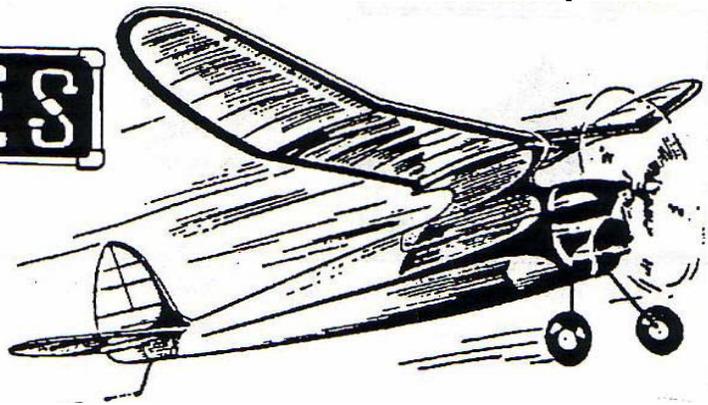


September 2009



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

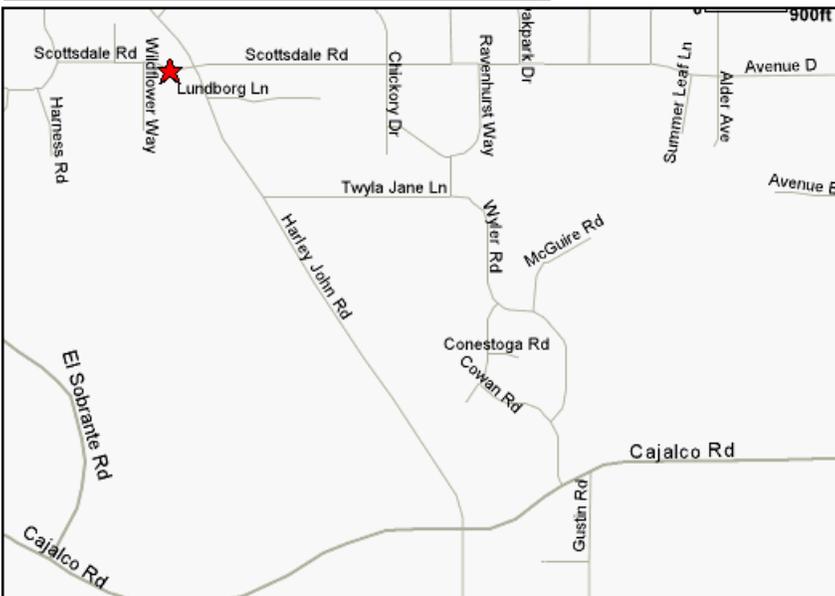
## AMA 158 – Southern California Antique Model Plane Society – Sam 13

### 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	GeorgeWalter@alumni.pitt.edu
Roster/Mailing list	Allan Arnold	(562) 860-1707	Allan.Arnold3@verizon.net
Meeting Coordinator	Hal Wightman, II	(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 12<sup>th</sup> at the home of Ted and Sandra Firster. **The Meeting will start at 11:00 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. The first lot on the left corner of Harley John and Scottsdale is our house. 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 11:00 AM on September 12<sup>th</sup>.

## **Leaving the Editor Duties**

For personal reasons, I have decided it is time for me to fold the tent on this dog & pony show. This will be my last newsletter, and we are actively looking for a replacement to take over as editor. I have enjoyed my 6 years of writing and publishing the newsletter. It took me a few months to hit my stride. It was a shock when we suddenly lost our friend Jim Adams and I agreed to step in as editor when he unexpectedly passed away. There was definitely a learning curve and it took time to get things in place and get efficient. I really appreciate all the submissions I have received from members like Bernie Crowe, Hal Wightman, John Riese, Allan Arnold, Dan Heinrich, Larry Davidson, Gene Wallock, Fernando Ramos and many others. I enjoyed working with George Walter, and Hal Wightman. Both have been a big help to me. I have always been proud of the newsletter and proud that the club has seen significant growth while I have been editor and while we have had our current officers, Dan Heinrich, George Walter, Hal Wightman, Ted Firster, and yours truly. When I wrote my first newsletter, we had 74 members. Now we are at about 130. Attracting so many new members is a reflection on how our club does things the right way and how nice our membership is.

My focus with the newsletter was to always have content I thought would be interesting to the club members, whether it was contest reports, or a Perris regular flying a sport model, or someone's construction project. I tried to include as many people and pictures as I could, and tried to keep everyone up-to-date with upcoming events with contest fliers and our calendar of events. I think every editor has put their own spin on the newsletter; this is just what I tried to focus on. Even though the SCAMPS are an old timer based club, it seems like we have become more eclectic than that niche over time. We are more than an exclusive old timer club; we are a free flight club that promotes HAVING FUN, first and foremost.

I will continue to publish our web site and all my other duties such as VP, and CD for our Taibi Annual with my CDing cohort Hal Wightman, II. Thanks for allowing me to be the voice of the SCAMPS the last 6 years.

## **Presidential View Submitted by Daniel Heinrich**

I hope everyone has been finding a way to cope with the temperatures lately and has been getting out to the flying field as much as possible. Kevin has contacted myself and the other officers of the SCAMPS and will be stepping down as editor of Gas Lines effective immediately. We have all enjoyed his views of the sport and his written contributions will be missed. For the immediate future we would like to request submissions from all of the club members for content to be included in upcoming newsletters. Anything that you think might be of interest to other club members will be considered. Please make submissions to any of the officers listed at the top of this newsletter and a sampling will be published every month.

Tempers can get out of hand on the flying field at times and even I have been the target of what I considered reaction above and beyond what is appropriate. These altercations impact the enjoyment of free flight to other members. The SCAMPS bylaws, on file with the AMA state, "The SCAMPS is a non-profit club formed to promote a fun and competitive environment for modelers to relive the early years of model aviation including engine power and rubber power models." I have been fortunate enough to be associated with this fun group for 33 years and some of the current members have seen me grow up. I look at the SCAMPS as my second family and free flight as a lifelong activity that I never stop enjoying. I would ask that when you are interacting with other club members, please ask yourself if you are impacting the "fun" of the other member.

We look forward to reading the submissions from other club members for the newsletter. We have grown into one of the largest free flight clubs in the nation and I am really interested to read what the experience of free flight has brought to each one of you. Remember my motto, "If you are not having fun, you are doing it wrong!"

## **SCAMPS Meetings Info**

I got word today that **Allan and Fran Arnold are swapping SCAMPS Meeting dates with John Donelson. Make sure you make a note of it!** We just got home from this month's meeting at Joe and Linda Jones, and it was as nice as it has always been. The weather was just awesome, and there was the usual good turnout. Offer food, and they will come! Thanks a lot to Joe and Linda and all our Meeting hosts for opening your homes to the club. It is just a great social gathering, which has always been a big part of the SCAMPS. It was nice to see Bernie Crowe and Bob Goldie at the meeting, both looking stronger each time we see them. It is also nice when the ladies show up in big numbers like they did this month. As was noted in a recent issue, the SCAMPS were formed to relive old timer flying, and the wives were

included and a big part of the social experience. Carrying on the tradition, Linda Jones hosted Jane Cover, Sue Thomas, Judy Wightman, Betty Moke, Fran Arnold, Nancy Kaiser, Kay Sherman and Pauline Crowe.

**SCAMPS Club Contest standings, July 31 2009 by Bernie Crowe, Contest Coordinator**

Well fliers, we are half way through the season and it's time to take a look at where we are in the SCAMPS Club Contest Championship standings. Recall that this year we changed the points scoring scheme so that fliers aren't disadvantaged by being the only flier to enter an event. First place scores 10 points irrespective of the number of fliers, and bonus points are awarded for each competitor beaten in that event. The new scheme has produced higher points totals than before, but seems to have achieved its goal. And not surprisingly, it hasn't changed the names at the top of the charts. Obviously, fliers who compete in both rubber and power events have a better chance in the Grand Champion standings. So far this year 14 SCAMPS have competed in rubber events, while 18 have flown in power events. But a total of 30 Club members have taken part in the contests, reflecting the fact that less than half of us compete in both rubber and power.

Kevin continues to dominate with first place in both rubber and power events, and of course Grand Champion totals. The contests naturally reward those who compete regularly, and that too is reflected in Allan Arnold's second place standings in all three categories and Hal Wightman who is in the top 5 in all categories. Both have been regular participant.

	<b>Rubber Champ</b>			<b>Power Champ</b>			<b>Grand Champion</b>	
1	Sherman, K	82	1	Sherman, K	52	1	Sherman, K	135
2	Arnold	35	2	Arnold	45	2	Arnold	80
2	Crowe	35	3	Wightman	42	3	Wightman	71
4	Robb	31	4	Thomas	34	4	Crowe	49
5	Wightman	29	5	Viel	25	5	Firster	34
6	Firster	28	6	Sherman, G	21	5	Thomas	34
7	Walter	25	7	Carman, T	19	7	Robb	31
8	Barnett	22	8	Smith	16	8	Viel	25
9	Bagalini	18	9	Crowe	14	8	Walter	25
9	Jones	18	10	Hurst	13	10	Barnett	22
11	Willis	15	11	Cover	10	10	Jones	22
12	Ramos	13	12	Furutani	9	11	Sherman, G	21
13	Pykelny	10	13	Carman, J	8	12	Carman, T	19
14	Goldie	9	14	Firster	6	13	Bagalini	18
			14	Kaiser	6	14	Ramos	16
			16	Jones	4	14	Smith	16
			17	Ramos	3	16	Willis	15
						17	Hurst	13
						18	Cover	10
						18	Pykelny	10
						20	Furutani	9
						20	Goldie	9
						21	Carman, J	8
						22	Kaiser	6

It's good to see that participation certainly has grown from last year. The contests are run in a low-key fashion on a friendly basis, so keep your eyes on the Newsletter so you know when the next contest is, and come join the fun.

**Tomboy & Gollywock Postal Contest by Hal Wightman**

Do you remember the awards for the Tomboy/Gollywock 2008 Postal earlier this year? George Walter won the Gollywock contest with a 15m. 0sec OOS flight of his plane (which was tracked down shortly afterward by the use of his Walston tracker). I won the Tomboy longest flight for the year with 13m 33sec. Well, guess what, we're more than halfway through the contest this year and our max times are both held by me at 15m 52s (set on Wednesday, August 12th) for the Tomboy and 9m 09s with the Gollywock. See the attached photographs of these two mighty flyers! Surely, our SCAMPS members can challenge these two veteran flyers with some better times!

For those of you that have forgotten or don't know about this contest, it's written up on our SCAMPS web page at <http://www.scamps.homestead.com>. Briefly, the rules are that the times have to be flown on a Wednesday at the Perris field. You should have a timer verify the flight time. Call me or Email me at [hal\\_judith@prodigy.net](mailto:hal_judith@prodigy.net) to let me know the times. I also post 2nd and 3rd place times for each plane on our website, and right now John Donelson is in third place for the Tomboy at 7m 19s (I've got the second place time as well) and Bernie Crowe and Allan Arnold are in 2nd and 3rd place respectively in the Gollywock contest with times of 6m 58s and 6m 32s. I have heard on occasion the complaint that someone doesn't want to fly without a DT to try to achieve a winning time. I'm sure any potential pilot can borrow a transponder from a fellow SCAMPS member for a few attempts at a winning time. (I've had at least 10 OOS flights at Perris and have not come back empty handed yet using my Walston tracker). In fact, my high time on Aug. 12th on the Tomboy was in sight for the whole 15m plus flight and it landed on the field side of San Jacinto Road. The summer thermals are calling you. Hitch up your pants, forget the DT, and give it a go. Hal Wightman



## **This and That**

**Marilyn Gallas** – Abe and Marilyn Gallas have been part of the SCAMPS since the early years of the club. We got word that on August 7<sup>th</sup>, Marilyn passed away and our sympathy goes out to Abe. Before their move to Kansas, they were regulars at meetings and contests. Jane Cover, Lea Oslan and Marilyn Gallas still made occasional trips to Vegas, to have fun gambling. Marilyn will be missed. **Buyer Beware by Bernie Crowe** - Many of you will have read my endorsements, in this publication and in other national magazines, of Dymond Modelsport Ltd in San Diego as a great place to get your electric flight stuff. In fact, the very first electric system I ever flew came from their retail store on Convoy Street. I'm sad to say that I have to withdraw my recommendation based on recent transactions with them. First of all, they closed their bricks-and-mortar store over a year ago, and now only do business as an "e-tail" operation. My experiences buying from this entity have not been good. My orders have been delivered with the wrong components on two occasions, and they expected me to pay to return these items for replacement. This entailed further delays in addition to the extra expense. But OK, everyone makes mistakes, so I kept persevering. I ordered a couple of servos and two propeller hubs in April this year. When the order arrived one of the hubs was the wrong size. I called them and was told they had the correct part in stock and would mail it immediately, and for me to return the wrong part for replacement as before. Their excuse was that the part must have been put in the wrong bin. I paid to return the hub, and waited for the replacement to arrive. When it didn't arrive I called again and was told the part was on back order. Several weeks later, when the part still had not arrived, I called again and was told the part had already shipped "in a yellow envelope." Nothing arrived. I called again and told whoever I talked to that I was still waiting for the part after seven weeks, and was told once more that the part had shipped. I asked him to check my address because the part obviously wasn't coming to me, and he said he was "at the field" and couldn't take my information at this time. I eventually gave up and wrote Dymond requesting that they return the money I had paid for a part I never received. They did not even have the courtesy to respond to my letter. Needless to say, I am buying all my electric parts from other, more reliable, vendors now.

**Congratulations to NATS COMPETITORS Larry Davidson** – The NATS have been kind to Larry and for the 4<sup>th</sup> time, he was the high point flyer in Nostalgia power. Larry replaced most of his fleet of T-Birds with Dixielanders; new planes, same results. **Bud Romak** – Our own Bud Romak also won at the Nats, being the high point flyer in Nostalgia Rubber. The trio of Bud Romak, Carl Redlin and Bill Vanderbeek has made the annual trek to the NATS for a long time, and all have done well. I hear this year, **Redlin, Romak and Kothe** won the Moffett team event as well. With those three teamed up, I do not see how they would ever lose. Congratulations to all the winners. **Ron Wittman** recently sent me a picture of his new beautiful ½ A Spacer he is just now starting to test fly. Ron reported the performance so far is very good with an excellent climb. Nice Job Ron!

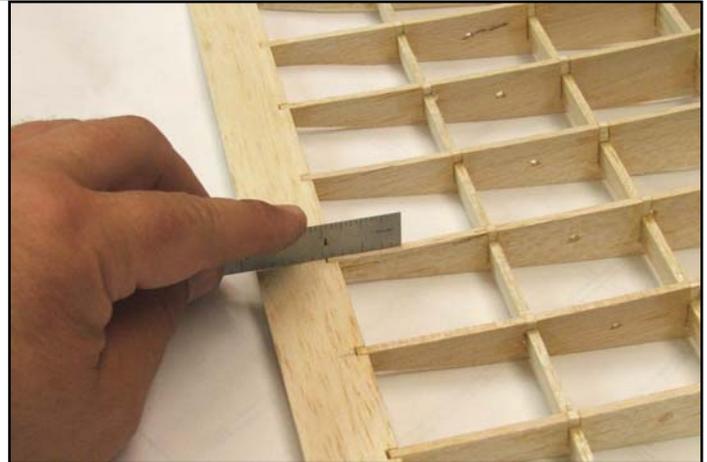


## Tip of the Month

Ever build a wing or stab and eyeball the ribs to make sure they are straight up and down before you glue them in place? Ever get all finished and think, "Boy my eyes are crooked!" It is basically impossible to get all your ribs in vertical just by sighting them. We have a solution that is simple and fast. My dad and I have a series of different sizes of metal square blocks we place on each side of the rib to hold it in the vertical position when we glue it up. This method can be used on any size model as long as you have the correct size blocks to fit between the ribs. After the blocks are fitted on the sides of the ribs, it is almost a hands-off operation to use a little CA to set them in place. Move the blocks to the next rib and repeat the operation, and it is amazing how straight your ribs will be and how fast the wing will go together. The photo illustrating this shows a Civyboy wing, which has significant under-camber. This brings me to another tip.



We like to notch our trailing edges for strength and ease of construction as was done on the Civyboy. How do you know if your trailing edge follows the under-camber airfoil? How much do you space up the front of the trailing edge? Well, we have found an excellent method. We glue the TE on after the rest of the wing is glued up and holding it in the air. By using a straight edge (see photo) across the bottom of the rib and the bottom of the TE, the airfoil will continue on as it was intended to do. Many novice builders have made the mistake of putting the trailing edge flat on the plan and end up with reflex in the wing. Be sure to look at the profile of the wing view, which is shown on most plans to get the airfoil correct.



Here are another couple of tips. We crown our spars, meaning if they have a warp, we put the high point in the center of the spar up. This helps fight the tendency wings have of warping upwards. We also use a straight edge to flush the spars off with the rib, regardless of how deep notches may be (on wings with surface flush spars). It is a mistake to push the spars to the bottom of the notch, if it is deeper than they should be which is common. We glue our bottom spars in our wings after the wing is picked up off the building board. Again, this is done so we can see the spars are flushed off with the rib.

## 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

**September 25-27 – 29<sup>th</sup> USFFC**, Lost Hills, CA CD Ted Firster

**October 2 – SCAMPS Meeting**, John Donelson, Friday 7:00 PM

**October 5 – 9 – SAM Champs**, Henderson Nevada, CD for Free Flight is Ted Firster

**October 14 – SCAMPS Club Contest** P-30 (all) & Electric F1Q, E-36 and General Electric, Perris CA, CD Joe Jones

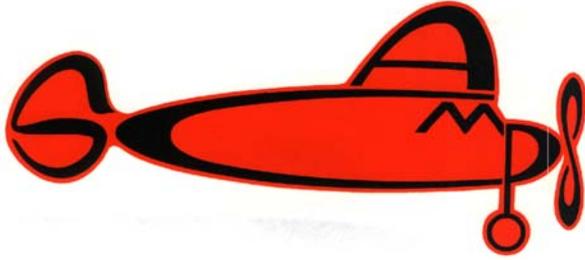
**November 6 – SCAMPS Meeting**, Allan and Fran Arnold, Friday 7:00 PM

**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 F1G & 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/SCIFS Old Time Fall Annual

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

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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 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*

*SCAMPS (CD), Daniel Heinrich (909) 593-5789    [AeronutD@cs.com](mailto:AeronutD@cs.com)*

*SCIF, Bud Matthews (661) 993-5201    [BudM6629@sbcglobal.net](mailto:BudM6629@sbcglobal.net)*

# SAN VALEERS 22nd ALL NOSTALGIA ANNUAL

LOST HILLS, CALIFORNIA\* NOVEMBER 7-8, 2009

*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 SCIFS/SCAMPS Contest the Same Weekend CD Dan Heinrich (909) 593-5789)

### 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

Vintage FAI (8:00start)  
(rules per faipower.com)

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:  
1/2 A SPACER 250 and 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 .001-.051/

Large Gas .052-.65)

7AM - 8:15AM

(Small Gas .001-.051/

Large Gas .052-.65)

\*\*\*\*\*

**\*\*\*Holland Hornet .051\*\*\*** 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 SPACER 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. (see www.faipower.com for vintage FAI rules)

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

# 39<sup>th</sup> 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 CO<sub>2</sub> Jetex/Rapier P-30 (Jr and Open) - First three flights only Super D Gas</p>	<p>ROW Power and Rubber Electric CO<sub>2</sub> Jetex/Rapier Hand Launch Glider Pen (Jr and Open) Mulvihill 1/2 A Gas (Jr and Open) B Gas</p>	<p>Electric CO<sub>2</sub> Jetex/Rapier Catapult Glider Pen (Jr and Open) P-30 (Jr and Open) Moffett A Gas C/D Gas</p>
<b>NOSTALGIA EVENTS</b>	<b>NOSTALGIA EVENTS</b>	<b>NOSTALGIA EVENTS</b>
<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>
<b>CLASSIC</b>	<b>CLASSIC</b>	<b>CLASSIC</b>
<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>
<b>OLD TIMER EVENTS</b>	<b>OLD TIMER EVENTS</b>	<b>OLD TIMER EVENTS</b>
<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>
<b>UNOFFICIAL EVENTS</b>	<b>UNOFFICIAL EVENTS</b>	<b>Note:</b>
<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.*

# 39<sup>th</sup> ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

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



## **US FF CHAMPS REGISTRATION:**

\$20 includes *first* Event, Entry Gift and a \$5.00 Sloan Voucher. Additional events \$10 each.

Gold card \$50 includes Championship Events, Sweepstakes, Sloan Voucher and an two Entry Gifts and a Raffle ticket for each completed event, (a minimum of three flights per event).

\$5.00 Entry Fee for the Single Design Event.

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

## **SWEEPSTAKES:** \$100 prize plus award.

Included with Gold Card. Must fly in 2 of the 3 Divisions (AMA, OT, Nostalgia/Classic), must fly min. 5 events including one power and one non-power event. One point for each entrant bested and one point for each 60 sec. Flight time (fly off flights don't count). Intent rule applies.

## **EVENT CHAMPIONS:** \$75 prize plus award.

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

Lost Hills Membership Required.

Member's Meeting, Saturday 9/26 6:30 p.m.

Sloan's Catering Thursday – Sunday

Note ROW: Saturday ROW will depend on the availability of water.

Ted Firster, Contest Director, 951-776-4971, [Civiboy31@aol.com](mailto:Civiboy31@aol.com) Lost Hills Web Site: <http://www.lhffmaa.com>

See Schedule of Events on other side (0409)