

**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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### June SCAMPS Meeting Location



The SCAMPS' June meeting will be held **Saturday June 1st** at the home of **Hal and Jane Cover** located at **3077 Riverside Terrace** in Chino. A luncheon is planned starting at **noon** and the ladies are invited to attend. **Directions:** coming from the West-take the 60 East to the Garey Ave exit (29B). Go right on S. Garey Ave to Riverside Drive and turn left. Turn right on Cimmaron Circle-bear slightly left onto Riverside Terrace. The Cover residence is on the right. Using Exit 29B from the westbound 60 will also hit S. Garey-follow the same path into the area as noted above. Using Exit 12A from the northbound 71 will put you right onto Riverside Drive-go right to Cimmaron Circle and onto Riverside Terrace. Hal's phone number is (909) 591-3717 for any information or direction advice.

First I would like to thank Kevin Sherman for handling the newsletter effort for May. I was hustling to get models ready to fly for the WESTFAC IV that was coming up fast after the SCAMPS/SCIF Spring Annual and his relief helped me get to the finish line.

Speaking of the WESTFAC event, it went off without a hitch so to speak. The first day of flying was Thursday morning with the WWI mass launch. Things looked a bit ominous with cloudy skies, some light drizzle and a fair amount of wind coming out of the north.

Even at that I witnessed probably the longest flight of a WWI model I had ever seen with the final launch of the two seat British design of Don DeLoach. What light air there was at that time found Don's model and held it for a very light and slow flight that was a delight to behold. That set the stage for the rest of the week, and it seemed Don and Herb Kothe were the prime guys to beat in the mass launch events, although Mike Mulligan did pretty darn good himself for the locals-way to go Mike!

Thursday was the best of the three days with the overcast giving way to puffy low cumulus clouds and excellent conditions well into the afternoon. Friday and Saturday were good in the morning but turned to pretty strong westerly blow by noon both days, making it hard to finish events without serious damage risk.

One of the highlights of this show was a multi engine mass launch. Bob Hodes of Las Vegas took the honors on that one with a nicely trimmed *DeHavilland Sea Hornet* that he finally sorted out. Three very consistent flights was all it took. Fernando Ramos showed up with a *North American OV-10 Bronco* twin that I think has excellent potential. I don't think Fernando had it completely trimmed at the time of the event, but he was in plenty of company on that point. Look for more of this model in the future.

*Top: Large Midkiff SE5A in prep for action*

*Next: Thursday morning lineup*

*Next: Fellow from Oregon(?) - first contest-loved it!*

*Next: Caley Anne Hand preps a Gene Wallock model*

*Last: Tiger Moth before 3:30 flight-won rubber scale event*





Following right on that contest was the Orbiteers and Fresno Gas Model Club dual meet just the past weekend although I believe it may have been confused with the Beetles World Tour. Without a doubt, there was the most prolific display of stinkbugs at Lost Hills I have ever seen anywhere. Why in the world there were so many is a mystery to me, but perhaps all the sheep grazing activity had something to do with it. As you drove in there was a fairly dense carpet of the beetles making a valiant effort to cross the road and it was creepy to say the least. Most of them appeared desperate to find shade and shelter and quickly queued up under anything placed on the ground to remove them from exposure. After awhile you got used to them and it was best to provide a decoy cover to keep them from crawling around where you would sit and enjoy the festivities.

As for the flying, it was excellent on Saturday with plenty of lift to keep everyone in the saddle chasing models. A three minute max was quite high and well down wind before D/T so it was exhausting by the end of the day and tough for the timers to maintain visual contact. Conditions got breezy by late afternoon and pretty much ended reasonable flying by 4 PM. Sunday started off fairly calm, but by 10:30 the wind had shifted back from the west and it just kept gaining velocity. There was still a lot of lift in the drift though, it was fairly tricky to pick it and those who did were rewarded with a tour of the new pistachio orchard. I went into that area probably four times between the two days, and I noticed quite a few others searching for their models from the boundary road before walking in to retrieve. I don't believe there was any conflict with the field workers or any damage to anything in the newly planted orchard so hopefully this set a good standard for our use of the field and being good neighbors.

## **2013 San Valeers Spring Annual**

*by Terry Thorkildsen*

Our spring Annual was a lot of fun this year with good weather conditions. Our CD's were Ted Hidinger who ran the AMA and nostalgia stuff and Mike Thompson ran the FAI venue. They both ran a well organized contest which was appreciated by us all.

The first day we had a lot of great flying and about the only complaint was that it got quite hot but the wind wasn't that bad so you could fly all day if you had the energy for it. It touched 99 or 100 degrees at one point, which slowed some of us down.

We had to keep applying sun tan lotion to avoid sunburn as witnessed by those that forgot to do this. We had our usual contestants with 30 flyers signing up that flew in AMA and nostalgia and 9 in the FAI events.

The F1A event was won by a junior Garrett Tremayne who was the only one to max out and he beat out all the experts which is quite an accomplishment since I think this was only his 2<sup>nd</sup> contest and his first one was the Max Men 2 weeks prior. In F1B another junior Sevak Malkhasyan made it to the fly off rounds with Alex Andriukov the 3 time world champion but Alex won it on the 7 minute fly off round.

On the FAI stuff they handed out cash from the entries so I imagine the juniors were quite happy to get that money.

Hulan had a hot 1000 modified *Satellite* that he was trying to trim in with a different Phillips entry airfoil that made it even faster but it kept trying to go flat even though it looked like he had moved the cg quite a bit forward. Boy, if that thing would have hit it would have made a big hole since it was moving so fast. Hulan also won B gas with a 690 *Texan*.

I spent a lot of the contest trimming since I DT'd from 4 feet up on the rudder of my B ship breaking the rudder and had swapped wings between my A and B *Astrostar's* by mistake. If I would have flown in the Hunter memorial I would have wiped out 2 models at once. I did that once before with a couple of similar 1/2A's.

When I got home I added A gas and B gas to the back of the wing & stabs to avoid that mistake again as I age and the memory lapses seem to be more abundant.

The Bob Hunter memorial was won by Ken Kaiser with 5:09 beating out his son Don by 12 secs. He DT'd the model since he was losing sight of it around then or he would have had another 2 or 3 minutes on the watch.

Don Kaiser won ABC nostalgia which had the most entries in the AMA nostalgia stuff so he got first choice on the prizes and I think he picked out a nice ST G15 .19. His dad Ken won a short kit 1/2A *Astro Star* that I had cut up and a TD .049 that Roger Coleman had donated. Don also won Cannon Ball run, slow gas, and C gas and Ken won vintage FAI and B gas so they were both on fire that weekend.

Jeff Carmen won the D gas event and I am sorry to report that his father just passed away. He has the clubs condolences.

A couple of the accidents at the contest were when Mike Mayea came late Saturday after a funeral and started to setup and as he started to ride his motorcycle the throttle stuck causing an nasty spill resulting in a trip to the emergency room for a broken wrist and didn't even get a chance to start flying.

Jim Hurst lost a really hot A *Ramrod* with a an overrun of 2 or 3 minutes that made it spec out at which time one of the flyers stated that it was up in jet traffic just as a jet liner flew over. Hopefully he will get it back.

Don McNamee won 1/4 A with a maxout which is hard to do with 1/4A.

On the Scamps side their entries were a bit down but Dave Wagner rang a cowbell anytime one of their flyers maxed so we got to hear that the whole weekend since they were making a bunch of maxes.

We had a bunch of great prizes to hand out with light balsa and fuel for 2<sup>nd</sup> and 3<sup>rd</sup> places and engines, full and short kits etc for the 1<sup>st</sup> place winners in AMA and nostalgia stuff. I want to thank all those that donated prizes such as Don & Ken Kaiser, Lee Hunt, Roger Coleman, Ed Hopkins, Mike Mayea, Jim Hurst, Tom Laird, Don McNamee, Roger Simonson and any others I may have forgot.

We ended the contest about an hour earlier since the wind finally started to come up but we all had fun and look forward to next year and again thanks to our great CD's for their work.

## 2013 San Valeers Annual Results

<b>Cannon Ball Run</b>			
1	Don Kaiser	Condor KB RR40	368
2	Phil Ronney	Astrostar 600 K&B 3.5	352
3	Jeff Carman	Texan 575 Nelson .15	325
4			
<b>Bob Hunter Memorial</b>			
1	Ken Kaiser	Astrostar 484 R.JL Cox.15	5:09
2	Don Kaiser	Condor KB RR 40	4:57
3	Hulan Mathies	Satellite 450 Hornet .09	4:20
4	Dan Heinrich	Shocker 700 K&B 3.5	4:18
<b>1/4A Gas</b>			
1	Don McNamee	Creshendo TD .020	540
<b>1/2A Gas</b>			
1	Bob Scully	Mod Satellite TD.049	496
2	Don Bartick	Privy Boy Fox .049	481
<b>A Gas</b>			
1	Ken Kaiser	Astrostar 484 R.JL Cox.15	900
2	T. Thorkildsen	Astrostar 600 KB 3.25	720
3	Hulan Mathies	Satellite 450 Hornet .09	469
4	Ron Thomas	Super Pearl KB 3.25	433
5	Jeff Carman	Texan 575 Nelson .15	180
<b>B Gas</b>			
1	Hulan Mathies	Texan OS .29	899
2	T. Thorkildsen	Astrostar 600 KB 3.5	699
3	Phil Ronney	Astrostar 600 KB 3.5	528
4	Ron Thomas	Astrostar 600 KB 3.5	522
5	Al Cron	Spacer LA.25	433
6	Jeff Carman	Texan K & B 4.9	418
7	Dan Henrich	Shocker 700 K&B 3.5	88
<b>C Gas</b>			
1	Don Kaiser	Condor KB40	1133
2	John Sparling	Satellite 788 KB 6.5	868
3	Ron Thomas	Starduster 900 KB 40	476
4	Ted Firster	Starduster 900 KB .40	413
5	Al Cron	Ramrod 750 ST 40	412
6	Jeff Carman	Texan KB 40	374
<b>D Gas</b>			
1	Jeff Carman	Texan 1160 Rossi .61	475
2	Hulan Mathies	Satellite 1300 Rossi .61	456
<b>1/2A Nostalgia</b>			
1	Don Bartick	Privy Boy Fox .049	479
2	Don McNamee	Creshendo Med .049	471
3	DickNeugebauer	Hi Fly Med .049	428
4	Hulan Mathies	Spacer	423
5	Jeff Carman	Texan Med .049	370
6	Bob Scully	Zero	368
7	Phillip Ronney	Champion 250 Med .049	248
<b>ABC Nostalgia Gas</b>			
1	Don Kaiser	Ramrod 750 Max .35	720
2	Glen Schneider	Amazoon Max .15	540
3	Don McNamee	Frisco Kidde Johnson.35C	540
4	Jim Hurst	Ramrod 750 OS III .35	531
5	Philip Ronney	Ramrod 750 Max III .35	526
6	Ron Thomas	Texan 825 Max .35	492
7	Al Cron	Ramrod 600 Green hd.29	483

<b>F1A</b>			
1	Garrett Tremayne		1260
2	Jim Parker	Long M&K	1245
3	Mike Mckeever		1244
4	Peter Allnutt		1229
5	Logan Tetrick		1225
6	Brian VanNest		1203
7	Lee Hines	Lil' Al	1173
8	Shlomi Rosenzweig		1121
9	Alex Stalick		1118
10	Ken Bauer		1082
11	Mike Thompson	Lil' Al	948
<b>F1B</b>			
1	Alex Andriukov		1897
2	Sevak Malkhasyan		1751
3	Walt Ghio		1244
4	A. Schroedter		1241
5	M. Schroedter		1120
6	M. Achterberg		872
<b>F1C/F1P</b>			
1	Glen Schneider		375
<b>F1H</b>			
1	Brian VanNest		1004
2	Mike Mckeever		994
3	Mike Thompson		941
<b>Slow Gas</b>			
1	Don Kaiser	Condor KB 40	540
2	Hulan Mathies	Texan OS Max .29	494
3	Jeff Carman	Texan 832 Torp 40	492
4	T. Thorkildsen	Jupiter 450 S.T .19	148
<b>P-30</b>			
1	Clint Brooks	Monarch	360
2	Ted Firster	Shek Mk II	317
3	Don Bartick	Tail high 30	251
<b>Catapult Glider</b>			
1	Tim Batiuk		1015
2	Ken Bauer		405
3	Lee Hines	Neo18-1	357
<b>Vintage FAI</b>			
1	Ken Kaiser	FAI Texan Max III .15	878
2	Dan Heinrich	Cumulus Olivertiger .15	840
<b>HLG</b>			
1	Tim Batiuk		1413
2	Ken Bauer		339
3	Alex Stalek		300
<b>Nostalgia rubber</b>			
	Bud Romak		120

## SCAMPS May Club Contest

by John Riese

Events for the day were 4 and 8-ounce Wakefield combined, and two sizes of AMA gas. It was thought that separating half A from the larger sizes would make for a more equitable contest. At first, the drift was quite severe towards the freeway, to the point that thought was given to reduce the max time to two minutes. The wind did shift towards the northwest as the day wore on.

According to our official observer Bernie Crowe, "A couple of our better fliers put up first round maxes but elected not to fly again because the drift was taking their planes across San Jacinto Road. George Walter was going to fly his OT Wake but discovered that he had left the landing gear home!" Al Richardson had a long chase after his first max flight and did not make any more flights, leaving Joe Jones to win by default with his "veteran" model.

In half A Hulan Mathies was the only one to make an official flight. The gas flyers were getting some serious altitude but only three were able to make official flights.

A number of Scamps showed up to watch or maybe for the donuts. With all the recent and upcoming contests at Lost Hills this time of year the Scamps' local contest seemed to be left behind. I don't remember any entertaining crashes though Kevin Sherman made another of his one handed catches of an errant gas model that was headed for the cars

### **SCAMPS OT 4oz & 8oz Wakefield Club Contest - Perris 05-15-13**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Jones, Joe	1939 Korda	114	106	92			312	1
2	Richardson, Al	Eugene II	180	dnf	dnf			180	2

### **SCAMPS A-D AMA Gas Club Contest - Perris 05-15-13**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Peel, Ray	Pearl 450	180	180	90			450	2
2	Mathies, Hulan	Satellite 788	179	180	180			539	1
3	Carman, Jeff	Texan 575	180	dnf	dnf			180	3

### **SCAMPS 1/2A AMA Gas Club Contest - Perris 05-15-13**

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Mathies, Hulan	Satellite 320	180	149	157			486	1
2	Cobb, Rob	Satellite 320	DNF						

### **A Signal Achievement**

In two recent Science Olympiad competitions the Valencia High School catapult model glider team of Harrison Hsueh and Krish Seth came in first place in their event. In the Orange County regional elimination on March 1 they won against about 20 other teams with flights of 25 and 20 seconds. In the southern California state championships on April 6 they won against all of the other southern California teams with flights 25 and 23 seconds.

### **What is Science Olympiad**

The purpose of the Science Olympiad activity is to foster interest in and enthusiasm for the sciences in school students by organizing competitive after-school activity. In the high schools (Division C) about 20 events are organized each year, in a broad range of scientific subjects. Events have such titles as Dynamic Planet, Gravity Vehicle, Material Science, and Remote Sensing. Some of the events require judging to quantify achievement by a team, but in the Catapult Glider event the measure is simple: the team's score in the event is the sum of the two best flight times in the allowed five official flights. A particular team may participate in more than one event for its school, but to cover all events a school will have to field a number of teams.

### **Valencia High School Involvement**

The overall participation of Valencia in Science Olympiad activity was overseen by science teacher Rita Phillips. Activity in the catapult glider event was directed by science teacher William Truong. One cannot say enough about the dedication of these teachers to the education of their students. I monitored the constructional and flying aspects of the effort, offering various suggestions and opinions. Harrison and Krish had the good judgment to be selective in which of my suggestions they chose to accept.

My involvement with Valencia goes back several years, in that in several previous years I monitored the Valencia effort in an event for indoor elastic-powered propeller-driven models somewhat similar to limited penny plane, except that the minimum weight was set much higher. Before that Dick Baxter, whom many readers will remember, monitored the Valencia aeromodel activity.

### **Model Construction**

The Science Olympiad rules for the catapult glider event specified that models could either be designed by the entrant, built from available plans, or built from a kit of materials with an included plan. A kit offered by an outfit called Freedom Flight Models has turned out to be very popular for this event. It builds up into a "flapper" configuration, which has become a standard approach for AMA indoor gliders under low ceilings. The Valencia team tried some alternatives, but eventually settled on the Freedom Flight kit. Harrison exhibited excellent craftsmanship in assembling several examples of this model, which required much sanding and shaping for the result to have the necessary low weight and flexibility of the wing trailing edge. I went through my files and came up with several possible alternative designs, but it was rightly decided, I think, that we should concentrate on the up-to-date Freedom Flight design, particularly as time left before the contests became limited.

### **Practice Sessions**

A key to success in this activity is practice flying. Fortunately one of the two Valencia gyms was available to us every Sunday afternoon from 2:00 PM on, and Harrison and Krish spent many hours refining launch technique, experimenting with flight adjustments, and repairing occasional crash damage. William Truong was there by administrative requirement, and I was there to help with flight timing and to provide occasional suggestions.



## Aftermath

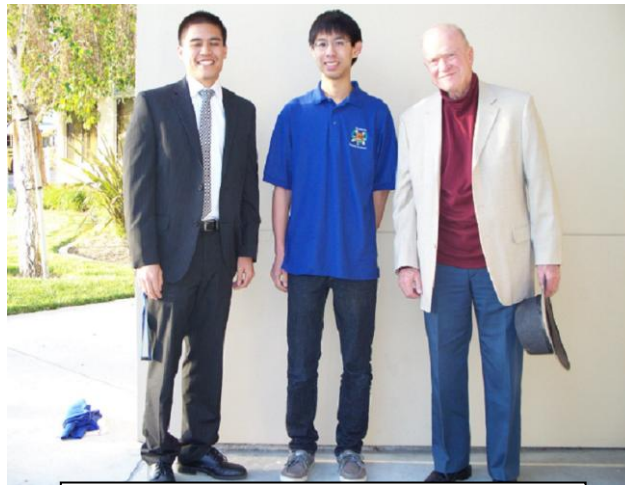
The achievements of the Valencia glider team were recognized in a nice ceremony at a meeting of the Placentia-Yorba Linda school board on April 16. There were some short speeches and then Harrison, Krish, William Truong, and I got to shake hands with each member of the school board. We also each received an "Excellence in Education" badge.

Harrison and Krish are now finishing up their junior year at Valencia. They will be back next year as seniors and have expressed an interest in repeating this effort. We can therefore expect that Valencia will again make a strong showing, either in catapult gliders, or, if that event is not continued by Science Olympiad next year, perhaps in some other area of model aeronautics.

Gordon Strickland  
SCAMPS member



Harrison Hsueh



Harrison, dad and Gordon Strickland



Krish Seth

# SCAMPS 2013 Club Contest Calendar of Events

Mo	Day	Rubber	Power	CD
Jun	12	Moffet / Twin Pusher	F1Q / E36 / Harbor Fr.	R. Peel
Jul	10	Coupe (F1G) / Twin Pusher	OT ABC Pylon	R. Thomas
Aug	14	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	G. Sherman
Sep	11	Coupe (F1G) / HLG / CLG	OT ABC Combined	F. Ramos
Oct	16	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	B. Crowe
Nov	13	P-30 / Jimmy Allen	1/2A - D AMA Gas	G. Walter
Dec	11	Gollywock Mass Launch + OT Small Rubber (comb)	1/2A - C Nostalgia Gas	A. Richardson



The Agony and Ecstasy of Free Flight!



## **26<sup>th</sup> SCAMPS Twin Pusher & Lotto Fun Fly** **Sunday, June 16, 2013 - SCAMPS Field – Perris, CA**

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### **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** — (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

\***1/2A Nostalgia** — (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

**AMA A/B Electric!** – Motor run 10 seconds, 2 minute Max. Fly-off, 5 second motor run

**E-36** – First 3 flights 15 sec motor run then 10 and 5 in fly-off. All 2 minute maxes

\* **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