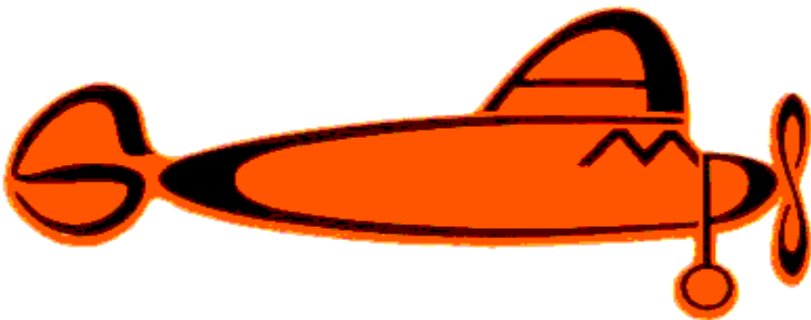
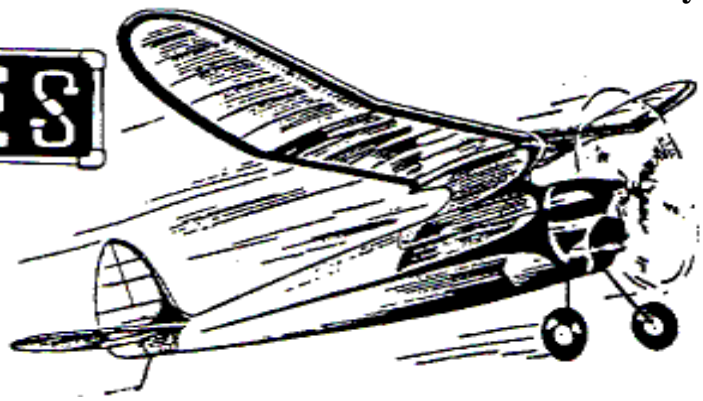


July 2010



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

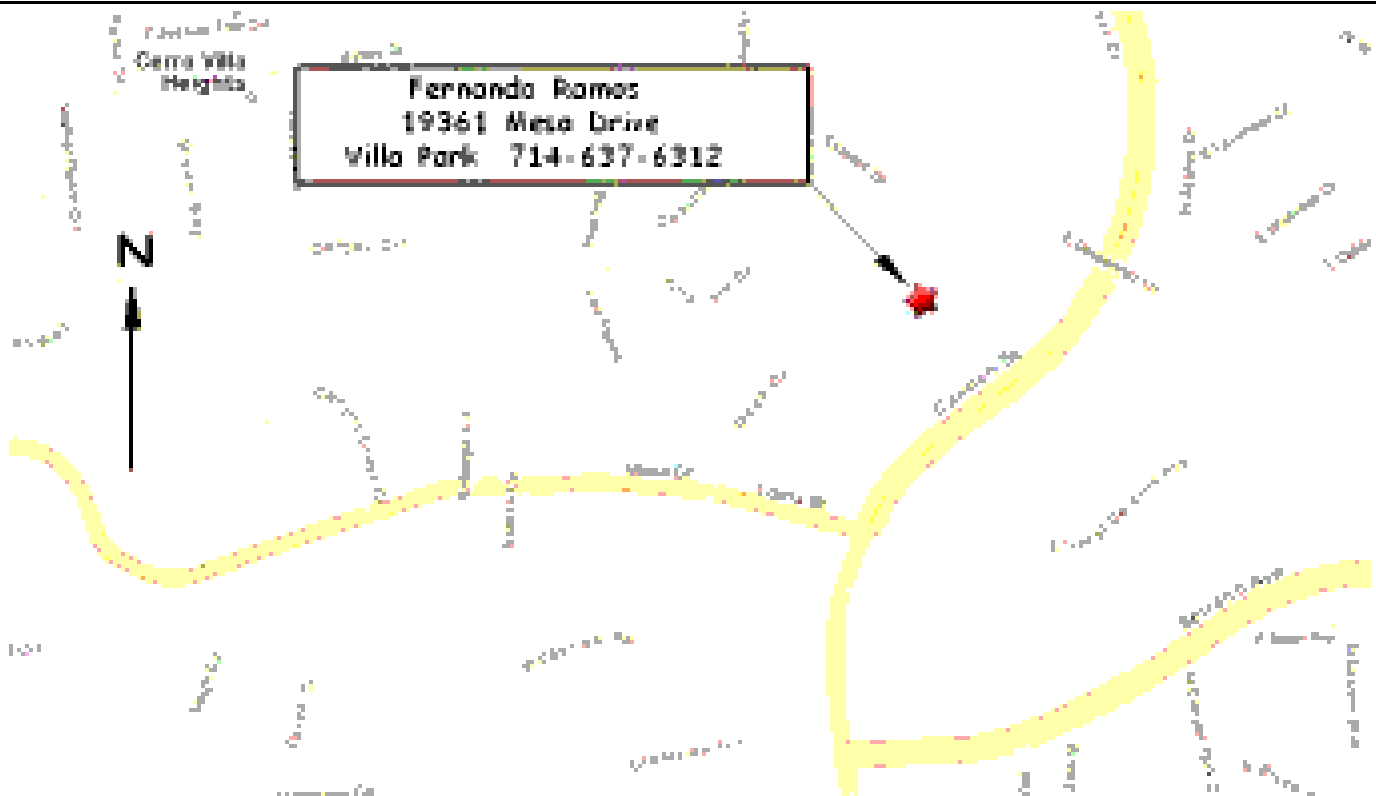


LINES

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

SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Secretary/Treasurer	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
Editor	Clint Brooks	(562) 493-2749	scampsedit@Yahoo.com
Meeting Coordinator	Hal Wightman, II	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com



The SCAMPS' July meeting will be held **Friday July 9th** at the home of **Fernando Ramos** located at **19361 Mesa Drive** in Villa Park. **Directions:** from the 55 freeway exit East Katella Ave and go east. Katella turns into Villa Park Road, then becomes East Santiago Canyon Road. Turn left (North) onto Cannon Street off of E. Santiago Canyon. Then go left on Loma Street to the first right on Mesa Drive. *(Call Fernando to confirm start time- assuming 7 pm is planned as of this writing-ed)*

SCAMPS NEWS by Clint Brooks

We just completed the 23rd Lotto contest as hosted by Hal and Jane Cover this past weekend. That's a lot of flying over the years, and obviously a popular contest for the SCAMPS and friends each year. It was my third attendance I believe, so I'm just a short timer at this.

The event was well attended I thought. Not as many rubber fliers as usual, but overall a good balance between gas, rubber and electric powered ships. Many had their families out watching or flying models of some sort, witness Dick Drake and his entourage, plus some of the Orbiteers were in attendance.

Weather was mild, with lift starting early under clear skies with no winds. Very little drift developed during the day, with many high flights staying centered over the launch area. My farthest hike was about a quarter mile to the north a couple of times later in the morning, but otherwise it was easy duty picking models up. By the end of the contest the temperatures had risen into the low 80's, and one young lady wilted dramatically during the Lotto play, but she quickly recovered thanks to the rush of members to assist. One thing you cannot forget even in fairly mild conditions such as we had was the need to stay hydrated as the sun quickly saps your stamina. I'm surprised more of us don't succumb to the sun and heat than actually do. Maybe we are so focused on our flying we forget about the environmental conditions in our excitement. Be careful-it can happen to anyone at any time.

The Carman's were out for the event. For those who may not have heard the tumor Tom was struggling with has been removed using a new medical procedure to freeze the tumor, break it up and remove the pieces. Apparently this worked very well and Tom seemed no worse for the wear on Sunday. Congratulations on that bit of great news and our hopes for a full and long lasting recovery Tom.

It seemed like a bad day for Gollywocks. I saw one go into an overbank condition on initial climb and destroy itself on the spiral back to earth. My recently repaired 'wock performed fine for four flights, then shed a prop blade on the fifth launch, ending my contention for small rubber honors. To complete the day Allan Arnold and I watched his 'wock climb to a towering height over the field, D/T and keep right on climbing until no longer visible on a slow drift to the north. If it didn't land in Lake Perris it probably made it all the way to Banning Pass!

I didn't keep notes on the contest results and expect Hal will provide this for the August newsletter. Many thanks to Jane and Hal for hosting this popular contest-very consistent over the times I've attended and always fun for all.

We have some sad news to report. Bill Creany passed on earlier this spring. A few of us new Bill, but most did not as he was a fairly retiring sort of person socially. I know he had moved into a rest home at some point in 2009. He was a regular at the Costa Mesa dog park for many years, usually sitting in his car having a cigar and reading the Sunday paper waiting for Sal and some of the other guys to make an appearance. I know he was a Thermal Thumber regular for many years and that he was a full scale sailplane pilot with an SGS 1-26 for a period of time as well. I would like to offer more background on Bill and his modeling history, etc. If anyone would like to share some information I will be glad to provide a write-up in the next available newsletter. In the interim I offer this email from George Walter and Dick Drake concerning Bill's modeling history:

Bill Creany, 82 years old, passed away early in the morning of May 21st. Bill had moved a number of months ago into the Canyon Hills Club, a retirement community in Anaheim Hills. Failing health put him into assisted living and eventually into skilled nursing.

Bill built models and competed in the 1930's and 40's. In 1947 he won a General Motors model building contest and was flown back to Detroit to compete in the national contest.

He dropped out of modeling for 40 years during which time he attended college and spent 20 years in the Merchant Marine. After retirement Bill connected with the Thermal Thumbers at Mile Square Park although he flew only occasionally. When the Thermal Thumbers folded Bill became a SCAMPS and could be easily recognized at the field with his ubiquitous cigar.

Clint, this as far as I got before our conversation at the field on Sunday. Hope this helps. Bill mentioned once to me that he was flown back to a national meet in 1949 by Cox. I think that he was sent back only once for the Nationals, but whether it was for Cox in 1949 as I remember or GM in 1947 as Dick remembers, I couldn't say.



The main reason the Lotto contest works-Jane Cover runs things!



Partial view of the 2010 Lotto lineup



Allen Heinrich with *Miss RPM-2010 Lotto*



High desert refugee Caley Ann Hand with her *Gollywock-2010* Lotto



Phil Ronney getting ready to put up a flight-2010 Lotto



Mike Pykelny with his F1Q *Maverick*-hot ship! 2010 Lotto



Another round of Kevin vs. Daniel in Twin Pusher. Kevin won again...2010 Lotto



The Brotherhood of Free Flight-2010 Lotto



Mark Eddingfield readies his sorta *Lamb Climber*-2010 Lotto



Near vertical performance on 10gms of rubber-gotta try one! *Yardstick-2010* Lotto



A beautiful warm day, a big meadow and a light stick and tissue model to retrieve after a successful flight-the essence of Free Flight and why we keep doing this over and over! *Reggiane Re-2000* Italian fighter-2010 Lotto

June 2010 Club Contest by Kevin Sherman

Our June SCAMPS' club contest was a nice mix of old and new, with old being represented with 4 and 8 Ounce Wakefields, and new with B-D AMA Gas. The weather couldn't make up its mind if it was going to blow or not, so drift was variable in rate, but was always towards San Jacinto Road. Some flyers, lucky enough or unlucky enough to catch some of the booming thermals found their models on the other side of the road. I saw Carl Redlin, Hal Cover, Jeff Carman and a few others either across San Jacinto, or right at its edge. By 10:00 AM, the lift was real hit or miss, with some riding the thermals to the penthouse, and others, well they rode the down air straight to the outhouse!

Tom Carman had promised wife Carolyn he would take it easy today, and was a man of his word. He flew late and let brother Jeff chase all his flights. He easily put up his first to maxes with his Nelson .41 powered 832 Texan, but hit one of those dreaded down drafts to just miss his last max. So that left Jeff Carman solidly in first place with 4 maxes on his Super Tigre 60 powered 1000 Texan with high time of the day. Ron Thomas and Gary Sherman flew their Starduster 900s, but Ron had a pressure cap come off his tank right after launch and it leaned out and dorked in ending his day of fun. Gary put up his first max and started calling for donuts. He never quite made it back into the competition after filling up on fritters. He said he was having a hard time riding through the plowed field on the bike with his model. Phil Ronney flew his reliable Spacer 600, but was at a noticeable disadvantage in the power department with his Nostalgia engine compared to some of the more modern stuff. He still did well and always has as much fun as anyone out there.

There was some really good flying in the rubber event as well. One of our resident experts, Carl Redlin, put in some nice flights with his Duplex for the win. He was putting it a mile high, but even that was not enough to offset the missed thermal on his second flight. He went up next to Ron Thomas' Starduster, and the two models were circling about 100 feet apart from each other. Thomas' Starduster was like a Red Bull with wings, climbing in a nice piece of air, while Carl's Duplex was just a lot of Bull and fell out of the air like it was DTd. Amazing, being that close together that Ron hit the lift and Carl missed it. As everyone knows, most of the air around the thermal is definitely not up.

Hal Wightman flew his 1939 Wakefield Eliminator to two nice maxes and one which was also bit by the down air blues for a second place finish. Hal Cover put his 1936 Wake up for about a 5 minute flight, and after one really long chase, decided to call it a contest. Alan Arnold flew two models, a Veron Eagle and his Cleveland Gull. The Veron Eagle sure is a nice looking model and flies well too. I did not see his flights with the Gull. I want to thank everyone for coming out and participating, Bernie Crowe for his continued organization and support of the monthly contest format, and all those who have volunteered to CD one of these events. Results follow:

B-D AMA Gas

- 1) Jeff Carman – 1000 Texan/Super Tigre 60 - 180/180/180/180 = 720
- 2) Tom Carman – 832 Texan/Nelson 41 – 180/180/167 = 527
- 3) Ron Thomas – Starduster 900/K&B 6.5 – 180/180/DNF = 360
- 4) Phil Ronney – Spacer 600/K&B .29 – 070/180/109 = 353
- 5) Gary Sherman – Starduster 900/Jett 40 – 180/DNF/DNF = 180

4 & 8 Ounce Wakefield

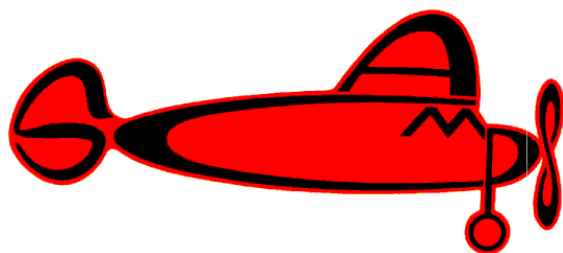
- 1) Carl Redlin – Lanzo Duplex – 180/158/180 = 518
- 2) Hal Wightman – 1939 Wakefield Eliminator – 107/180/180 = 467
- 3) Alan Arnold – Veron Eagle – 121/135/141 = 397
- 4) Alan Arnold – Cleveland Gull – 068/129/DNF = 197
- 5) Hal Cover – 1936 Wakefield – 180/DNF/DNF = 180

SCAMPS Monthly Club Contest Calendar for 2010

Date	Rubber	Power	Contest Director
Jul 14	Jimmie Allen / Commercial Rubber	30 Second Antique	Ron Thomas
Aug 11	OT Large Rubber-Combined	1/2A-C Gas -Nostalgia	Phil Ronney
Sep 8	Coupe F-1G / HLG/ CLG	OT ABC Combined	Allan Arnold
Oct 13	Nostalgia Wake / Rubber	F-1Q / E-36/ Harbor Freight	Fernando Ramos
Nov 10	Jimmy Allen / P-30	1/2A-A AMA Gas	George Walter
Dec 8	Gollywock Mass Launch / Small OT Rubber-Combined	B-D AMA Gas	Kevin Sherman



Kevin Sherman
Gary Sherman-builder
WESTFAC - The Beginning
Perris 2007



SCAMPS/SCIFS Old Time Fall Annual

Combined with SAN VALEERS 23rd Nostalgia Annual
CD: Terry Thorkildsen (805) 495-6135
Co-CD: Tom Laird (310) 544-7606

November 6th & 7th 2010, Lost Hills, California

Saturday

7 AM to 4 PM

A/B Cabin

30 Second Antique

*1/2 A Texaco (7 AM to 11 AM)**

C Pylon

Large Rubber Cabin

Small Rubber Stick

Pee Wee Antique

Sunday

7 AM to 2:30PM

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*

SCIFS: (CD) Bud Matthews (661) 993-5201 BudM6629@sbcglobal.net

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

**SAN VALEERS 23rd ALL NOSTALGIA ANNUAL
LOST HILLS, CALIFORNIA* NOVEMBER 6-7, 2010**

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, SCIFS CD Dave
Wagner 818 342-8201**

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 freeflight.org)**

BOTH DAYS

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

**ONE DESIGN EVENT:
1/2 A Country boy with TD .049/.051 or
any legal nostalgia engine.**

1/2 A EARLY BIRD

NOST RUBBER/Wakefield COMB

**COMBINED ONE DESIGN GAS
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 (1 ticket for each event entered or \$3 ea, or \$5 for 2)

**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 1/2A COUNTRY BOY 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. (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