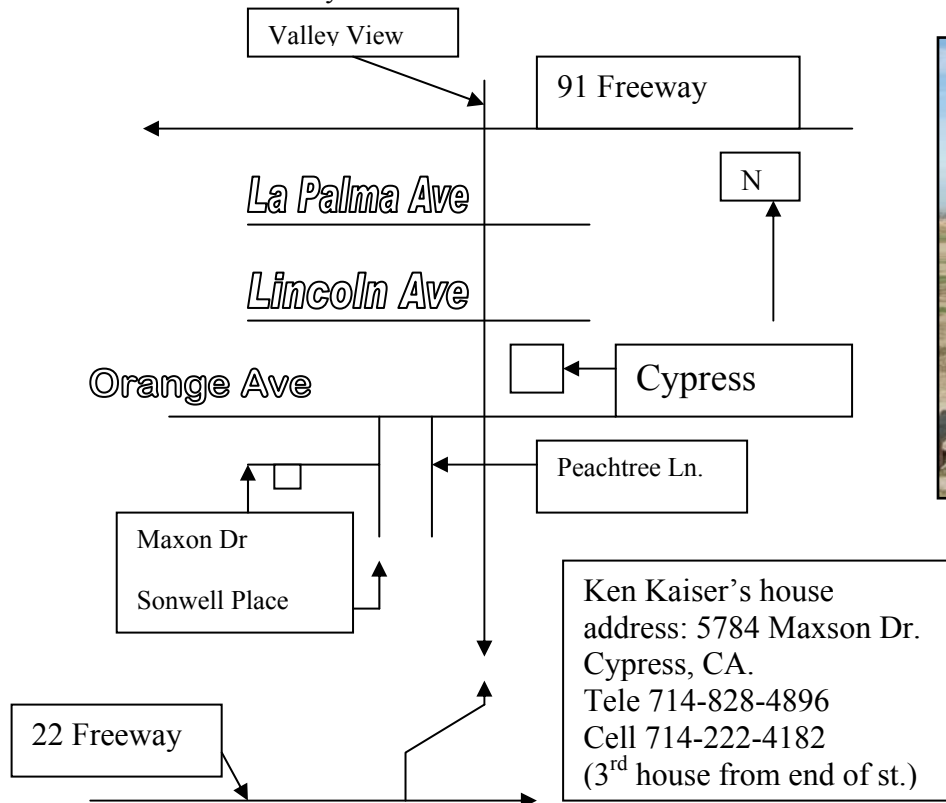
# LINES

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

### SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President/Editor	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	ffgcw@roadrunner.com
Roster/Mailing list	Allan Arnold	(562) 860-1707	Allan.Arnold3@verizon.net
Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The January meeting will be hosted by Ken & Nancy Kaiser, **on Saturday January 10, 2009 - 11:00 am to 2:00pm**. This will be a luncheon and Ken's wife Nancy will host the ladies.



Orange Ave is approximately 2 miles S. of the 91 and about 4 miles north of the 22 freeways using Valley View Dr. Sonwell Place is the second street to the west of Valley View Drive. Maxon Dr. is the first street south of Orange Ave.

# Renew Your SCAMPS' Membership TODAY!!!

**If you have not already done so, pay YOUR 2009 SCAMPS' DUES SO YOU WILL NOT MISS A SINGLE ISSUES OF GAS LINES. Please send payment to George Walter, 2412 Deerpark Drive, Fullerton, CA 92835. \$25 for regular mail, \$10 for E-mail newsletter.**

SCAMPS NEWS by Kevin Sherman

## Club Contest Calendar for 2009

As busy as Bernie has been, trying to fly contests and wrap up the America's Cup win in F1Q, I have been on him to set the contest dates for next year's club contests. After winning F1Q again, this time in Eloy, Bernie got right to work on the contests and sent me the schedule as follows

<u>Date</u>	<u>Rubber</u>	<u>Power</u>	<u>Other Contests &amp; Location</u>
January 14	OT Large Rubber Combined	½ A – D Gas Modern	SWR Jan 17-18, Eloy AZ
February 11	P-30 (All)	OT ABC Pylon	Haggart/Bowden Feb 1, Perris, CA
March 18	Coupe F1G	½ A – D Nostalgia Gas	Taibi Annual Mar 8, Perris, CA
April 15	OT Small Rubber Combined	OT ABC Fuselage	SV-SCAMPS Apr 18-19, Lost Hills
May 13	Jimmy Allen/Commercial Rubber	Electric F1Q/E36/General*	
June 17	4oz Wake/8oz Wake	½ A Texaco	Lotto/Twin Pusher Jun 21 Perris, CA
July 15	Moffett/Twin Pusher	30 Sec Antique	AMA Nats Jul 27-31 Muncie, IN
August 19	OT Large Rubber Combined	½ A Gas Modern	
September 16	Nostalgia Wake & Nos Rubber	OT ABC Fuselage	USFFC Sep 25-27 Lost Hills, CA
October 14	P-30 (all)	Electric F1Q/E36/General*	SAM Champs Oct 5-9 Henderson, NV
November 11	HLG/CLG/Coupe F1G	½ A –D Gas Modern	SV SCAMPS/SCIF Nov 7-8 Lost Hills
December 16	<b>Gollywock Mass Launch &amp; OT Small Rubber Combined</b>	½ A Texaco	

\*(For F1Q, E-36 and General Electric free flight models)

## CB Model Designs New Release by Clint Brooks

This is my latest release, the Yardstick. It's an old time retro design that is subminiature to the small stick class of models. It has a 26" wingspan, 94 square inches; weighs 45 grams with rubber. This model is not SAM or FAC legal, but intended for sport and one design contests, and maybe 'spirit of SAM' at some point if this gets extended to modern rubber powered designs. It's also a good flyer for a smaller flying site, hence the name 'yard' in conjunction with 'stick'. It is optimized for decent size blast tube use, D/T setup and other more current methods for maintaining the model. It also uses rubber on the magnitude of a P-30 model, and is very economical to operate in comparison to a Gollywock or other small stick class model. Construction is all stick and tissue, laser cut parts, select strip stock, CAD plan, instruction manual, full hardware package and Esaki covering. Builder supplies the timer, adhesives and finishing materials. The model is targeted to those who may want to try higher performance rubber powered models and don't want to build the traditional size old timer designs, or don't want to deal with the modifications required to add D/T function, etc. There is a page or two dedicated to the Yardstick at [www.cbmodeldesigns.com](http://www.cbmodeldesigns.com) if you wish to investigate further.



The model is targeted to those who may want to try higher performance rubber powered models and don't want to build the traditional size old timer designs, or don't want to deal with the modifications required to add D/T function, etc. There is a page or two dedicated to the Yardstick at [www.cbmodeldesigns.com](http://www.cbmodeldesigns.com) if you wish to investigate further.

## AMA Expo

(Submitted by AMA) - It's that time! AMA Expo 2009 is just around the corner. The dates for the show are January 9-11. We have some really exciting events planned, which will include exhibitors and manufacturers, flying demonstrations, seminars, an education area, and a static-model competition. We expect AMA Expo 2009 to be a huge success! If you want to attend, please fill out the advance ticket order form at:

<http://www.modelaircraft.org/files/UserFiles/AMAExpoAd2.pdf> Submit the advance ticket order form by December 22. The form can be mailed to AMA HQ, faxed in, or e-mailed. Please be sure to include your payment. The prices for member and nonmember tickets are located on the form. If you happen to miss the deadline date, you can still order the tickets; however, they will need to be picked up at the show office, located directly outside the main exhibit hall at the Ontario Convention Center.

### **2008 Tomboy/Gollywock Scamps Postal by Hal Wightman**

With the year winding down, the SCAMPS postal contest for the Tomboy and Gollywock is just about over. As you recall, the idea was to post the longest flight, conducted at the Perris field, on a Wednesday during the calendar year 2008 for one of the two planes. Currently, Hal Wightman has the longest recorded time for the Tomboy of 13m 33s posted on July 16<sup>th</sup>. George Walter has the longest recorded time for the Gollywock of 15m. (OOS) posted on June 26<sup>th</sup>. (He got it back by using his Walston tracker) You only have a couple of more Wednesdays in this year to try to beat these times.

I understand that John Donelson has brought a real hot Tomboy out to the field this December, but has always put a DT on it set at about 6 minutes. He needs to be reminded, "A faint heart never kissed the fair maiden". Maybe he'll take out the fuse and go for a high time.

Also, I will run the contest again in 2009, but am open to suggestions as to how to get more interest. To date, I think I've only had about 6 club members make attempts at the times. Perhaps, the rubber contest could be changed to use any OT rubber model instead of just the Gollywock. Perhaps the power contest could be changed to any 1/2A sized OT model with a limited fuel supply. If you have any ideas, let Hal know. You can check out the contest rules currently posted on the SCAMPS web page.

### **Eloy & The Gremlin Gods by Bernie Crowe**

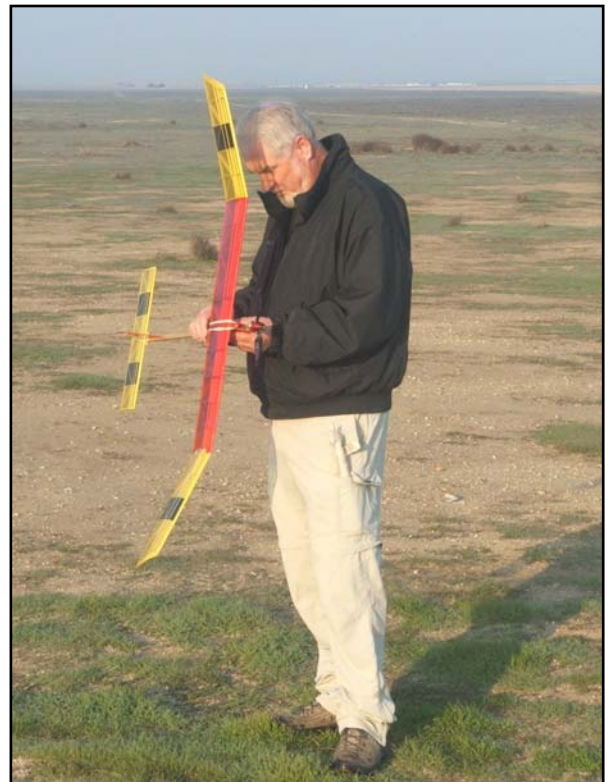
*"Editor's note: I asked Bernie about the contest because each of his F1Q contests has been an adventure. To think that flying electric is as easy as pushing a button is a misnomer; just ask Bernie! Here is Bernie's latest adventure in F1Q"*

You asked about the F1Q contest at Eloy, AZ last weekend. Well, it **wasn't uneventful**, no. This is how it went.

I checked the field out briefly on Friday after I got to Eloy, but didn't attempt to fly. The forecast for Saturday was partly cloudy, 70 deg, winds 2 to zero mph! I showed up at 6:30 Saturday morning, and the temp registered 46 deg F with a steady 6 - 8 mph breeze. It felt freezing cold! I soon supplemented my warm jacket with a scarf, woolen hat, and ski gloves!

Around 7:45 I put up a test flight just to make sure the "Quark" was on trim. It has been flying a dependable, repeatable pattern for the last six or seven flying sessions, so I wasn't worried. The contest was to be seven rounds starting at 8:30, 25 sec motor run, three minute maxes. I test flew to 23 secs and set the DT for 1 minute. The plane went up like on rails and got a mile high, and transitioned into a flat glide with just the right amount of turn. When it DTd, it was still a mile high. I got several complimentary comments from folks.

Dick Wood was there but told me his plane was only partially repaired and he didn't expect to fly it for all seven rounds. Another guy I haven't met before, Ralph Hotz, said he had two F1Qs that he had planned to fly, but he had broken both of them while trimming on Saturday. I think he said they were converted Mavericks. He complained that the fuselages were not strong enough for F1Q and I told him I had the same experience





with my first F1Q based on the "1/2A Time Machine." As soon as the horn sounded for the start of the contest I went out to make my first flight. The "Quark" climbed steeply away but with a slight left tendency that I didn't like. But it got lots of height and maxed easily. It went quite a ways downwind and it took me a while to retrieve on foot. I heard that Dick Wood had made his first flight but hadn't maxed. I flew round 2 pretty much at the start of the round, and didn't like the power pattern at all. It went vertical-leftish at first, recovered, then did a swooping tight right turn and continued that way for the rest of the climb. It looked as though it was over-incidenced, but the glide was perfect, without a hint of a stall. It was still way up when it DTd, but I was not happy. When I got back to the flight line I checked the front end of the plane pretty thoroughly, but didn't see anything amiss. I wanted to make some kind of change, but I couldn't for the life of me figure out what was wrong, so what would I change?

To take my mind off it I entered Nostalgia Wake, put up my stooge, and wound the Maxie. It climbed away almost vertically and got lots of altitude and entered a good glide. Two minutes; no sweat. Again a long retrieval, but at least I was keeping warm. By now the sun was higher and the wind (they called it a "breeze") had dropped a bit. I prepped the F1Q for round 3 and went out as soon as the horn sounded. This time the climb out was downright scary. I thought it was coming in left, but it recovered, losing a lot of altitude, and finally got some altitude - maybe half of what it had been getting. I didn't think I'd make the max, but after a minute or so it was obvious the plane was in lift and gaining altitude. I breathed a sigh of relief and took the max. Three down, four to go!

At this point I would have switched to my back-up plane if I'd had one. As it was, I racked my brain trying to figure out what was happening, and wondered if it was my launches that were causing the problem. I checked the plane again, but couldn't see anything awry. At round 4, I made sure to launch the plane well to the right with plenty of bank. It made no difference whatsoever. It climbed out straight and then went severely left, and I knew it was all over. It did not turn over on it's back as it has done in the past, but went into a dive and looked as though it might pull out of it, but not in time. It impacted the ground at 12 seconds and about 20 degrees from horizontal. I was pissed. When I picked it up the motor was broken off of the nose and hanging on by the wires. The stab was broken in half. Amazingly, the pylon was intact and all the electronics still inside it. My timer asked if I wanted to take an attempt, but I told him there was no way I could be flying in this round, so I took the 12 seconds. The first thing I checked was to make sure I could use one of my old stabilizers as a replacement; fortunately, one fit and all the DT function lines lined up OK. I checked the wing out, and apart from some damage to one wing rib it appeared untouched. I removed the ESC hatch and unhooked the motor and removed it. It was full of dirt, so I blew it out and set it aside. I checked the attach bolts and they were all intact and tight. I looked at the bulkhead and found that the two pieces of the bulkhead had separated; the one with the bolts was still attached to the motor; the other piece was still firmly epoxied to the plane. The front bulkhead piece hadn't failed at the epoxy joint, it had actually delaminated! It was obvious inspecting the plywood coloring that the separation had begun earlier in some places - they were dark already. Other parts looked as though they had just come apart in the crash.

So this is what I think was going on. The bulkhead had been damaged in the earlier crashes, and had begun to separate. I had found some slight evidence of damage a couple of weeks ago and had repaired it with cyano, but I was treating the symptoms, not the cause. It had begun to worsen during this contest (because of the cold? I doubt it) and at some point the motor-attach portion of the bulkhead must have started moving around. The thrust line would have been variable and random! No wonder I couldn't figure it out. I had pulled on the front end, but probably much too gently. I had to remind myself that in full song the prop is developing a pound of thrust, and I certainly wasn't pulling that hard.

This is a design flaw, obviously. The bolts are captured between the two plywood pieces and epoxied together, but the two pieces were coming apart. I'll tell you some other time why I did it that way instead of using t-nuts, but it seemed necessary at the time. After you suggested using captive nuts in the bulkhead and screws to attach the motor a few weeks



**Bernie launching his latest F1Q at Perris practice session**

ago, I went back and re-examined my design and decided that with the new motor mounts it would work. Because of your input I changed the new plane to that configuration. Now at least the only way the motor can come off is if the whole bulkhead pulls free, so hopefully I won't have this problem again.

I started on the repair immediately. I cleaned the front area of the fuselage, and had to blow and dig a ton of soil out of the tube that carried the motor wires into the pylon. I removed the motor and cleaned the bulkhead pieces as well as I could with a small wire brush and mixed some fast epoxy. I got the bulkhead piece back on and let it set. The thrust line certainly wasn't where it used to be, but I figured I'd deal with that later. When the epoxy was dry, I re-attached the motor and wired up the system for a trial run. All I got was squawking noises from the ESC and dithering from the motor. Figuring the motor was damaged, I swapped it out for the earlier Scorpion and tried again. Same thing. I gave up and accepted defeat.



**Bernie launching the Maxie via R.O.G.**

I put up my 3- and 4-minute NosWake flights with the Maxie, and it flew superbly and maxed out. There was only one other flyer in NosWake and he had already dropped one max; I decided to put up one more 4-minute flight as a safety net. Before I could wind the plane, Jim Parker stopped by and asked how the repairs were going. Jim is the administrator of the America's Cup program for SCAT. I told him I was through, but that I had put in three maxes in F1Q and I thought that would probably win, since Dick Wood didn't seem interested in flying. Jim gently pointed out to me, as a newcomer to the America's Cup program, that one of the basic rules is that at least five rounds of a contest must be completed for the points to count as Cup points. We had only made flights in the first four rounds, so although I may have won this contest, my win wouldn't count towards the Cup total. Rats!

By now, rounds five and six were already over. The only hope I had was to make a flight in round 7. I got the plane out again and tried to get the system to run. It squawked as before and refused to run. I realized the sounds I was hearing were like the ESC being programmed, and I wondered if it was somehow stuck in the program mode. I tore it out of the plane and put in my back-up unit taken from my earlier model. I wired it all up and pushed the button and lo! it ran!! I looked at the front end where I had epoxied the nose back on and it looked as though it had about 5 degrees of left thrust, so I put one of my shims in to straighten it a bit. I wanted to put up a couple of test flights to get it somewhere near nominal, but when I checked the time I realized there was only five minutes left in the contest. Tim Batiuk agreed to time for me and we went out to the line, with me feverishly programming a short 10-second run. I didn't want to have another crash which might destroy the wing, and if it flew OK 10 seconds would be enough to give me a valid flight.

With less than two minutes remaining I launched and watched the plane pull hard right. It flew in a tight right hand circle but missed the ground and began to gain altitude. The motor quit with only about 50 feet of altitude, but she glided superbly and was down in just over two minutes, I think. I'd made round seven. Don't ever let them tell you this electric stuff is easy!

### **Gene Wallock's New Model**

I finished the Clodhopper. I used "Scrap Book" paper for the wing cover. It's a good weight and available at craft stores. I'll still end up with some of that blue interior low-tack tape to seal off the front and back of the cover. It's held on with magnets. It kind looks like an aviator's hat from the 1930's. The frame weight is 6.75 ounces. It'll probably weight out at 10 ounces with the motor. I don't build light. I subscribe to the "Launch in lift" school of thought. Next project is the Phantom Fury and then the Pepper. Both are comet designs.

***Editor's note: Gene is an excellent builder and does nice finish and tissue work. Thanks for the submission Gene!***





## Tip of the Month

My dad and I are often asked how we get the vibrant translucent colors on our Polyspan. The idea was actually my dad's and what he came up with was using candy paints to give the look we were going for. He wanted a translucent color to, as much as possible, make Polyspan look like silk. We both like to see the structure through the covering, but did not like the way conventional dyes would fade and blotch over time. We thought the Candy paint was the answer.

Putting the thought into practical use – We knew that the color would have to be homogenous with nitrate dope, so we began to talk with paint shops about our needs. We went to a specialty paint shop called Coast Airbrush, 312 N Anaheim Blvd, Anaheim, CA 92805. phone: 714-635-5557 fax: 714-999-6785. There Web site address is:

<http://www.coastairbrush.com/>

We talked with the owner and he was familiar with model airplanes and advised us to try a House of Kolor product line called **Intensifier Kandy Koncentrate (KK)** (its all spelled funny, but it is spelled correct!) House of Kolor paint is usually sold in pints-Gallons, but this shop splits it up into smaller quantities, including one and two ounce bottles. We bought some Kandy Red (part number KK11) and gave it a try. We tried mixing it into clear non-taughtening nitrate and like magic it mixed in great. We let it sit for a few hours and it stayed mixed. It was a perfect match! The next thing was to try it on a model. Our first attempt was on a ¼ A Powerhouse. It looked great but it cracked later. We had tried to spray it in a mixture that had too much thinner, so our next attempt, we thinned the dope just enough to spray, probably two parts thinner and one part dope. We added enough Kandy Koncentrate to get good color with three light spray coats. This worked GREAT! We have been using this method for about 12 years now, and have found it to produce excellent results. My first model shot this way is my Hayseed, and it looks as good today as it did when I painted it 12 years ago. There is no fading or adverse affects from sun or aging.



Kevin's Zero with Kandy Koncentrate Red shot over black domestic tissue on Polyspan (wing and tail)

In further testing, we found we can put our tissue decoration on and shoot the Kandy paint over it and it looks like the



Gary Sherman's Sailplane shot with Kandy Koncentrate Red with black Aerodyne black nitrate trim and Black Domestic Tissue AMA numbers under Kandy Red

tissue was put on top. It definitely does not cover it up. It comes in 20 different colors. We have shot a lot of KK11 (Red), KK12 (Pagan Gold), KK08 (Tangerine), KK07 (Root Beer), KK 04 (Oriental Blue) and KK14 (Spanish Gold). Give it a try; I think you will like it. If you want to share a tip, please send it to your editor.

## Remembering our Friends in SAM

**Joseph H. Konefes (1916-2008)** CEDAR FALLS — Joseph H. Konefes, 92, of Cedar Falls, died Saturday, Nov. 29, at Sartori Memorial Hospital. He was born May 28, 1916, in Chicago, son of John Henry and Emma Ernestine Beck Konefes. He married Reva L. Kamper on Jan. 4, 1947, in Oak Park, Ill. She died June 21, 2008.

Mr. Konefes was a design engineer for the Frank G. Hough Co. in Libertyville, Ill., retiring in 1981. Survived by: two sons, John L. and James J., both of Cedar Falls; three grandchildren; a great-grandchild; a sister, Rita Maas of Zion, Ill.; and a brother, Ed of Wauconda, Ill. Preceded in death by: two sisters, Martha Guenther and Louise Johnson. There will be no services or visitation. Joe was honored at the 2002 SAM Champs when his famous Buazzard Bombshell was the model of the year. He signed most of them too.

**Art Hillis** - It is with great sadness that I am posting this message. I just received word that Art passed away November 24. With Art's passing we have lost a friend and supporter of our sport. I have enjoyed many hours of "hanger flying" with him as well his "world famous beans". Art will be remembered for his chasing ability on his little yellow Honda and for his relationship with the Arapaho hunt Club. Art's relationship with the hunt Club has been a positive factor in our sharing the Lowry range with these folks. Art was truly a Magnificent Mountain Man and will be greatly missed by all the free flighters in the Rocky Mountain West. *Editors Note: Information provided by Jerry Murphy, Manitou Springs, Colorado.*

## Events Calendar 2009

**January 9-11** – AMA Expo, Ontario Convention Center, Ontario, CA  
**January 14** – SCAMPS Club Contest, OT Large Rubber Combined & ½ A – D Gas Modern, Perris, CA  
**January 17-19** – Southwest Regionals, Eloy Arizona, CD Al Lidberg  
**January 9** – SCAMPS Meeting, Ken and Nancy Kaiser, Luncheon, 11AM-2PM  
**February 1** – SCAMPS Haggart/Bowden Contest, Perris CA, CD Allen Heinrich  
**February 6** – SCAMPS Meeting, Bob Meltzer Friday 7:00 PM  
**February 11** – SCAMPS Club Contest, P-30 (all) & OT ABC Pylon, Perris, CA  
**February 28-1** – SCIIF Kick Off & Rick/Don's Slow Gas, Nostalgia, Taft, CA  
**March 6** - SCAMPS Meeting, Dick Drake, Friday 7:00 PM  
**March 8** – SCAMPS Taibi Contest, Perris CA, CDs Hal Wightman, Kevin Sherman  
**March 18** – SCAMPS Club Contest, Coupe F1G & ½ A – D Nostalgia Gas, Perris, CA  
**April 3** - SCAMPS Meeting, Gary, Kay and Kevin Sherman, Saturday 1:00 PM Luncheon  
**April 18-19** – SCAMPS & SCIFS Texaco Contest, Lost Hills, CA, CD Daniel Heinrich  
**April 15** – SCAMPS Club Contest OT Small Rubber & OT ABC Fuselage, Perris, CA,  
**May 13** – SCAMPS Club Contest Jimmy Allan/Commercial Rubber & Electric F1Q, E-36 and General Electric, Perris, CA  
**June 17** – SCAMPS Club Contest 4oz. Wakefield / 8oz Wakefield & ½ A Texaco, Perris, CA  
**July 15** – SCAMPS Club Contest Moffett/Twin Pusher & 30 Second Antique, Perris CA  
**August 19** – SCAMPS Club Contest OT Large Rubber Combined & ½ A Gas Modern, Perris CA  
**September 16** – SCAMPS Club Contest Nostalgia Wakefield/Nos Rubber & OT ABC Fuselage, Perris CA  
**October 14** – SCAMPS Club Contest P-30 (all) & Electric F1Q, E-36 and General Electric, Perris CA  
**November 11** – SCAMPS Club Contest HLG/CLG/Coupe F1G & ½ A – D Gas Modern, Perris CA  
**December 16** – SCAMPS Club Contest Gollywock Mass Launch/OT Small Rubber & ½ A Texaco, Perris CA  
\*Indoor Flying at Grove Community Church, Riverside 2<sup>nd</sup> Wednesday of each month, 12-2 p.m. Contact Ted Firstser.

## SKIF Newsletter Coming Back to Life

I recently heard from John Riese (who has dual citizenship, SCAMPS & SCIFs) that he is going to try to put a SKIF newsletter together. He and fellow SKIFer Bud Matthews discussed how the effort will start, with just the basic information, like meeting and contest dates. I applaud John's effort to resurrect the newsletter, Mike Myers wrote so well, for so long. The newsletter is the lifeblood of any model airplane club and is vital if a club is to succeed. I want to wish John good luck in his new endeavor.

**If you have not already done so, remember to pay your SCAMPS' membership dues today! Anyone who has not paid by January 15 will miss the February issue!!!**





# SCAMPS Haggart/Bowden

Sunday, February 1, 2009 – Perris, CA

AMA Sanctioned Contest

*\*\*\*Flying Starts at 7:00 AM and contest closes at 1:00PM!*

## EVENTS:

**Haggart-Bowden** 2-minute precision

\***ABC Pylon** – Combined (20 Second engine run)

\***ABC Fuselage** – Combined (20 Second engine run)

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

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

\***Perris Special** (15 Second engine run - Glow & Ignition)

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

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

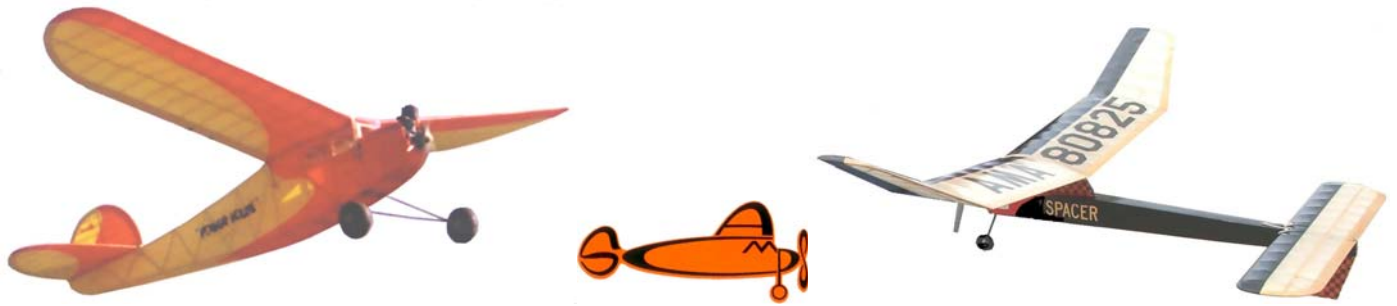
\* **Nostalgia Rubber**

- **3 minute Max**
- **SAM rules for standard SAM events**
- **Entry fee is \$5 per event**
- **Merchandise Prizes**

**CD Allen Heinrich**

**(760) 949-6606**

**Haggart-Bowden (2-minute Precision RULES:** Aircraft must be a NON-Pylon type, conforming to the 8 oz./sq. ft, 80 oz./cu. Inch and L2/100 rules. The power shall be spark ignition engine(s). All flights shall be rise off ground. The time target for each flight is 120 seconds (2 minutes). Each flight will be scored as the difference between actual flight time and the target time. Each contestant will make 3 flights. On any flight, a D/T action at less than 4 minutes will result in a ZERO flight time (120 score for that flight). The winner will be the flyer that accumulates the total nearest 3 perfect 2-minute flights.



# SCAMPS 4th Annual Taibi Contest

Sunday, March 8, 2009 – Perris, CA

**\*\*\*This will be an AMA Sanctioned Contest\*\*\***

**\*\*\*Flying Starts at 8:00 AM and contest closes at 1:00 PM!\*\*\***

## EVENTS:

- \***Powerhouse Only** (20 Sec. eng. run, Full size Powerhouse only SAM legal diesel & Spark Ignition only)
  - \***Brooklyn Dodger Only** (20 second engine run, SAM legal diesel & Spark Ignition only)
  - \***Perris Special** (15 Second engine run – Glow, Ignition or Diesel)
  - \***ABC Old Timer** (Fuselage & Pylon combined 20 second engine run)
  - \***Small O.T. Rubber** - Combined - (Stick & Fuselage)
  - \***Large O.T. Rubber** - Combined - (Stick & Fuselage)
  - \***Nostalgia Rubber** – (All Nostalgia rubber including Wakefield)
  - \***ABC Nostalgia** (9 Second Hand Launch, 12 second VTO)
  - \*  $\frac{1}{2}$  **A Nostalgia** (9 Second Hand Launch, 12 second VTO)
- (JUST ADDED – Twin Pusher Mass Launch!! Bring yours!)**



**\*3 minute Max**

**\*All Old Timer Flights will be HAND LAUNCHED, no ROG**

**\*Nostalgia, HAND LAUNCH or VTO, no ROG**

**\*SAM rules for standard SAM events**

**\*Entry fee is \$5 per event**

**\*Merchandise Prizes & Certificate Awards**



CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943

## Information For Everyone at Lost Hills

Norm Furutani supplied some contact information that may be very handy and necessary for people going to fly at the Lost Hills flying site. He included emergency, auto repair and accommodations for staying there. Please make a copy of this and take it with if you intend to go to Lost Hills. It should be a part of any Contest Directors "contest kit." The following information was supplied by Norm Furutani:

## Emergency Services

<b>Emergency:</b> Call 911 Fire Station - 661.797.2308 14670 Lost Hills Rd. Lost Hills, CA 93249 (661)797-2308	<b>Directions to Fire Station:</b> From Hwy 46, Turn North on Lost Hills Road about 1/2blk. It is on the east side, next to the park. Lost Hills Rd. is where the new stop light is on 46. Guys have used the fire station to get first aid (usually stuck their finger(s) in a prop). As for a serious incident, say heart attack, they said it may be better if they came to us, rather than us trying to transport - but they said to call 911 and they would determine how it should be handled. Ex. emergency equipment may not be at the station or airlifting might be used.
<b>24hr</b> 1830 Flower St. Bakersfield, CA 661.326.2000	<b>Delano Regional Medical Center 24hr</b> 1401 Garces Highway Delano, CA 93215 661.725.4800

## General Business Services

CMC General Auto Repair (661) 797-2697 21199 Highway 46 Lost Hills, CA 93249	Fs General Repair (661) 797-2452 61717 Hwy 46 Lost Hills, CA 93249	Brannons Auto Parts (661) 797-2212 20900 Hwy 46 Lost Hills, CA 93249	Village Market No 2 (661) 797-2382 61601 Hwy 46 Lost Hills, CA 93249
Gutierrez Tire (24 hr tire service) 21167 Hwy 46 Lost Hills CA 93249 (661) 797-2742 Bakersfield (661) 324-7039 Lamont (661)845-4460			

## Overnight Accommodations if not Camping at Field

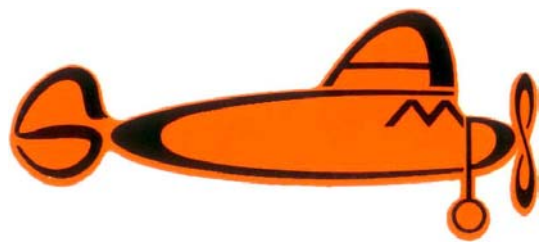
### Hotels/Motels

Days Inn 661- 797-2371 14684 Aloma Street, Lost Hills, CA 93249 - Cheap motel - 2 floors, 76 rooms Outdoor swimming pool	Motel 6 (661) 797-2346 14685 Warren Street I-5/Golden State Highway at SR 46 Lost Hills, CA, 93249
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### RV Parks

<b>Lost Hills RV Park</b> (661) 797-2719
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# SCAMPS & SCIFs Texaco

April 18-19, 2009 – 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*

## ***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)***

*Sunday*

*7:30 AM to 3:00 PM*

## ***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.**

**Awards 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> all events.**

SCAMPS Contact, Dan Heinrich (909) 593-5789 (E-mail [AeronutD@CS.com](mailto:AeronutD@CS.com))  
SCIFs Contact, Bud Matthews (661) 993-5201 (E-mail [BudM6629@sbcglobal.net](mailto:BudM6629@sbcglobal.net))