

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



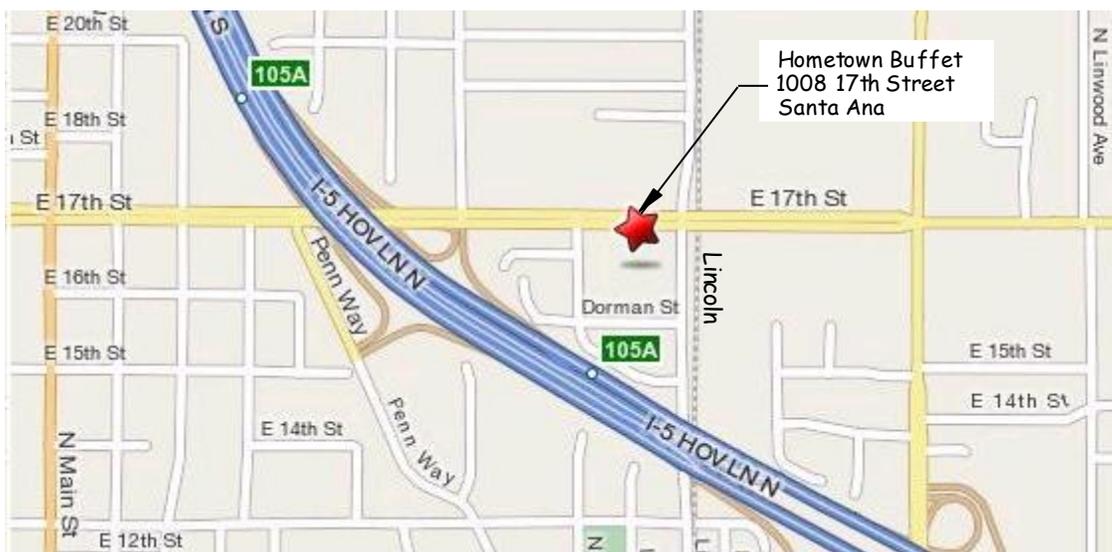
LINES

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

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December SCAMPS Meeting Location



Our SCAMPS Christmas party will, once again, be held at the **Hometown Buffet**. Everyone is welcome to join us at the Christmas party, Thursday **December 22** from **6pm to 9pm**. Directions to Hometown Buffet, 1008 E. 17th St. Santa Ana, (714) 541-3020: Exit 5 Freeway at 17th Street exit and head East. Hometown Buffet is on the South side of 17th just before you get to Lincoln Ave.

SCAMPS NEWS *by Clint Brooks*

Well, 2011 has come and gone in a flash. It was a crazy year for free flight weather-the February contests were mild and warm and the spring/early summer contests were windy and cold at Lost Hills. We had a crazy time at Perris too, with massive undergrowth from all the rains, and a bit of conflagration at the end of the cycle to boot! And now in November we are already seeing the greening of the fields in what looks like a replay of this season for next. Maybe that potential rainfall will result in more downtime and building instead of being out to fly every weekend.

This year I lost a Gollywock, two Beaumont Stickers and my Lamb Climber-drat! I know that doesn't seem like much to most of you, but add that to all the kits I've sold this year and that's a lot of building and fabrication I did! I'm on Sticker number three now (almost done) and have a Red Buzzard about to be erected as my Climber replacement. I'm starting to get the hots for the Pomona Champ now that Hal's article was published in the NFFS Newsletter last month. I just don't quite understand the pylon concept Hal-I need to check out your model. I also didn't realize at first that it used the Ritz wing method as done for the Sticker design. I'm becoming fond of that style of wing construction-it's fast and easy to do. Oh-I also built three of my XP-40Q models this year-I guess I was busy all the time if you also include the newsletter composition tasks.

Here are the musings from various members this month, starting with that fabulous electron herder Bernie Crowe!

Customer Service that takes your Breath Away *by Bernie Crowe*

I buy all my batteries from RCLipos in Santa Ana, and have done so for a couple of years. They give prompt, two to three-day service and do not charge for shipping. I use Thunder Power batteries almost exclusively because they are reliable and have a good power-to-weight ratio.

Recently I bought a couple of their new 65C rated batteries. These are pretty much the same size and weight as the more common 45C batteries, at only a couple of bucks more. I figured they might help, and couldn't hurt the performance of my FAI electric F1Q models. I put them into service just after the Sierra Cup, and one of them had a failure on its first flight. One cell was completely dead (0.1v) after quitting 7 seconds into the flight.

The 45C units I have been using were rated at about 14.5A. I am pulling 16A briefly for a few seconds when I fly my Qs, so the 45Cs may have been a bit stressed, though the specs say they are good to 28A for short bursts. The new 65C battery is rated at 21A continuous discharge, with a 42A short burst rating, so it shouldn't have failed through abuse.

I e-mailed RCLipos and told them about this problem. On their web site they say that due to the fact that they can't control the way batteries are used, they can't compensate customers without examining the battery at the shop. In the e-mail I explained the problem and asked how they wanted me to return the bad battery.

I hit "send" and went to change into shorts to do some work outside. Before I could get my sweat pants off, my cell phone rang. It was Pat from RCLipos. I was tempted to ask him "what took so long" but I bit my tongue. He told me (I didn't know) that Thunder Power batteries are warranted by the manufacturer for two years against manufacturing defects.

But, he said, by the time you've packed it up and shipped it back it's going to cost you close to the price of the battery. Instead, he said he would put a replacement in the mail tonight, and I should have it by the end of the week. What about the dead battery, I asked. Go ahead and keep it, said Pat, if you can use it as a two cell or salvage one of the cells for repair purposes. If not, just dispose of it safely.

Which part of "Customer Service" do you not understand from this? It would be tough for me to buy a battery from anyone else now.

The recently completed SCAMPS/SCIF's Fall Annual was held the first weekend in November. Of the two days held Saturday was best with fairly cool and normal conditions, and by Sunday had begun to deteriorate into showery pre-frontal conditions. A lot of flying was done, and more than a few models were lost that weekend. John Riese shares a tale of woe for his lost model that weekend. He was one of the lucky ones who returned home with his...

LOST PLANE STORY

by John Riese

After a year of building planes for the SAM Champs it was a disappointment to not be able to fly them in the October bash. So I loaded up 7 planes for the end of the year contest at Lost Hills, determined to get something in the air.

Saturday was a good day of flying and I able to get quite a few flights in. Sunday was predicted to be rainy early with a nice afternoon. I slept in and enjoyed watching Netflix on the WiFi at the motel. Turns out the weather started out good and deteriorated as the day went on.

About 11 or so I finally made it out to the field and proceeded to get my Luton Buzzard ready for the Gas Scale event. This is a low wing pusher prop mid thirties English light plane, sort of a powered glider or ultralight. A



rather obscure subject; there was only one built and it had an eventful life having been crashed and rebuilt a number of times before it burned up in a museum fire during the War.

I taped the Walston transmitter with three new batteries in it to the inside of the fuselage. I missed my son who rode along and did the plane tracking while I followed directions from him-he has discovered girls. The Buzzard did its usual

“buzz the flight line” takeoff pattern and slow climb into a big dark cloud that was drifting south. After about 15 minutes it got sucked into the cloud and I had to use the radio to guess where it was.

It was kind of hard to ride navigate and listen to the beep all by oneself. I had to stop the bike, turn off the motor and do a sweep. Then try to get the bike restarted and continue on navigating around all the obstacles. I was tracking it with the Walston through the oilfields when the signal just went out. I estimated the distance from the takeoff point was about ten miles.

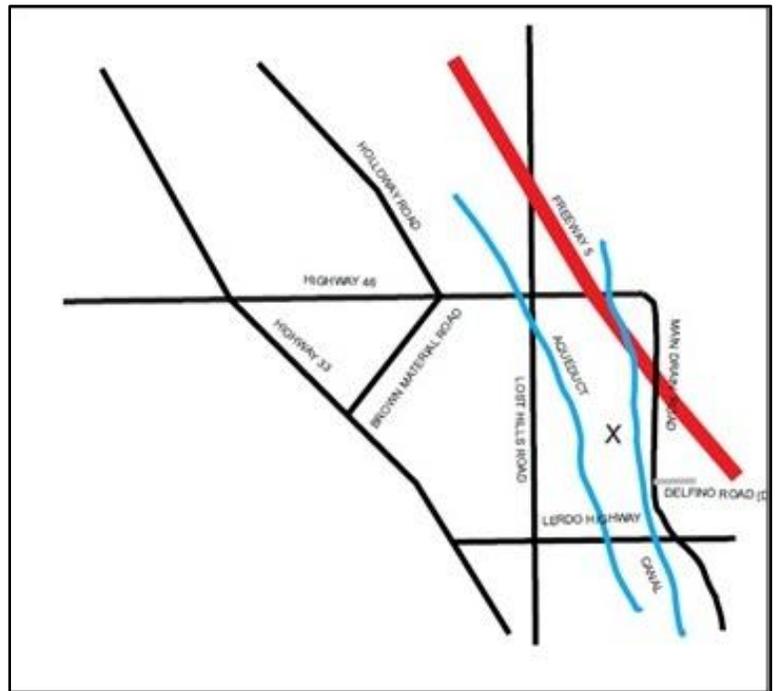
I figured the plane was lost and started to head back to the field as it was starting to rain. In my haste to get back I seized the motorcycle engine when I ran out of gas. I had no idea where I was only that it was too far to walk back. Luckily, I was near an oil well drilling operation. I made contact with one of the workers who was just showing up for work. He said that there would be a shift change in about an hour and one of the departing workers could probably give me a ride. I watched the drilling operation for a few minutes until someone came out of the trailer and berated me for not having a hard hat. He made me wait in the porta potty until the crew

came off shift. Since it was raining I was glad to be out of the wet; every so often I would open the door to see if anyone was about. One of the workers coming off shift gave me and the dead bike a ride back to the field. Jesus wouldn't take any money for the taxi ride. Funny how much nicer rural people are than those in the urban rat race.

Others also lost their planes in the same thermal. Consensus was that the cloud was drifting south towards Taft. I took highway 33 from Lost Hills towards Taft on my way home. I stopped every mile or so and tried to get a signal but nada. I finally got to the south end of the valley and climbed up a hill to sweep the receiver antenna back towards Lost Hills. Got a faint signal so went home and prepared for the next day's outing. On the way, I stopped at Best Buy and bought a hiker's GPS so I could project waypoints.

Sunday night I used the Google Earth elevation feature to find high points to triangulate from. I put those coordinates into the car GPS so I could navigate to them. Monday morning I stopped at the Auto Club and got a map of Kern County.

I borrowed my son's DWP hardhat. With my white pickup truck, I blended right in the oil field and farm workers. I couldn't figure out the "project to a point" feature of the hiker's GPS and just used it to get a bearing. I could have done better with a Boy Scout compass. I didn't have time to RTF directions. When I got a bearing, I used a highlighter to put a track line on the map. I found the signal at the original location at the top of the hill and projected a line that led back towards Lost Hills. Then I went to a high point called Gould's Hill that was a few miles to the northwest. I got a faint signal at about a north east direction that helped triangulate the position of the plane. The distance was about ten miles line of sight.



After a long day of off roading and tracking, I found the plane in a peach orchard east and south of the field. I couldn't have picked it up the day before anyway as it was on the other side of the aqueduct. The ground range of the signal was only about a mile but the line of sight distance for the Walston was 10 miles. I think I will make some kind of mast setup to get the antenna off the ground. As I recall the WWII submarines had a very limited search range, as they were so low to the ground.

Monday I got a call from another modeler who lost his plane in the same thermal. I emailed him a simplified map of the area where I found the plane.

Lesson learned is to try to get under the plane as once it lands the range is much reduced. This is difficult to do if you have to stop the motorbike and manhandle the radio apparatus. Two person chases are much better.

SCAMPS/SCIF Fall Annual

by Daniel Heinrich

The threat of rain kept some from making the journey to Lost Hills for the Fall Annual, however those that did had a day and a quarter of fun flying. Saturday dawned a little breezy to the East and we elected to postpone the Gollywock Mass Launch until we had a wind shift. Around 10:00 the wind shifted and dropped and off they went. Allan Arnold bested everyone with a 184 with only 14 seconds separating first and third. Hal Cover showed his SAM Rubber Champion skills in Small Stick by posting four maxes then electing to stop in order to fly more events. Allen Heinrich decided to post a flight in Pee Wee Antique, the model was last seen headed to Taft and disappeared into the clouds at 30:59. Lift was light but plentiful. Glenn Grell came down with the Oregon crowd and despite losing both his small and large stick models posted a respectable two flight total in Large Stick. It was great to see our buddies from the Willamette Modelers again. The Grell's have been huge supporters of Free-Flight over the years hosting contests and modelers for longer than I know. If you ever get a chance to get up there I recommend flying in one of their meets.



Gollywock mass launch at the ready SCAMPS/SCIF Fall Annual

Saturday night brought light rain and the threat of it all morning. Glenn Grell and I were the only ones with twin pushers but both of us elected not to fly. Being that I had hernia surgery a week before I really did not want to push it. With his success in Pee Wee Antique in the books, Allen Heinrich decided to double his pleasure and flew ½ A Texaco. That model was last seen chasing the other one and also disappeared into the clouds at 28:25. John Riese was launched at the same time with his Gas Scale, gone in the same cloud. Thankfully John was able to retrieve his model and has provided a narrative also found in this newsletter. Rain interrupted the fun and we closed the contest early, handing out awards in a light shower (sorry guys, I worked as fast as I could).



John Riese and Phil Ronney getting ready to fly

There were only 18 contestants but with Iron Men like John Riese who seemed like he was at the table every 5 minutes to enter a new event, the club did well and I think those that showed had a good time. See you in the spring!



Ted Firster with 1/2A model SCAMPS/SCIF Fall Annual

SCAMPS November Club Contest

by George Walter

The SCAMPS monthly club contest was held on November 16th. The contest featured Jimmy Allen models, P-30, and AMA 1/2A & A gas. The contest did not start well. Fog was the big story as it was covering the field when I arrived at 7:05 AM. I was carpooling with Allen Richardson and we were the sixth car on the field. We chatted with other early arrivers and chatted some more, and some more until the cry for donuts was heard. We sat around eating donuts and the fog was the same as when we arrived. About 9:30 AM Phil Ronney put up a test flight with a short motor run. The plane was low and still glided into and out of the fog. At 9:45 AM the sun became visible and the fog started to burn off and by 10 AM the flying began. Fortunately, the drift was not towards the drainage channel which, although it had no standing water, was still muddy from the previous rains.

The flying was low-keyed. There were the usual ups and downs. In Jimmy Allen Fernando was only able to complete two flights (a down) but had a MAX (an up) to finish in first place. Mike Pykelny lost the right side plug-in landing gear of his BA Cabin on landing (a down) on his second flight, but found it 10 minutes later (an up) and was able make a third flight to finish just 1 second behind Fernando. P-30 ended with a tie for first place. Neither I or Caley or Skip noticed the tie before leaving so a there was no fly-off. Just before noon I walked the field to make sure all times were turned in. As in approached the guys flying AMA gas Phil Ronney launched a flight; it was 11:59 AM. His flight was a MAX and edged Ron Thomas out of second place by 3 seconds. Throughout the contest the drift was light and a good time was had by all.

November Club Contest Results

Jimmy Allen

1) Fernando Ramos	Sky Chief	79, 120, ---	199
2) Mike Pykelny,	BA Cabin	63, 65, 70	198
3) Ted Firster	Blue Bird	48, 43, 62	153
4) Allan Arnold	Sky Chief	35, ---, ---	35

P-30

1) Caley Hand	Majestyk	90, 120, 120	330	tie
2) Skip Robb	Boomer	90, 120, 120	330	tie
3) George Walter	NJAPF	101, 99, 120	320	

4) Mike Pykelny	Boomer	120, 87, 82	289
5) Ted Firster	Shark MK II	78, 115, ---	193
6) Fernando Ramos	Geezer Pleaser	56, ---, ---	56

AMA 1/2A & A Gas

1) Jeff Carman	No model listed	155, 180, 180	515
2) Phil Ronney	No model listed	110, 147, 180	437
3) Ron Thomas	No model listed	142, 127, 165	43

Well, that looks like a wrap for this year folks. As we draw to the end of 2011, look back and remember our good times and good friends. We lost a few and made a few. Most of us are still blessed with a decent existence in a world slowly going downhill. And think of the common bond that we all share-this long standing love of model aeronautics and the rich history it supports us with throughout our lives. Can you imagine being without it? Life is just a little better with a hobby and sport like this that allows us to escape into our dreams and fill our thoughts with how do it a little better next time, or what to try next. And how it connects us with nature and the vista we all share when we fly our creations on beautiful sun swept mornings with the silence of a big field interrupted only by the sounds of insects and birds. How humbling it all is-casting your fate to the wind each time you launch your creation, with a certain knowledge you will be rewarded with the image of your craft slowly turning high in the sky, sunlight streaming through the fragileness of its structure. It's an accomplishment, no matter how you look at it.

