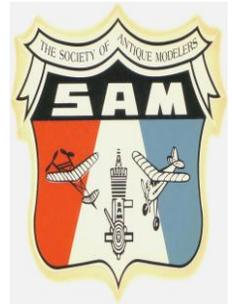
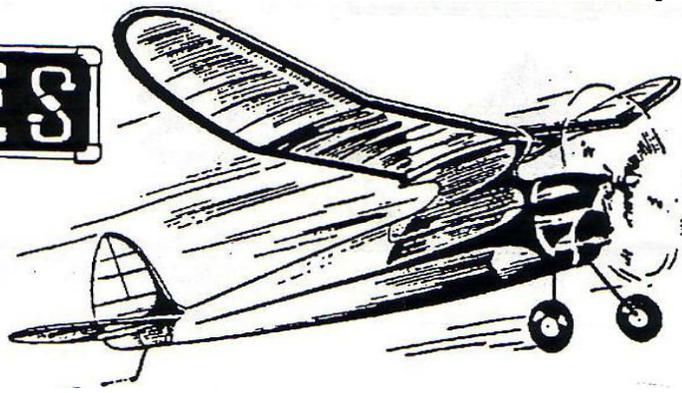


July 2014



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

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Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

July SCAMPS Meeting Location



The SCAMPS' July meeting will be held **Friday July 11th** 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. Gathering starts at 7 PM- phone number for Fernando is 714-637-6312.

Hi gang-not much to report this month. We just finished the SCAMPS Lotto which was conducted under excellent conditions without too much heat. Hal and Randy CD'd the event-stalwart Jane Cover was not present to keep everyone in line. The event was well attended with at least 25 entries signed up at one point when I glanced at the sign-in sheet. Winds were light and variable all morning until around 10 when a strong drift from the south developed and pretty much stayed until the end of the contest at noon, then dwindled to nothing as we started the Lotto..natch.

Ken Kaiser planted a model in the soft field to the north at one point-I think a few others crashed but can't recall the victims. My *Red Buzzard* was retrimmed the prior weekend in prep for this contest but went back to unreliable behavior on it's first flight, keeping it from doing very well. I did not have the *Casano* ready to go-it's still in the early trim stages with it's own set of challenges. I have all summer to both of these ships sorted out for the FF Camps in the fall. We had 10 entries in E-36/A-B Electric so interest is swelling a bit with Phil Ronney flying a *Noah's Quark* in a break from nitro fume driven activity he is normally known for. Once you start flying electric you get spoiled with the ease of operation these models bring. Try one-you'll like it.



In case you hadn't heard, another SCAMPS member has passed on to greener pastures. I'm paraphrasing the email Kevin sent around in this, but I know not everyone has email and this may be the first you've heard of the passing of Clarence Myerscough. Apparently suffering from health issues in recent years he had given up SAM competitions and flying until his passing on June 9th, he will be missed by all of the SCAMPS.



I have been discussing with the unofficial SCAMPS historian Allen Heinrich about providing some occasional articles on the history of Old Time models that he has a large depth of knowledge about. Gracefully he has accepted this challenge and provided a brief look at the gas model design *Gladiator Mk1* that was published in *Air Trails* back in the day. I'll let Allen tell the story while you enjoy the bone shots of his *Gladiator* nearing completion in yellow silk and dope as he is traditionally prone to do.

The Gladiator Mk1-a Brief History

by Allen Heinrich

I was asked to write a series of articles regarding the history of some of the Old time Models by our newsletter editor. I have chosen the *Gladiator Mk I* because I have always liked this model and am building one at this time.

This model was a puzzle to me when I first saw the construction article in *Air Trails* magazine. What was puzzling was that two different models are shown in the photos but there is no mention of early or later versions. I guess they thought we wouldn't notice. This is not uncommon in the model magazines. They

frequently show pictures of models that differ from the plans provided. In this case some of the pictures show a model with a four panel wing and some show the three panel wing that is on the plan. The four panel wing version of the *Gladiator* looks just like the *Super Rocketeer*. Since I had an excellent flying version of that plane, I wanted to build the bigger version.

The design goes back to 1939 when AMA changed the weight rules for power models to 8 ounces per square foot. The designer, Maurice Schoenbrun, was trying to create a cleaner stronger model to handle the weight. He also wanted to incorporate some new ideas such as the long tail moment. The New York *Skyscrapers* model club was going through what I call the pregnant guppy design period and most of the flyers had a deep bellied design (including Sal Taibi).

The original model with the four panel wing had a wing area of 886 sq. in. (about 6 sq. ft. projected). I think this was a little big for the *Dennymite* engine that was used for power so the three panel wing was built which had 825 sq. in. They mention in the article that they were not running the *Dennymite* at full power which is not surprising because with the adjustments shown, it would have trouble handling this. I intend to power mine with a *Pacemaker 59*. This is similar to the Atwood, Orwick and Andersons and I intend to give it full power so I will have to use the adjustments that I used on the *Super Rocketeer*.

If you are interested in the original construction article, it was published in the March 1941 issue of *Air Trails*. There was also a reprint done in Volume 1 number 1 (Summer 1977) of the *Air Trails Classic Flying Models* published by Challenge Publications.



I asked Allen about the contest history or if the model was ever produced commercially. If competed it was not a popular choice and was likely done so only by the designer according to Al. Apparently it did not make a big impression at the time and as Allen has pointed out, would have been a tough choice for trimming, so no kits ever produced commercially. But it was a transitional design that led to similar configurations that followed. Thank you for providing this input, and we look forward to seeing the finished model in the skies over Perris one of these days!

A brief report from the June Club Contest CD Ray Peel:

"The June Club Contest was held with good participation in Twin Pusher and F-1Q. Harbor Freight was "light" on fliers and Bernie Crowe was the only participant. I have tried to find a HF plane without success; there is a store in Oceanside and in Escondido and neither stock these planes. I also tried on-line and only found RC planes. We might need to investigate this problem or eliminate Harbor Freight in the future. I am only speaking for myself so others might not agree with this? There were no Moffet entries this time, which was a disappointment to me, since I was looking forward to that event (I read up on the rules). Kevin Sherman has the twin pusher design mastered. He proved this in the recent Lotto Contest by winning that event as well. F1-Q was well contested by three SCAMPS with Phil Ronney getting the win with only 44 seconds between the three fliers. Bernie Crowe decided to help Phil with a vibration problem and loaned him a new propeller assembly. As luck would have it, Phil's plane flew much better and the student beat the teacher! Kevin Sherman flew his DeLamater for two maxes only to have problems on his last flight. We all enjoyed the beautiful weather, light breeze and the Wednesday Donut ritual. Sincerely, Ray Peel CD"



Twin pusher competitors at June Club Contest-L to R Joe Jones, Paul Guiso, Kevin Sherman and Ted Firster

SCAMPS Twin Pusher Club Contest - Perris 06-11-14							
NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF	SCORE	PLACE
Ted Firster	Burnham	79				79	4
Joe Jones	Burnham	117				117	3
Paul Guiso	Burnham	122				122	2
Kevin Sherman	DeLamater	152				152	1

SCAMPS Electric F1Q Perris 06-11-14								
NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
Bernie Crowe	Noah's Quark	149	134	180			463	2
Kevin Sherman	Quark Eater	180	180	101			461	3
Phil Ronney	Noah's Quark	180	145	180			505	1

SCAMPS Monthly Club Contest Schedule 2014 V1.0

Mo	Day	Rubber	Power	CD
Jan	29	OT Large Rubber (comb)	1/2 A, A - D AMA Gas	B. Crowe
Feb	19	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	12	OT Small Rubber (comb)	1/2A - C Nostalgia Gas	H. Wightman
Apr	16	P-30 / Greve mass launch	OT ABC Fuselage/E-36	J. Jones
May	14	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	J. Riese
Jun	11	Moffet / Twin Pusher	F1Q / Harbor Freight	R. Peel
Jul	9	Coupe (F1G) / Twin Pusher	OT ABC Pylon/E-36	R. Thomas
Aug	6	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	G. Sherman
Sep	10	Coupe (F1G) / HLG / CLG	OT ABC Combined	F. Ramos
Oct	15	Nos Wake / Nos Rubber	F1Q / E36 / Harbor Fr.	B. Crowe
Nov	12	P-30 / Jimmy Allen	1/2A, A - D AMA Gas	G. Walter
Dec	10	Gollywock Mass Launch +	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 1st & 2nd 2014, 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*

*CD - SCIFS Dave Wagner (818) 342-8201 centmfgDavid@sbcglobal.net
SCAMPS Contact - 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