

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

December SCAMPS Meeting Location



HoHoHo... the SCAMPS Christmas party will once again be held at the Santa Ana **Hometown Buffet**. Everyone is welcome to join us at the Christmas party, **Thursday December 4th 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.

Sorry about the late delivery this month. I'm dealing with a laptop that is past its prime and due for a refresh-just need the spare buckage to make that happen-maybe in 2015 for sure if it goes down again.

As most of you know the news of John Oldenkamp passing in mid-November has come as a shock to those who knew him. My last discussion with him was about flying his *Boomer* P-30 the first time and nearly losing it at Otay Mesa. After a period of not hearing about him or seeing him at the FF Champs we began to wonder about his situation. Unfortunately it was not something that was shared openly and from what I know he succumbed to pneumonia that was contracted while in the hospital for another problem. John was someone who truly represented the Free Flight community and the art and sport of it. I remember reading magazine articles about his designs in my youth-then finally meeting him years later when I started flying FF again in SoCal. He was a fun guy to talk with and always open to any questions or help you might need from him. Of course his efforts to push P-30 (40 years old now) and E-36 are legend and my collaboration with him on the Joulebox 190 kit design was outstanding. He was truly one of the movers and shakers in the FF world and will be missed by all.



Related to the P-30 event, the 2015 Ike is planning to hold a special event honoring the 40th year of this popular class, and is soliciting for purse money or prizes to make the event special. If you are interested in contributing money or prize material please contact Roger Morrell or Norm Furatani who are the organizers, or let me know and I will be happy to coordinate on your behalf.

Early November saw the Annual Fall dual meet with the SCAMPS and SCIF clubs at Lost Hills. This is mainly a Nostalgia event along with the traditional Old Time classes so attendance was not that strong. It was an interesting weekend though, punctuated by some unusual weather-the first rains of the fall that started Friday evening and drove into about mid-day Saturday although it was fairly spotty and post-frontal in nature. Friday night was eventful at around 8 PM or so when a huge wind formed and a massive dust cloud enveloped the entire area. I was in Wasco when this started it was a major dust storm that was soon followed by rain with lightning and thunder into the evening. On getting to the field in the morning it was pretty much a consensus the weather was destructive for many who stayed there overnight. Mud was present but not too slick, although riding a bike on anything but the worn road areas was a bit of a slog. As Saturday wore on the weather began to improve and around 1 PM I made the first official rubber attempt with my new *Casano Stick* model. The climb was pretty good and showed decent air in spite of the drift and soon the power flyers were launching for attempts before it shut down again. I flew all three rubber attempts although my glide needed work and prevented a max out on my part. The rest of the rubber contestants waited for Sunday to challenge, and that was probably the better move.

Sunday started with a bit of breeze that soon died and the air began to warm. Flyers were rewarded with superb conditions and spectacular cloud formations framing the models in the sky. To me this is the best reward of all-watching your translucent model slowly circling up into a massive cumulus cloud drenched in sunshine against the blue sky. I was really impressed with Daniel Heinrich launching his twin pusher in the Large O/T rubber event and seeing it get drawn into a 15 minute flight against the magnificent skyline. At one point I thought it had gone into the cloudbase and could not locate it. Not to be outdone, my test flight of the *Red Buzzard* went for 12 minutes and never went much higher than 300 feet or so, the warm bouyant air just enough to keep it aloft as it slowly drifted to the south. I was able to stroll along under it and enjoy the experience.

I didn't do too well in the contest but after that flight I didn't really care.

Mike Myers was the CD for the SCAMPS and I was impressed he manned the table during the unflyable periods of the contest. We all appreciated his patience and persistence and I really enjoyed his presentation on Sunday when handing out the honors-I think he's a great contest director.

SCAMPS November Club Contest

by George Walter

Wednesday the 12th was a great day for flying at Perris. When I got to the field at 7AM it was about 50°F with a little wind. I counted 29 vehicles on the line which resulted in 20 contest entries. Everyone was standing around wondering if it was going to calm down. About 8 AM it was dead calm on the surface, but drift was to the West at "altitude." I put up my *NJAPF* P-30 and got good altitude, but then it was down big time-ending with an 84-second flight which is not what I hoped for. I checked the motor and 2 of the 8 strands were broken so changed the motor. I only had a 6-strand as a back-up, but it worked out very well. Right before donuts of course the air got really good. After donuts I flew my second flight and had a 2-1/2 minute max flight. After letting the motor rest I wound again and this time I got really high in really good air. Even after the prop started to free-wheel it kept going up (but slowly). I had the DT set for 2-minutes and it went off very close to that, but it took over 2-minutes for the plane to come down. So I had an 84-second flight and two maxes which was good for 3rd place and I was pleased that the model flew well. At the far north end of the field Allen Richardson and Gene Drake were going head-to-head. Allen flew his own design called the *Prowler* and got three maxes. Gene did not have a P-30 ready for the contest, but accepted Allen's offer of one of his three *Prowlers* to fly. Gene proceeded to get three maxes also. Meanwhile Allen's son Greg was chasing his dad's planes and was only able to get off one flight with the third of Allen's *Prowlers*. With time running out Gene was able to get into the air one more time to break the tie and win the P-30 event.

Roger Willis had six flyers from the Oasis FAC group for the Jimmy Allen contest. Mike Mayea and Allan Arnold made it a total of eight. There were a total of eight maxes with two guys maxing out so there was a fly-off between Gary Lyon and Paul DePue. They did a mass launch with the two planes flying very close to each other in the same air, but in the end Gary's plane landed after a 137 seconds and Paul's plane after 146 seconds. It was exciting.

The 1/2A & A AMA Gas event was contested by Jeff Carman, Ken Kaiser and Ray Peel. All three had maxes for the first two rounds. Ray dropped his third flight which left Jeff and Ken tied after they maxes the third round. Ken maxed on the first fly-off, but Jeff's plane, although it climbed in a perfect pattern, did not stabilize after the bunt and came to earth after only 77-seconds giving Ken the win.

The B to D AMA Gas was contested by the very same three flyers as in the 1/2A & A event. Ron Thomas signed in, but he was not able to fly. Ray maxed on his first flight, but a problem with his plane prevented further flying. Jeff and Ken flew two maxes, but Jeff dropped the third flight by 7-seconds which gave the win to Ken, again.

SCAMPS P-30 Club Contest - Perris 11-12-14

	NAME	MODEL	Round 1	Round 2	Round 3	Flyoff	SCORE	PLACE
1	George Walter	NJAPF	82	120	120		324	3
2	Gene Drake	Prowler	120	120	120	44	404	1
3	Ted Firster	Shark MkII	120	77	101		298	4
4	Al Richardson	Prowler III	120	120	120		360	2
5	Greg Richardson	Prowler III	95				95	5

SCAMPS Jimmie Allen Club Contest - Perris 11-12-14

	NAME	MODEL	Round 1	Round 2	Round 3	Flyoff	SCORE	PLACE
1	Mike Mayea	Blue Bird	77	120	120		324	3
2	Roger Willis	BA Cabin	94	66	97		257	4
3	Rod Franken	BA Cabin	21				21	8
4	Fernando Mina	BA Cabin	60				60	6
	Gary Lyon	BA Cabin	120	120	120	137	497	2
	Allen Arnold	Sky Chief	35				35	7
	Dale Funk	BA Cabin	54	68	68		190	5
5	Paul DePue	BA Cabin	120	120	120	146	506	1

SCAMPS B to D AMA Gas Club Contest - Perris 11-12-14

	NAME	MODEL	Round 1	Round 2	Round 3	Flyoff	SCORE	PLACE
1	Jeff Carmen	Texan	180	180	173		533	2
2	Ken Kaiser	Texan 1000	180	180	180		540	1
3	Ray Peel	Unknown	180				180	3
4	Ron Thomas	Astro Star 800					0	4

SCAMPS 1/2A & A AMA Gas Club Contest - Perris 11-12-14

	NAME	MODEL	Round 1	Round 2	Round 3	Flyoff	SCORE	PLACE
1	Jeff Carmen	Texan	180	180	180	77	617	2
2	Ken Kaiser	Astro Star 484	180	180	180	180	720	1
3	Ray Peel	Pearl	180	180	161		521	3

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 Membership Renewal Form

It is time to renew our Scamps membership dues again. This year we are offering two types of memberships. Our regular membership, which includes a monthly printed newsletter mailed to you, remains the same \$30 per year. Our E-mail ONLY newsletter membership will be offered at \$15. Those who chose the E-mail newsletter option membership will no longer receive a hard copy of the newsletter in the mail, only the E-mail version. We are able to pass on the savings for the club to those members who chose the E-mail membership.

We want to make sure we have everyone's correct contact information. If you have moved, changed your phone number or have a new E-mail address, please let us know (contact Kevin Sherman). **The dues are \$30 (regular membership) or \$15 (E-mail membership) and should be made payable to the SCAMPS. Please send your dues to Kevin Sherman, 1521 S. Normandy Terrace, and Corona, CA 92882**

Please check one

Please sign me up for regular membership Please sign me up for E-mail membership

Name _____ Phone Number _____

Address _____ E-mail _____

Do you have any interest in SCAMPS Shirts? I have several in stock for those who need them in most sizes. We have T-shirts, short and long sleeve and Polo shirts. Contact Kevin Sherman for availability.

Yes

No

SCAMPS Haggart/Bowden

Sunday, February 15, 2015– Perris, CA

AMA Sanctioned Contest

*****Flying Starts at 8:00 AM and contest closes at 1:00PM!**

EVENTS:

Haggart-Bowden 2-minute precision

***ABC Pylon** – Combined (20 Second engine run)

***ABC Fuselage** – Combined (20 Second engine run)

***Small O.T. Rubber** - Combined - (Stick & Fuselage)

***Large O.T. Rubber** - Combined - (Stick & Fuselage)

* **Electric Tomboy** (1 minute motor run best single flight wins)

***Perris Special** (15 Second engine run - Glow & Ignition)

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

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

* **Nostalgia Rubber**

*3 minute Max

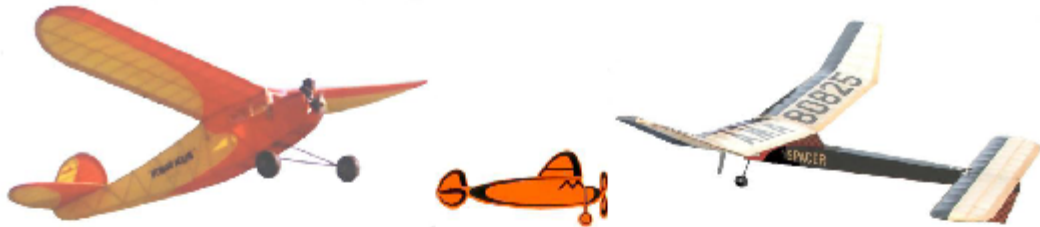
*SAM rules for standard SAM events

*Entry fee is \$5 per event

CD Mike Myers

818 439-3799 (mobile) - 818 241-9154 (home)

Haggart-Bowden 2-minute Precision RULES: Aircraft must be a NON-Pylon type, conforming to the 8 oz. /sq. ft., 80 oz. /cu. Inch and L2/100 rules. The power shall be spark ignition engine(s). All flights shall be rise off ground. The time target for each flight is 120 seconds (2 minutes). Each flight will be scored as the difference between actual flight time and the target time. Each contestant will make 3 flights. On any flight, a D/T action at less than 4 minutes will result in a ZERO flight time (120 score for that flight). The winner will be the flyer that accumulates the total nearest 3 perfect 2-minute flights.



SCAMPS 11th Annual Taibi Contest

Sunday, March 15, 2015 – Perris, CA

This will be an AMA Sanctioned Contest

Flying Starts at 8:00 AM and contest closes at 1:30 PM!

EVENTS:

#*All Taibi (Any Taibi design flown to its era's modified rules below)

*Perris Special (15 Second engine run – Mark II version is legal)

*ABC Old Timer (Fuselage & Pylon combined 20 second engine run)

*Small O.T. Rubber - Combined - (Stick & Fuselage)

*Large O.T. Rubber - Combined - (Stick & Fuselage)

*Nostalgia Rubber – (All Nostalgia rubber including Wakefield)

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

*½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

AMA A/B Electric – Motor run 10 sec, then 5 in fly-off. All 2 minute maxes

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

*3 minute Max

*All Old Timer Flights will be HAND LAUNCHED, no ROG

*Nostalgia, HAND LAUNCH or VTO, no ROG

*SAM rules for standard SAM events

*Entry fee is \$5 per event

*Merchandise Prizes & Certificate Awards



Modern AMA models like Starduster, Perris Special, Orbiter will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943



SCAMPS 11th Annual Taibi Contest

Sunday, March 15, 2015 – Perris, CA

This will be an AMA Sanctioned Contest

Flying Starts at 8:00 AM and contest closes at 1:30 PM!

EVENTS:

#*All Taibi (Any Taibi design flown to its era's modified rules below)

*Perris Special (15 Second engine run – Mark II version is legal)

*ABC Old Timer (Fuselage & Pylon combined 20 second engine run)

*Small O.T. Rubber - Combined - (Stick & Fuselage)

*Large O.T. Rubber - Combined - (Stick & Fuselage)

*Nostalgia Rubber – (All Nostalgia rubber including Wakefield)

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

*½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)

AMA A/B Electric – Motor run 10 sec, then 5 in fly-off. All 2 minute maxes

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

*3 minute Max

*All Old Timer Flights will be HAND LAUNCHED, no ROG

*Nostalgia, HAND LAUNCH or VTO, no ROG

*SAM rules for standard SAM events

*Entry fee is \$5 per event

*Merchandise Prizes & Certificate Awards



Modern AMA models like Starduster, Perris Special, Orbiter will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Hal Wightman (714) 528-1850 & Kevin Sherman (951) 737-7943