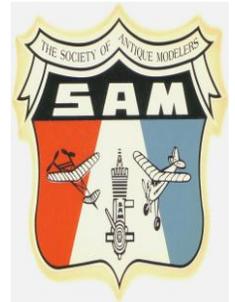
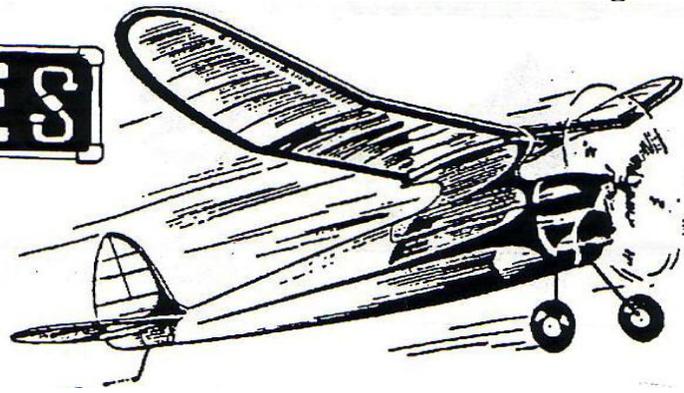


August 2013



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



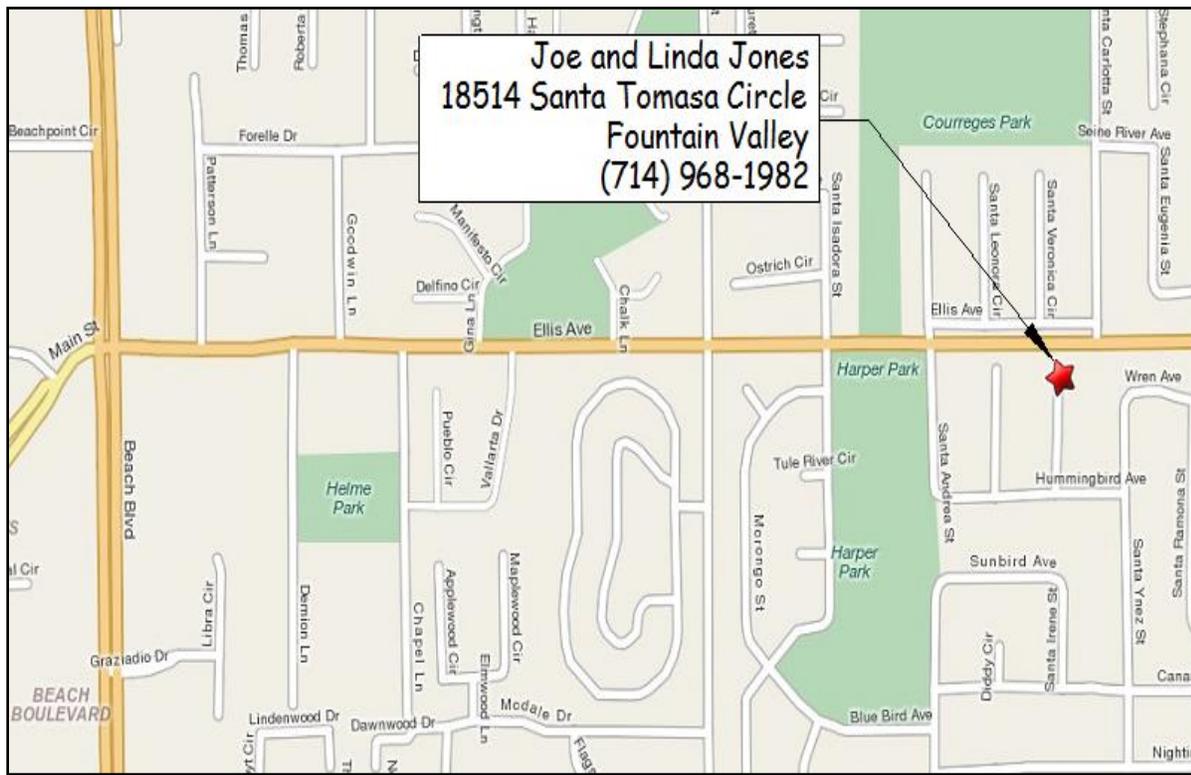
LINES

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

SCAMPS Officers

President	Daniel Heinrich	(909) 593-5789	AeronutD@cs.com
Vice President	George Walter	(714) 528-0774	GeorgeWalter@alumni.pitt.edu
Secretary/Treasurer	Kevin Sherman	(951) 737-7943	Julykevin@aol.com
Editor	Clint Brooks	(562) 493-2749	scampsedite@Yahoo.com
Meeting Coordinator	Mark Williams	(909) 996-2942	marknjeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

August SCAMPS Meeting Location



The SCAMPS' August meeting will be held **Saturday August 3rd** at the home of **Joe and Linda Jones** located at **18514 Santa Tomasa Circle** in Fountain Valley. **Directions:** from the 405 freeway exit Beach Boulevard West. Turn left on Ellis (south) to a right turn onto Santa Andrea Street, which then bends south and becomes Hummingbird Avenue. Turn left onto Santa Tomasa Circle and you are there. A luncheon is planned to start at 1 PM and all are invited.

SCAMPS NEWS

by Clint Brooks

Not a lot of SCAMPS news to report this month. It seems like we are going through another round of health issues with various club members and their families. Rather than go into the details, let's take this time to wish everyone the best and hope they are on their way to full recoveries.

On a personal note, I've been digging hard at getting my Boomer P-30 MkIII upgrade finished and back onto the market. This upgrade is mainly around adjusting the design for lighter weight, wing D/T system and incorporation of the Gizmo freewheel assembly as the baseline design. I've had to create a few new tools to manufacture the various assemblies that make up the fuselage that will still come as a pre-made assembly. I've also been experimenting with aerodynamic refinements with the wing based on some Dick Baxter coaching and the results have been interesting to say the least. My mindset about how wings work is somewhat bent now because of it. I will follow later this year with a short article about knowledge gained from this-time is short with the current newsletter deadline almost on me.

Folks-if you have flying experiences you would like to share, building tips, photos, etc. please feel free to email me at the address noted in the cover page. If possible, written articles should be in MS Word, Times New Roman font style and 12 point text size. That way I have minimal work to cut and paste your information. I can't accept non-computer based input as I typically won't have time to transcribe your document into the Word application. The membership has been pretty generous in the past on this but the past few months have shown a large decline in contribution material. Unless you want to hear me ramble on about my interests, please provide some contrast when you can.

Our good friend Roger Willis is back in So-Cal and spark plugging away in his new digs to get people engaged with Free Flight aero modeling. As usual he generates interest in this subject by daring to introduce it to those who most likely had a taste in their past and have left it behind for whatever reason. Regardless of the tactics, Roger sees the value in having this type of pastime in your life as it maintains those youthful brain cells we all have. What follows is the article Roger wrote regarding the genesis of the Arizona Condor Squadron under his tutelage.

Building New Free Flight Flyers *by Roger Willis*

THAT'S RIGHT; WE ARE TALKING ABOUT NEW BUILDERS AND FLYERS, NOT MODELS. You know, I've heard it all. You can't do that. No one will come. The kids are too busy with video games. We're getting older, not younger. Where do you go to learn?.....and so on and on. Did I lose any of you yet? Well, I hope not because there is a new demographic out there that craves to learn how to build and fly free flight model airplanes. I'd like to share with you some real life experiences around meeting and working with these folks.

The new demographic is the Active Adult Community. That's a fancy title for a community that is focused on folks over 55 who are empty nesters and want to spend those golden years doing things they never had the time to do as wage-slaves. Now these communities are springing up all over America as our population ages and becomes healthier. These folks aren't in these communities waiting for the grim reaper...they are there to meet folks who share common interests and they want to learn new things and have fun! These folks will live into their 90's if they take care of themselves.

We recently moved to one of these communities in Arizona. The nearest free flight field was two hours drive each way and no one flew free flight in the community. As we began to look around at the facilities, we noticed that several large "craft rooms" were available and mostly un-used at the local club house facility.

One day we sat down with the Activities Coordinator and discussed the possibility of a class to teach folks how to build, trim and fly free flight model airplanes. WOW she said..."Great idea. How can we help?" She had a great internet site and an email blast list of all the residents..some 750 homes and growing. We wrote up a "pre-announcement" that we were considering a new model airplane building class and sent it out to everyone. The response was almost instant and I found myself designing the class and scheduling the introduction meeting for all the interested folks. The morning we first met, I spent most of the time just talking about free flight rubber flying. We took some models to the meeting so these folks could see finished product and ask questions about construction, trimming and flying. Everyone at that meeting signed up for the class. We prepared a "Supply List " using various vendors and selected the FLYING ACES MOTH to be the model everyone would build together in class. I said to my wife Blanca after that first meeting that we would probably lose half the class when they find out they will have to buy things and actually build the model. We laughed about that, but we expected some drop-outs right away.

No one dropped out!

We scheduled the building sessions around the communities golf schedule so as not to compete with golf, which is very big here-lots of our new builders in the class were also avid golfers. Most of the new folks had built models when they were young, but almost all of them told us stories about models that never flew and looked terrible. We assured them their FAC MOTH would fly and we would teach them all the building skills for great looking models that fly. They looked a bit skeptical, but no one departed and we began the building and teaching sessions. They were held once a week for four hours. In between the classes, we used email to give them weekly assignments, answer questions and give encouragement.

The class graduated with everyone completing their MOTH and we took them out to an open area to help them with trimming. But, we had no flying field-oops! I had heard that our local Mayor was a private pilot so I called up Town Hall and asked for an appointment with him. We talked about the class and free flight and modeling in general for almost an hour. I told him I need about a ½ section of alfalfa for these new guys to fly over. He reached over, picked up his phone and called a friendly farmer he knew. The Mayor arranged a meeting for us and we sat down with this farmer for the meeting. We took a FAC MOTH to that meeting so he could see what free flight was and how the models looked. He asked us what we required. We explained our needs and he said we could have unlimited use of 370 acres of alfalfa about 5 minutes from our community. We were ecstatic.!

Well, we took that first class and formed the newest FLYING ACES Squadron in America..The Arizona CONDORS FAC -72.

Now we have doubled the size of this Squadron by doing another class in the Community...and our Farmer has doubled our flying site by adding another 350 acres of alfalfa adjacent to our initial field. This new addition allows us to fly in any drift pattern and extends our field to a three minute field in mild drift. It's like landing on feathers.!

The catalyst for all this is the love of free flight. I can't explain to you how it feels to see a new Builder/Flyer's expression when he/she sees his first model rise into the sky and circle overhead. It's amazing.

We can build new Free Flighters. This new demographic works. Just try it if you live in an Active Adult Community. Support the folks who do. It's a whole lot of fun...!!!

Roger Willis...Founder of WESTFAC



Arizona Condors gather to learn with Roger (standing)



Note the fact donuts are in the mix for the building session...



That looks like a pretty good collection of fine Moth models



Efrain Arroyo contemplates his first model airplane



Very consistent looking work-good job Roger!

The July club contest was very lightly attended according to Ron Thomas who CD'd the event for those who showed up. It seems to me that's about the time the thermostat went very high for the area-wasn't Death Valley something like 128 degrees? Perris Valley was probably approaching that during that period and offered good reason to stay under air conditioning instead of trooping through a hot dusty field chasing model airplanes. But we are known to forgo the threat of heat and take on a job none of us would agree to do if we were paid for it...so go figure!

SCAMPS Monthly contest report

by Ron Thomas

The club contest on July 10 included Coupe FIG, TwinPusher, and ABC Old Time Pylon and Fuselage. There were only three entries- yes only three entered, two in ABC old time, one in Twin Pusher and no entries in Coupe FIG.

Ron Thomas flying a Strato-Streak had two 180's for a total of 360 seconds and Al Richardson with a Sailplane had 72 seconds in Old Time. Joe Jones had a 150, 175 and 180 seconds for a total of 505 seconds in Twin Pusher which was flown with three official flights rather than Mass Launch.

Thanks to all who entered.



July Club Contest participants Ron Thomas, Fernando Ramos, Joe Jones and Al Richardson

Kevin provided a late entry regarding safety I find very well written. The hot topic is cell phone use and why we should all be packing a cell phone when we fly in contests or just out at Perris running trim sessions. How many times have you wandered across the field, watching your model majestically soar ever higher and further away from your launch point-and suddenly you are very alone and realizing if anything happened and you were immobilized that likely it would be your last hours on earth. None of us are getting younger, so read on and hopefully begin practicing some of what is contained here, if not all of the best practices regarding flight safety as we know it.

Taking Responsibility for Your Personal Safety

by Kevin Sherman

Flying free flight is for most of us, half flying and half motorcycle riding (if you utilize a chase motorcycle), or half flying and a half “Marathon” if you chase on foot. At a contest, using a chase motorcycle is a near must since it saves so much time between flights. If one wants to fly multiple events, it is much faster to chase on a bike and get back fast for your next flight. Retrieving a model on foot or on a motorcycle can be a dangerous and many free flight modelers have been injured when chasing models. I took a fall at two different SAM Champs, one at Henderson, Nevada and one while at Muncie, Indiana, both resulting in fractured ribs. I know others have broken shoulders, hands, legs and or sustained other traumatic injuries do to a fall. Believe it or not, I took a really hard fall chasing on foot that was a scary as any on the bikes. We were flying at Lost Hills and it was before we had a chase bike. I was running after my model and (okay, it was a few pounds ago too, and running was much easier then) while looking up at the model and running, I stepped in a hole. It felt like the earth had just swallowed me. I was on the ground so fast; I really didn’t know what happened. I’ll tell you, I never knew sunglasses could leave my face that fast and fly that far. It really banged me up and could have been serious had my foot stuck in the hole I stepped in. So, don’t discount the dangers of chasing on foot and think injuries are only happening to those falling on motorcycles.

A second threat to one’s safety while chasing is becoming dehydrated. We have probably all been on a long trek after a model, and whether riding or walking, become dehydrated. More energy is expended chasing on foot, so even more hydration is needed for folks going that route. I did some chasing on foot at Muncie, sometimes running after my model on foot. Later that day, I paid the price with severe muscle cramping for about three hours. I bet I had 500 cramps or more. I found muscles I never knew existed, plus the usual calf, hamstrings, hands and fingers locked up, but a cramp in an armpit? I at least made it back to the flight line before I ran into trouble and started pounding Gatorade.

While we were flying at Oklahoma, maybe the worst field ever picked to host a SAM Champs, several flyers were overcome with heat exhaustion, a heat stroke and one case resulted in the flyers death. We fly, first and foremost because we enjoy it and have a good time doing it, and want to keep it that way; so many of the above mentioned maladies can be avoided if we become more responsible for our safety and take some common sense measures to plan for the best, but be prepared for the worst. It is the right thing to do. How many search parties have you been part of looking for a missing flyer? It is not fun and not fair to scare the others flyers because you have turned up missing and have decided not to check in. If we all take our safety seriously, and work as a group moving forward on this, many needless injuries, and problems can be avoided all together. As individuals, we are weak and vulnerable. As a group, working together, we are strong.

Other than the occasional finger in the prop, or in Abe Gallas’ case, fingers from both hands in the prop, most problems or accidents occur while we are out on our own (alone) chasing a model. So, one of the most important things we can do when going out on our own is **be able to maintain contact with the group when we take off.** Don’t allow yourself to become isolated; having a way to contact the group is vital. The best method available to us is a cell phone. Secondly, a pair of good walkie-talkies can work okay too.

A hot topic around the SCAMPS lately is carrying cell phones. Our Safety Officer, Ted Firster has been after us for a long time to do this, and I have been as guilty as anyone about being lax, so I am certainly not pointing fingers. That has all changed for me, and I now always have my cell phone on me when chasing. I didn't see the light or anything, just realized my reasoning for not carrying my phone had no merit. I had lost a cell phone that fell out of my pocket, and used that as a reason not to carry the next one I got. Not the brightest argument, I know, but it satisfied me! I recently got a much upgraded phone and am determined to carry it with me every time I chase. Since carrying it in my pocket has proven inadequate, I looked for a solution.



The cell phone can be thought of as a lifeline, an “I have fallen and can't get up tool” to reach your buddies back at the flight line. It needs to survive a motorcycle crash, and or a fall from someone on foot. My choice was buying a rubberized cover that protects the phone like an exoskeleton. That gives a nice added layer of protection, but I also bought a nice padded cell phone case with a strong spring clamp to hook on

pockets. Both items were purchased on ebay and were about \$12 for the pair. I have already used these several times with great success and am now reasonably sure this is a great setup and would work for everyone to protect and secure their phone. Other than just protecting, it is also extremely important to test the cell phone to make sure you have a signal and service in the area you will be flying in. Obviously, no service deems the phone near useless. Make sure the batteries are fully charged starting out each morning. Everyone should have the phone numbers of as many fellow flyers as possible programmed into their contacts or electronic phone book. At worst, the CD's phone number should be in your phone and you should leave your number with the CD. Also important is being very familiar with your phone and KNOW FOR CERTAIN, how to make a call in an emergency situation. I have heard so many say they do not use their cell phones, and just have them for emergencies. If you fall in this group, make sure you are familiar with your phone. My dad and I also continue to carry our best walkie-talkies to contests in case of no service on our cell phones. But, our first choice will always be to carry the cell phone. Make sure your phone is turned on in case someone is trying to reach you. One last bit of advice, don't text and chase your plane at the same time!

While a cell phone is probably the best tool we now have to improve safety while chasing, there are many other things we should also consider. It is great if you can team up with another flyer when out at the field. A buddy system, where you are looking out for each other is a great safety idea. My dad and I have done this since we started flying contest and at Perris on our regular Wednesday donut and flying sessions. We have done a great job of looking out for each other. Over the years, we have gone through several pairs of walkie-talkies, looking for a pair with the best range to stay in contact with one another. We have used the walkie-talkies with moderate success at past contests, but the range has always been the limiting factor, making them not 100% trustworthy. At the SAM Champs in Henderson, NV, I lost my Duplex in a monster thermal, and chased on one of the Hondas. I would periodically call my dad to let him know where I was and that I was okay, and then when I fell and broke my ribs was able to call and tell him I needed help. When I fell, I was up near the power lines, and the signal was somewhat broken, but he did know I needed help and sent out a search party. Some of our buddies started coming my way on their bikes and I was really happy to see it. I was really feeling bad and was uncertain I could get out of the area without assistance. It was like riding on beach sand where I fell, and I was actually pushing the motorcycle to get it to go, so I was extremely tired and had expended a lot of energy when I fell. My dad was waiting to hear from me and got action started my way as soon as I called in to tell him I needed it. One Note: Make sure you talk and plan with your flying buddy, and know what you expect of each other. We have found that asking a timer, you may have just grabbed to time your flight, to look out for you is not adequate. If you were able to grab them, the next guy probably will too, and they become distracted and already forgot about you when they turn your time

in! So, a dedicated flying buddy is the only way to go.

Preparing for what might be a long chase, flying the Texaco events in particular, always strap several bottles of water to your bike. If you do not have a chase motorcycle, you do not have any business flying Texaco events. Chases can be several miles and thinking you are going to chase on foot safely is a sure way to get yourself in trouble. Water can keep you alive a long time. Most of us are guilty of not staying hydrated well at a contest anyway. We concentrate so much on stringing maxes, and sticking it to our buddies (just kidding), that we do not take the time to stop and drink something. My dad and I finally found if we take an ice chest right to our flight line launch point location, we do better. So, that is part of our contest kit now, a smaller ice chest that we carry out to our flying area. We also have bungee cords on our buddy seat we can quickly attach water bottles too. I try to always have at least one water bottle strapped to my bike all the time. For Texaco events, SAM has seen fit to allow the modeler to go with his airplane and with the timer in the last 7-8 years, a great improvement in safety and great use of the buddy system. Good job SAM.

If you and your buddy have discussed things ahead of time as suggested above, then if the chaser fails to return, and fails to call in as agreed upon his flying buddy back at the flight line should have a very good idea of where the missing modeler is and where a search should start. Pay attention to which direction your flying buddy chases and the direction his model is flying. This is usually a given, because most guys time for each other when they team up. Make sure you have a limit of time of how long the chaser can remain out of contact. Something like, "Check in every 15 minutes to let me know you are still okay." If the time comes and goes, try to reach them by calling them, and if you cannot make contact, then alert the CD and start searching. Sadly, the person that died in during the SAM Champs in Oklahoma took none of these steps, and laid out in a weedy field until the heat brought him to his final demise. Sadly, nobody even knew he was out there. The only way he was found was a couple other flyers overcome by heat stroke failed to return and a search was started by their flying buddy. They came across the isolated and unknown missing flyear while searching for the others, but it was too late. Seems like he suffered a needless death; so easily preventable had he taken even a few of the suggestions presented here.

Using a locator on your airplane is another tool used to improve safety. If you lose sight of an airplane, the locator can help guide you right to it. It saves lots of miles over what could be dangerous terrain gets you back to the field in a timely manner and hopefully before you have burned through the drinking water supply you have on your bike. If you are unable to find your airplane and the conditions are getting to you, know when to say when. No airplane is worth your life. Heck, we all like to build anyway. Recognize when you might be getting in trouble. This is the time to call with your cell and say, "I may be having an issue and I am coming back in."

One last thing on a similar issue. Many of us have gone out at the end of the day to look one more time for our lost model. This is dangerous. Again, as mentioned above, we are usually not the best group for staying hydrated, so by the end of the day, we are not in the best physical shape. If deciding to do this, go in a group, not on your own. Make sure many others know your intentions and plan. Again, have a time limit. "I will look for one hour and will be back at the field at 7:00 PM." Something like that and make sure you check in upon your return with those you have told about the search. Make sure people are aware of the area you plan to search. Do not split up from your search party. Do not go off course without calling and letting them know at the flight line.

To help jump start getting guys to carry their cell phones, Ted Firster and I were on the same page. I started compiling a list of cell phone numbers from our flying buddies, not knowing he had just done the same thing right before he left on vacation. He may have some other numbers, but I have already circulated a list to those online. I will also provide printed copies to anyone who wants one and should have copies in our modeling supplies, so just ask if you need it.

Have things to add about safety and modeling, right your comments for the next newsletter. Please share anything relevant that could increase our safety. Please make it routine to carry your cell phone any time you fly model airplanes. It may just save your life one day.

Hal Wightman sent me some thoughts about the 4th of July he thought the membership would enjoy. In reflection of those times and pressures to the current world, some amazing observations about the will of the people to create change, and the level of engagement it represents to make it happen. Here is Hal Wightman with thoughts on the reading of 'Our Lives, Our Fortunes and Our Sacred Honor'.

4th of July Thoughts

by Hal Wightman

I've recently read Richard Beeman's book titled, *Our Lives, Our Fortunes and Our Sacred Honor*, regarding the 22 months prior to the adoption of the Declaration of Independence on July 4th, 1776. Basically it is a report about the 1st and 2nd Continental Congresses that met in Philadelphia in 1774, 1775, and 1776. It was an eye opener and a lesson in the development of United States and compromise. Originally, they came together to coordinate with the various colonies that had begun to develop their colonial governments outside of the control of the British imposed colonial governors. Many colonies were under strong harassment from the British King and Parliament as a result of several Acts and Taxes being imposed on them. The 1st Continental Congress met to try to coordinate a collective approach to these grievances and to send a coordinated solution to King George III and the Parliament. The 2nd Continental Congress convened in late 1775 hoping to have a workable reply and solution from the homeland, but their requests had been ignored. Also, some battles between the colonials and the British soldiers in Boston had occurred (Lexington and Concord) creating more tension among the colonies. In early June, 1776, Richard Henry Lee of Virginia proposed that the Congress declare independence from England, but the representatives needed concurrence from their colonial governments and the measure failed. There was quite a bit of contention among the congressmen regarding this issue. Some wanted to continue to try to work with the England to resolve the issues.

On June 10th, the congress failed to support the call for independence, but they had the foresight to establish three committees to work on the following subjects and to be ready to vote on the proposal that had been tabled. The new vote date was to be July 1st. Those committee assignments were as follows:

- a) Write a Declaration of Independence, understandable to the general colonial population, that clearly explains why the 13 colonies are seeking independence from the homeland and note the grievances that have not and were not being addressed by the King.
- b) "To prepare and digest the form of a confederation to be entered into between these colonies" (ie a Federal Government).
- c) "To prepare a plan of treaties to be proposed to foreign powers"

As you probably know, Thomas Jefferson was the chairman of the first committee and he wrote the first draft of the Declaration of Independence by himself. It was reviewed by others and amended by the congress to some extent, but he is basically considered the author. (It's worth a reread this 4th of July).

What amazed me was the breadth and scope of the other assignments. Basically, in 20 days come up with a plan on what kind of overall government will be representative of these United colonies and how will we coordinate our collective business with foreign powers. Imagine having an assignment like that to be completed in 20 days! It took a lot of compromising. Maybe our Senators and Representatives should go back and

read the history concerning the 1st and 2nd Continental Congress.

Happy building and flying SCAMPSTER's-see you next month.

SCAMPS 2013 Club Contest Calendar of Events

Mo	Day	Rubber	Power	CD
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



SCAMPS/SCIFS Old Time Fall Annual

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

****** Any Event can be flown on either day, do not have to finish same day! ******

November 2nd & 3rd 2013, 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
***A/B Nostalgia
Just added, OT HLG/CLG!!!!*

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
*** C Nostalgia*

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 (Contact): Dave Wagner (818) 342-8201 centmfgDavid@sbcglobal.net
SCAMPS (CD): Daniel Heinrich (909) 593-5789 AeronutD@cs.com*

*****Nostalgia Gas engine runs are 10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds**