

Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158
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GAS



LINES

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

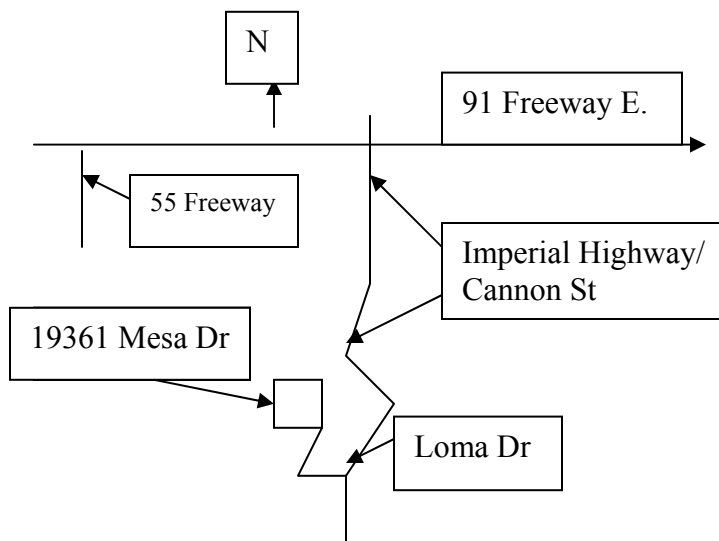
SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
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Secretary/Treasurer	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
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Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The next SCAMPS' meeting will be held **Friday July 10th (Second Friday of the month)** at 7:00 pm at the



home of Fernando Ramos. From 91 Freeway Eastbound, take the Imperial Highway exit heading south. Continue south approximately 2.5 miles (up and down a large hill) Imperial Highway becomes known as Cannon St. Toward the bottom of the hill, turn right onto Loma Drive. Go up the hill about 500 feet and turn right again- onto Mesa Drive. Fernando is down the street on the left about a third of a mile at **19361 Mesa Drive**. Should you have trouble finding his house, his phone number is **(714) 637-6312**. Fernando's wife will not be hosting for the women, so any ladies who come to the meeting will be stuck sharing stories with us guys.



SCAMPS Membership

There have been a lot of new members in the SCAMPS during the past 10 years. We have unfortunately lost many of those who paved the way for the resurgence of old timer flying and it prompted me to contact Gene Wallock and inquire about the origins of our club. Following is Gene's reply: *Here's a thumbnail of the SCAMPS History as I experienced it: I flew modern gas until 1964 and decided they all looked the same; square as a bear with no redeeming features. I built for fun for 3 years after my last modern contest.*

Russ Johnson called me in 1967 and said they were forming an Old Timers FF club and asked if I was interested? We went to our first meeting at Jim Adam's home and I was pleasantly surprised to see Sal Taibi and Danny Lutz sitting there. The general tenure that prevailed told me this was a fun group. Bud McNorgan was the real sparkplug and a real frenzied builder. Some of the earliest members, in addition to Sal, Danny and Jim were Jim and Bob Garrison, Jim Dean, Bob Hensler, Charlie Partch, Frank Swaney, Abe Gallas, Bob Oslan, Hal Cover and several names that escape me. The club rules were simple; meet at the members' homes, no business meetings, no officers and share the building achievements.

I think this pretty well sums up the SCAMPS today, A little business has crept in but basically it's a great social group interested in Old Time model fun flying. Our original premise was no time records were to be kept in honor of the pioneers who set them. We had no Club Champions because we were a fun group. The wives were included at all times and some meetings had over 10 wives in attendance. The ladies were given the living room and the men retired to the garage. Many a happy hour was spent going through Jimmy Dean's old magazines and regaling in Sal's epic tales.

Competition did come into play when the SCIFs and SCAMPS held contests. The creation of the Society of Antique Modelers helped standardize competition rules to avoid regional confusion. Jim Adams signed up the SCAMPS as Chapter 13 and we all joined SAM. I still have my original number 22.



Gene's new Phantom Fury looks great!

My first old timer was a Record Hound. I'd always wanted to build the design. It was way overpowered with a Cyke in it, but it was fun. This was followed by a Buzzard Bombshell and a Playboy Junior. In the early days, glow engines were allowed with an engine run differential of 5 seconds less. Hugo Lung had a great flying Gooseneck with a fox 35 in it. I will never forget Hugo.

*I can only look at the SCAMPS as a great time in my life and a continual source of enjoyment. It's a bit heady to associate with great people and a privilege to continue the association. The SCAMPS today are a perfect compliment to the club founders and it's a great feeling to know stability in these times. The following is the SCAMPS Roster from the 1975 FFMAS Phone Book: 1. Jim Adams * 2. Jim Bierbauer 3. Bob Blantz 4. Sam Blumberg* 5. Jack Brown 6. Rudy Calvo 7. Bob Chambers 8. Jerry Cumberworth 9. Bill Danel* 10. Bob Dittmer 11. Jimmy Dean* 12. Virgil Engle 13. Abe Gallas 14. Jim Garrison* 15. Al Heinrich 16. George Hume* 17. Russ Johnson 18. Stan Johnson 19. Bill Ladner* 20. Chuck Lankenau* 21. Bob Longstreet 22. Hugo Lung 23. Joe Maher* 24. Wayne Marko 25. R.B. McKenna 26. Bill Northrop 27. Bob Oslan 28. Charlie Partch* 30. Floyd Reck 31. Chuck Ryan* 32. Tom Sanders 33. Frank Swaney* 34. Sal Taibi 35. John Targos 36. Jack Transue 37. Jerry Vernon 38. Ed Wallenhorst 39. Gene Wallock 40. Don Whitacre* 41. Gene Womble**

*The * denotes the member has passed on. A quick glance will give you an idea of the folks who were and are the*

movers and shakers of the Old Timer Movement through their publishing, writing and kitting skills. Thermals, Gene Wallock

It is nice to know the club continues in the tradition of its founders. Some names have changed, but the game remains the same, HAVE FUN! We still have nice involvement from the wives, at contests and meetings. At Hal & Jane Cover's meeting, we had about 10 ladies there, and as far as business creeping in, about the most business we discuss is who is first in the food line! We still keep our meetings a social gathering and not a formal business meeting. I think the guys who started the club would be happy to see their ideals are still being followed.

We have also continued to see a nice growth in the club. As Gene's supplied list shows, there were 41 members on the roster for 1975. We had 78 members when I wrote my first newsletter in 2003. The club has seen a nice influx of members over the past 6 years and now we have about 120 on the roster. I think our SCAMPS forefathers would be pleased with the state of the club.

F1Q at the Big AI by Bernie Crowe

My last few attempts to make it to Lost Hills have been fraught with interruption, as you know. Well, this time I managed to make it there safely, with my son Phil along for the ride. We got up there around 3pm on Saturday, just as the major FAI events were flying their final rounds. Phil got to see the F1C ships doing their incredible 5-second, 600 foot climbs, even the one with folding wings unfurling gracefully after the bunt. I had my brand new F1Q Noah's Quark 4 with me, but didn't get to fly it because the wind was up by the time we got there.

Sunday morning we were on the field bright and early, but the wind was steady and strong out of the west. There was also a tell-tale line of cloud over the mountains to the west, usually a sign that the weather will persevere. Not good. CD Walt Ghio called the contestants together around 7:30 am and said he was going to hold until 9 o'clock to see if things improved. Some folks packed up and headed home anyway. We passed the time showing "Quark" to a number of interested folks, including Craig Cusick, who I hadn't seen for at least twenty years. Craig had shown up and calmly won Nostalgia Wake on Saturday flying a "Yankee 4".

Even before nine the sun was warming the ground and the wind was easing. Walt called us all in and announced he was going to waive the requirement to fly in rounds, and instead let the mini-FAI events fly five flights anytime between 9 and noon. There were only three entries in F1Q - Hal Cover, Mike Pykelny and myself - all SCAMPS members! I couldn't see any point in waiting so I went out at 9:05 for my first flight. I launched the plane into the wind, and it climbed nicely for about three seconds - and quit! It stalled and dived into the ground a few feet away.

There was no warning of this, it just quit. I changed batteries and did a test run on the ground. It ran for the full twenty seconds without a hitch. I launched again, and this time it climbed away nicely and got about 600 ft of altitude, transitioning cleanly into a good glide. I breathed a sigh of relief and went after it on my chase bike.

I lost the plane in the air somehow, and had to double back to get a line on it from son Phil. As I reached him he said, "What happened?" I asked what he meant. He said "you DTed at 1-1/2 minutes!" Oh no, I thought, here we go again. Perfect for session after session, until we get to a contest, then something breaks. Despite the short DT I had been timed to the ground in 2:35, which shows how high it was. How an electronic timer can go off at some intermediate time like that really puzzled me. I went out and found the plane, and we ran DT checks on it for half an hour and they were all perfect at whatever time we set. Go figure. Mike Pykelny had dropped the first round too, but Hal Cover was clean with his first max.



Bernie Crowe with his design, Noah's Quark

The next flight went off like clockwork, and I figured the gremlins had left and gone home. Not so. On the third flight the motor quit at about six seconds while I was doing my timer check on the ground. Phil and I scrambled to swap out the ESC and the timer module, using spares and parts cannibalized from my new plane. It seemed to run OK, but it didn't sound good. It maxed though, and maxed the fourth flight as well. We went out for the fifth flight with about 40 minutes to go 'til noon. I launched, and the motor quit again at about six seconds. The plane recovered, and went into a shallow stall glide. I held my breath as it recovered once, twice, and finally hit. 17 seconds! Anything less than 20 seconds is an attempt, so I got to take the flight over. I launched quickly, as time was short, and it did the same thing again. This time it was down in 14 seconds. I blew the dirt out of the motor and swapped batteries.

We tried changing the motor run setting to a couple of different values, and managed to get it to run for ten seconds, but the problem seemed random. With no time left, I decided to take the ten seconds I was getting and launched into the best air I could find. It ran for ten and got to about three hundred feet, then found a patch of buoyant air and went on to make the three minutes! I was about ready to have another heart attack. Hal Cover flew flawlessly and maxed out to win, with Mike Pykelny coming third. Despite all the system problems, "Quark" had gotten me through another contest and dropped only 25 seconds.

When I got home, I stripped the plane and the motor, primarily to get any dirt out of the motor. When I examined the motor leads as I pulled them from the plane, I noticed that one of the 2mm connectors looked loose. I pulled at it but it wouldn't come off, yet it didn't feel tight. I stripped off the shrink wrap covering the joint and the connector fell off onto the bench. It had been held in place by just the shrink wrap, making intermittent contact to the motor wire. That explained the random motor runs, I guess. The connection could go "open" at any time, and had been doing. I figured that probably explained the timer hiccups as well; the back EMF from the motor as it went open circuit on one winding could have fed back into the battery eliminator circuit, which is built into the ESC. The BEC in turn probably hiccupped, causing the timer to quit mid-cycle. We'll never know for sure. Who says electric is easy? I'm thinking of changing the name of my plane to "Gremlins!"!

Current News

Long-time free flyer Ed Rueben lost his wife this past month. Ed and Estelle had been married for 59 years prior to her passing. She had been in poor health for a number of years and Ed has diligently taken care of her. Ed had not been at the field much the past year so he could take care of Estelle. We are very sorry for your loss Ed.

We learned last month that long-time SCAMPS member Bill Creany has moved to an assisted living facility in Anaheim Hills, CA. His new address is: Bill Creany, 525 S. Anaheim Hills Rd, Apt B313, Anaheim, CA 92807-4792

Walt Huhn continues to make a remarkable recovery from the brink of the light at the end of the tunnel. We got news one evening that it looked like his body was shutting down. The very next day, he started showing signs of getting better and has continued to improve ever since. He spent about 5 weeks in the hospital, but has been home for the past several. I talked with him a few days ago, and he reported walking around the block that morning. Great News!

The meeting at Hal and Jane Cover's was REALLY nice and well attended. We got our usual car show. Hal got his cars out to display and everyone enjoyed seeing them. Just a few years ago it was about 110 degrees at their meeting, so it was a drastic change with nice cool temps, with only a non-threatening sprinkle here and there. Thanks to the Cover's for hosting such a nice barbecue and meeting/Social. This is a busy month for the Covers.

Not only did they host our get together, they also run the Lotto/Twin Pusher contest this month (See flier in this issue). The Lotto not only hosts some of the regular events, but also our famous Lotto and Lotto Wheel where times and spinning can equal prizes. We got full approval from AMA, to allow non AMA members to fly in this contest to allow an introduction to free flight. In past years, we have had wives, friends, children, grandchildren and new comers join in the fun. If you want to introduce someone to free flight, bring them out. In the Lotto event, you can fly anything free flight.

Bernie Crowe's F1Q design, Noah's Quark has been named to the top 10 finalist list of the NFFS Model of the Year. Bernie has done outstanding with his design at many F1Q contests and has been a real help to anyone wanting to try their hand in electric free flight. There has been an electric insurgence at the SCAMPS flying field, and it can all be traced back to Bernie. We wish him great luck. Also, just got word Bernie did well on his quadruple bypass surgery, and is recovering well in the hospital. We hope he gets better soon and is back flying in a few weeks like he hoped!

Near Loss Experience

Some of us get a thrill by seeing our models fly as close to perfectly as possible. Hal Wightman, II may have a touch of that, but he seems to get a bigger thrill from those booming flights and a near loss experience and using his reliable Walston retrieval system. Here is a tale spun by Hal: *“As I left the field Wednesday morning, I had a good line on a flyaway of my Wakefield. I also had my Walston bug on it. I was able to drive over to Nuevo Road and head for the twin water tanks on the side of the hill in the distance and as I approached the turnoff for the road to the tanks, my Walston receiver began to beep. I got out of the van and had a strong signal looking back toward our flying field. I then noticed that I had the receiver antenna on attenuate. I realized I was within about 100 yards of the plane. Sure enough, I found it about 25 feet south of Nuevo Road in the grass.*

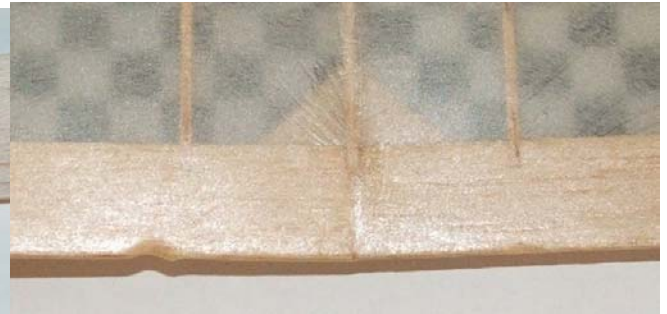
I just flew it once Wednesday, but as I was waiting to launch it, I could see a dust devil coming towards the cars and right at me. I could see the dust rising in the air in the middle of it. I waited until it was about 50 feet in front of me and launched. My plane looked like it was on an elevator. I've never seen it go so high. I lost sight of it in my binoculars at 10m 46s and it was still very high out toward the north. I had flown my Watzke Special earlier in the day with my altimeter aboard (and the Walston bug). On my last flight with that plane, I lost sight of it in the binoculars and had to track it down using the Walston. I could get a reading on it's location before I left the field, however. It was a 5 iron from the freeway to the southwest. As I walked to it, I could see it and I did some experimenting with the attenuator on the antenna. It appears I can get a signal from 100 to 150 yards away with the attenuator switch on. That's how I knew I was so close to the Wakefield when I stopped on Nuevo road. By the way, my flights with the Watzke special on Wednesday showed that I had reached about 750 feet elevation, max on one flight. I guess it was my first experience with two OOS flights in one day.”

Tip of the Month – harder wood

This month's tip shows what we do to prevent rubber bands from cutting into the back of the trailing edge of the wing, when the bands are stretched over the TE when mounting a wing. Ever had this happen? We used to until we tried a few different fixes. At first, we tried to put a piece of piano wire across the TE, but we found that the wire could be broke off easily. So now, we cut out the balsa trailing edge and add a piece of poplar in its place. We go beyond the width of the band width, in case the wing is knocked off the keys and the rubber band slides outside its normal fitted position. Should it slide beyond the reinforced area, it will cut right into the soft TE. Following is a picture of my dad's new Clipper wing with the poplar added and my rubber model wing where I neglected to do this. You can see on my wing where it has already started to cut into the soft TE. Give it a try. I think you will like it.



The Clipper wing with the treatment



My rubber model wing with out it

Events Calendar 2009

July 10 – SCAMPS Meeting, Fernando Ramos, (second Friday), 7:00 PM

July 15 – SCAMPS Club Contest Moffett/Twin Pusher & 30 Second Antique, Perris CA, CD Kevin Sherman

August 08 – SCAMPS Meeting, Joe and Linda Jones, Saturday 1:00 PM Luncheon

August 19 – SCAMPS Club Contest OT Large Rubber Combined & ½ A Gas Modern, Perris CA, CD Tom Laird

September 12 - SCAMPS Meeting, Ted and Sandra Firster, Saturday 11:00 Brunch and Park Flyers

September 16 – SCAMPS Club Contest Nostalgia Wakefield/Nos Rubber & OT ABC Fuselage, Perris CA, CD Norm Furutani

October 2 – SCAMPS Meeting, Allan and Fran Arnold, Friday 7:00 PM

October 14 – SCAMPS Club Contest P-30 (all) & Electric FIG, E-36 and General Electric, Perris CA, CD Joe Jones

November 6 – SCAMPS Meeting, John Donelson, Friday 7:00 PM

November 7-8 – SCAMPS/SCIFS Fall Annual & San Valeers Nostalgia Annual, Lost Hills, CA, CD Daniel Heinrich

November 11 – SCAMPS Club Contest HLG/CLG/Coupe FIG & ½ A – D Gas Modern, Perris CA, CD Allan Arnold

December 3 – SCAMPS Christmas Party, Home Town Buffet, First Thursday at 6:00 PM

December 16 – SCAMPS Club Contest Gollywock Mass Launch/OT Small Rubber & ½ A Texaco, Perris CA, CD Mike Myers

SCAMPS Pictures



My new Cannon 300 Powered Lanzo Bomber



Hal Wightman's new Ehling with Morrill Hornet .19 Power



Roger Willis with another beauty



2 things: we see my dad's plane & I can't hide behind Ron Thomas!



Joe Jones with a very nice looking Alert



Phil Ronney with his Ram Rod



Skip Rob and his new CB Design Yard Stick



Carl Redlin launches his impressive Moffett



SCAMPS/SCIFS Old Time Fall Annual

Combined with SAN VALEERS 22nd Nostalgia Annual
CD: Terry Thorkildsen (805) 495-6135
Co-CD: Tom Laird (310) 544-7606

November 7, 8 2009, 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*

SCAMPS (CD), Daniel Heinrich (909) 593-5789 AeronutD@cs.com

SCIF, Bud Matthews (661) 993-5201 BudM6629@sbcglobal.net



SCAMPS Twin Pusher & Lotto Fun Fly

Sunday, June 21, 2009 - 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**

JUST ADDED – F1Q Electric, 20 second motor run,
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

39th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 25 - 27, 2009 at Lost Hills - Category II - AMA Sanction - National Cup

Friday September 25 7 a.m. - 5 p.m.	Saturday September 26 7 a.m. - 5 p.m.	Sunday September 27 7 a.m. - 2 p.m.
Qualifying	Modern Events	Modern Events
<p>ROW Power and Rubber Electric CO₂ Jetex/Rapier P-30 (Jr and Open) - First three flights only Super D Gas</p>	<p>ROW Power and Rubber Electric CO₂ Jetex/Rapier Hand Launch Glider Pen (Jr and Open) Mulvihill 1/2 A Gas (Jr and Open) B Gas</p>	<p>Electric CO₂ Jetex/Rapier Catapult Glider Pen (Jr and Open) P-30 (Jr and Open) Moffett A Gas C/D Gas</p>
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
<p>Early 1/2 A Nostalgia You may fly your first three flights of any event.</p>	<p>Early 1/2 A Nostalgia 1/4 A Gas A Gas C Gas Nostalgia Wakefield</p>	<p>Early 1/2 A Nostalgia 1/2 A Gas B Gas Nostalgia Rubber</p>
CLASSIC	CLASSIC	CLASSIC
<p>Classic Towline You may fly your first three flights of any event.</p>	<p>Classic Towline Classic 1/2 A Gas</p>	<p>Classic Towline Classic A/B Gas</p>
OLD TIMER EVENTS	OLD TIMER EVENTS	OLD TIMER EVENTS
<p>All Old Timer Events can be flown at any time during the Contest. You do not have to start and finish on the same day. All Texaco Events <u>MUST</u> be completed by 11:30 a.m.</p>	<p>Pee Wee Antique (1/4 A Texaco) 1/2 A Texaco Texaco A/B Pylon C Pylon A Fuselage B/C Fuselage .020 Replica</p>	<p>Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin 8 oz. Wakefield Rubber Scale Gas Scale 2 Bit Rubber</p>
UNOFFICIAL EVENTS	UNOFFICIAL EVENTS	Note:
<p>7:30 a.m Gollywock Mass Launch 9:30 a.m. "The Mikkelson Memorial" Twin Pusher Mass Launch Night Gas</p>	<p>7 a.m. Dawn Mulvihill Bill Vanderbeek One Design Event 1/2 A Spacer (\$45, \$30, \$15)</p>	<p>Any Open Place from Saturday's Schedule may fly on Sunday.</p>

See other side for Contest Information.