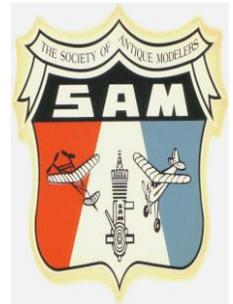
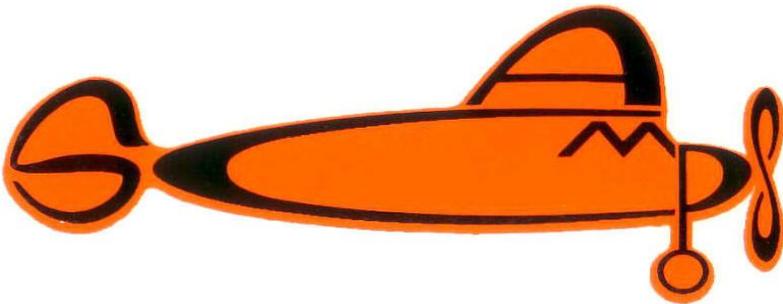
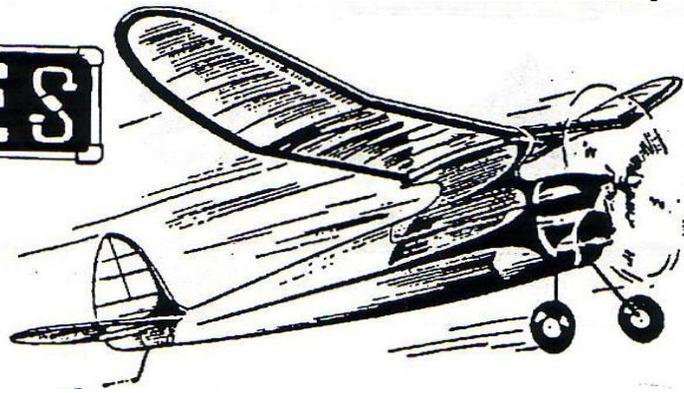


July 2015



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



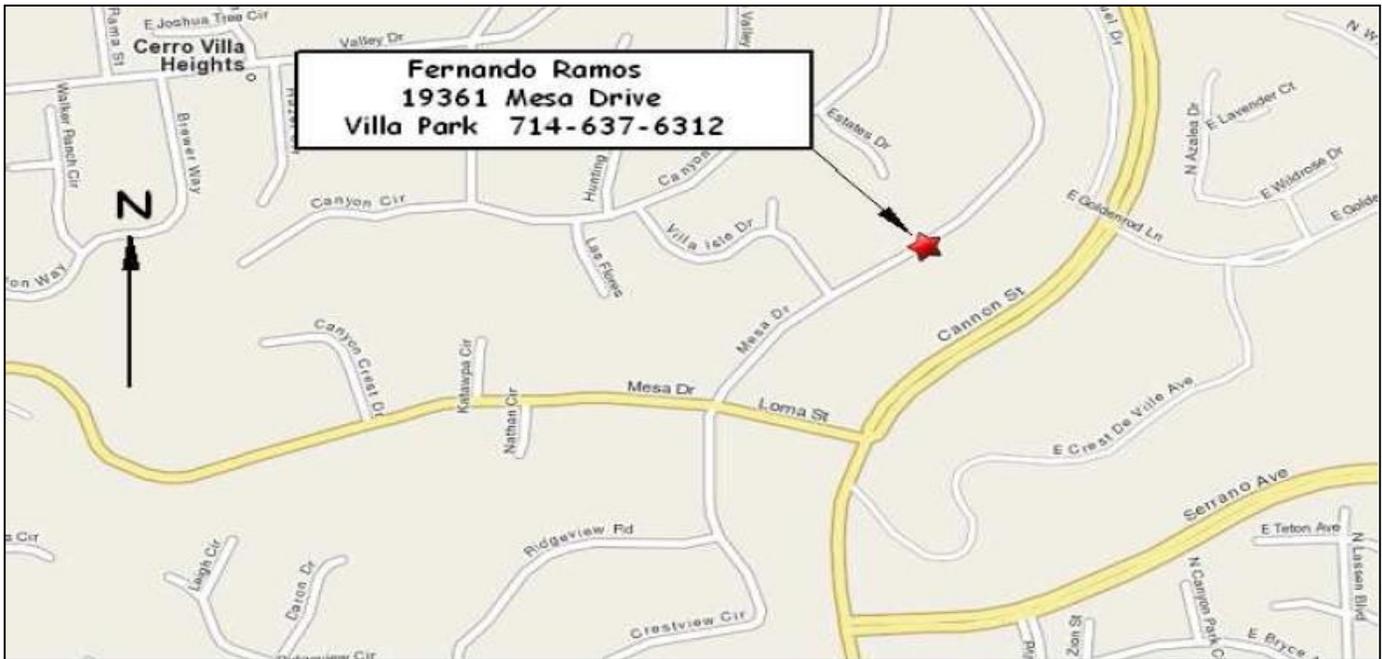
LINES

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

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July SCAMPS Meeting Location



The SCAMPS' July meeting will be held **Friday July 10th** 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.

SCAMPS NEWS

by Clint Brooks

Some free flight friend news to report. First, Tom Hammond is still hanging on at the Wilshire Vista assisted living center in the Fairfax district of Los Angeles. He dearly misses his flying friends and wishes everyone the best. I try to visit him every two weeks or so and he understands how difficult it can be for some of his long time friends to travel now. Keep him in your thoughts-there is nothing worse than feeling forgotten and physically helpless.

Also, long time friend of free flight Lee Hines fell and broke his right femur after the Lotto contest Sunday evening. This resulted in hip replacement surgery and a few weeks of convalescence under way at the Victoria Rehabilitation Center in Costa Mesa, not far from his home. He is gaining his strength and starting to walk again, very short distances to minimize damage. If you know Lee you can make contact with him at his cell number-he would love to hear from you. He's doing well from what I can see although his FF activity may be curtailed from now on depending on the long term recovery progress for stability. All of the SCAMPS wish Lee the best on a timely recovery and hope to see him flying again soon.



Other news-the San Diego Orbiteers have lost access to the Otay Mesa field they have been active on for the last 25 years. I did not get the scoop on why this is so, but speculate new construction may be coming to Otay Mesa. SDO club president Don Bartick is working on a new location nearer to the SDO membership, but until then the SCAMPS are sharing the Perris field with them, which I think is a great opportunity out of the Otay Mesa loss. I don't know if you've been out to Perris on the weekends lately, but there is usually a pretty good crowd on Saturday morning, and hopefully some more familiar faces will be coming up from the SDO side to join in as well. The more the merrier-we sure need the synergy a large group brings with it, and the SDO group may get some participation out of the SCAMPS on their monthly contests too. Kevin has posted the SDO event calendar on the SCAMPS website Perris contest schedule, but here is a quick snapshot of what the Orbiteers have planned for the rest of 2015:

June 28th: F1G(Coupe), Power (Gas/Electric Combined) & HLG/CLG (Combined)
July 4th: Walt Mooney Annual: Peanut, 2X Peanut, Bostonian/Embryo (Combined)
July 19th: P-30, Power (Gas/Electric Combined) & HLG/CLG (Combined)
August 16th: Small OT/NOS Rubber, Power (Gas/Electric Combined) & HLG/CLG (Combined)
September 21st: F1G(Coupe), Power (Gas/Electric Combined) & HLG/CLG (Combined)
October 18th: P-30, Power (Gas/Electric Combined) & HLG/CLG (Combined)
November 22nd: Small OT/NOS Rubber, Power (Gas/Electric Combined) & HLG/CLG (Combined)
December 13th: F1G(Coupe), Power (Gas/Electric Combined) & HLG/CLG (Combined)

These are mostly Sunday events, which makes me happy as I have a hard time making the SCAMPS monthly events on Wednesday's. So now there is a way to participate on the weekends if they will allow us (and I believe this is planned), so smiles all around!

In addition to the SCAMPS and SDO events, Roger Morrell has arranged to conduct the SCAT Black Cup summer contests at Perris this season-I guess the 90 degree temps at Perris beat the 106 degree fun at Lost Hills this time of the year. So it looks like Perris is the happening place for SoCal Free Flight now!

Speaking of contests, the SCAMPS Lotto went off extremely well with Jane and Hal once again bringing it to us. I think the event is going to need new CD sponsorship if I understood Hal correctly (he made it very obvious during the award ceremony) so those of us who want to keep the event going ought to be working with him on a transition plan as they begin to stand down on the hosting duties. Let's see if we can keep it a viable and an on-going annual club event in honor of all the effort the Cover family has put into this over the years, much to our delight.

Moving on-John Riese sent me this piece a month or so ago concerning angst in the modern age with regard to ignition powered free flight models. We all over process and here is how John comes to terms with it:

The KISS Principle Revisited

by John Riese

Scattered amidst the usual bickering about rules in a recent FAI oriented SEN (SCAT Electronic News) email newsletter was the statement "The last US SAM Champs, the biggest SAM contest in the country, for which results are posted online is the 2013 event in Nevada. By my count 37 individuals *actually flew* free flight models at that event."

I would think most of those 37 were flying gum band planes. This was a very discouraging observation to me. As some of you may know, I am a hard core SAM ignition flyer but am finding there are fewer and fewer sparkies at the field.

Over the years, I have managed to complicate my ignition models with more "improvements" as most engineers tend to do. First, it was putting a jack in the side of the plane for the boosters, then an electronic ignition and rechargeable batteries. The last innovation was to use FAI fuel for better cooling of the converted OS motors that I like to use. The jacks shorted out, the batteries wouldn't hold a charge, the transistors burned out, and the alcohol fuel needed a real hot spark. Results have been unreliable motor runs and a general loss of confidence in ignition. I kept buying new spark plugs, changing out motors, etc. In light of this development, I've been dabbling in glow, electric and even (gasp) rubber power lately, just to have planes to fly.

I recently recreated a plane that OFB Ed Reuben designed back in 1940. He of course didn't have all the modern advancements back then and insisted that I use the standard two pen cells, a coil, and condenser on the replica. No fancy electronics, rechargeable batteries, etc. I mixed up some lawn mower gasoline and Blendzall castor fuel also. I did use his recommended Walgreen alkaline AA batteries and an electric starter but everything else was just like "back in the day". We went out last Sunday to test fly the plane. Guess what? It started on the "first flip" or push of the starter if you will, and ran strong for quite a few flights. Eventually it "landed under power" due to a warp in the rudder, which I should have noticed.

Now what am I going to do? Go back to the battery box and alkaline batteries. No alcohol fuel, either. So, expect to see me back on the field with some gassies that actually fly. I figure I can clean up at the SAM Champs since I'll probably be the lone entry in many events.

To paraphrase Robert Duvall, "I love the smell of castor oil in the morning."

SCAMPS Club contest report 6-10-15

by *Bernie Crowe*

Turnout for the June SCAMPS Club contest was fairly light, due in part perhaps to the conditions. The day started out overcast and fairly breezy, which may have deterred some, but as the morning wore on the sky cleared and temperatures soared, making long retrievals quite a chore. Hal Cover had one of his flights cross San Jacinto Road and into the next field. Ted Firster lost his Texaco plane across the houses two fields away, and the plane was still AWOL when we left the field.

Only two stalwart fliers entered Twin Pusher, myself and Ted Firster. Regular TP fliers Joe Jones and Kevin Sherman were absent, and others on the field elected not to participate. I had last flown mine in 2008, and couldn't even remember how many turns to put on. Ted's plane was new and he too was out of practice. We both wound the planes backward initially, and had to unwind and rewind them. At launch, it was clear I had less than 30% required winds. The plane barely made it into the air, missing the ground by inches, then cruising boringly at about 8 feet altitude before landing at 53 seconds. Ted's plane got much higher, but had a tight turn in the glide with the motors hanging below for another shortish flight. But Ted's was longer than mine, so he won.

Coupe (FIG) also lacked participation. I brought my Bob White "Beau Coupe" out of dusty retirement, but forgot to bring the motors for it. Ted loaned me a motor but it was the wrong length for the plane, so I didn't fly. That left it to Allan Arnold and Ted Firster to "battle" it out. Ted put up a flight early that looked disastrous when it tail stalled, but went on to hook a good thermal for an easy max. Allan too found some air and maxed, his plane staying up for over three minutes and resulting in a long retrieval. Late in the morning Allan decided to put up a 'short' flight to take the lead, but Ted followed with a slightly 'less shorter' flight to take the win by 5 seconds.

E-36 turned out to be the popular event with three entries (!) John Riese was first up with his "Pearl 202" and maxed, followed by Fernando Ramos flying his Clint Brooks kitted "Joule Box". I didn't see Fernando fly, but he scored 85 seconds and elected not to fly the other rounds. Hal Cover put up his thoroughly-tested "Long Tom" and also maxed. John was not so successful on the next two rounds, scoring a 93 and a 90. Hal also dropped the next two but out-scored John to win the event. Hal was the only entry in AMA Electric, flying his "Super Flash". Hal maxed out handily to take first and only.

Not one of our more stellar contests in terms of participation, but we all had fun apart from the heat. The next one is July 8 with P-30 and Commercial rubber, plus OT ABC Pylon and Perris Special events. Drag out the models and blow the dust off!

SCAMPS Twin Pusher Club Contest - Perris 06-10-15							
NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF	SCORE	PLACE
Firster, Ted	?					109	1
Crowe, Bernie	Burnham					53	2

SCAMPS Coupe F1G Club Contest - Perris 06-10-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Firster, Ted	Candy G	120	77	dnf			197	1
2	Arnold, Allan		120	72	dnf			192	2

SCAMPS Electric E36 - Perris 6-10-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Riese, John	Pearl 202	120	93	90			303	2
	Ramos, Fernando	JouleBox II	85	dnf	dnf			85	3
	Cover, Hal	Long Tom	120	100	100			320	1

SCAMPS AMA Electric Perris 06-10-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Cover, Hal	Super Flash	120	120	120			360	1

SCAMPS Monthly Club Contest Schedule 2015 V1.1

Mo	Day	Rubber	Power	CD
Jan	21	OT Small Rubber (comb)	1/2 A + A, B - D AMA Gas	B.Crowe
Feb	18	Jimmy Allen / Comml Rubber	30-sec Antique/E-36	K. Sherman
Mar	11	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	J. Jones
			Perris Special 1-dsgn	
Apr	15	P-30 / Greve mass launch	OT ABC Fuselage/E-36	J. Riese
May	13	4oz Wake / 8oz Wake	1/2A, A - D AMA Gas	Ray Peel
Jun	10	Twin Pusher/Coupe (F1G)	AMA Electric/E-36	Bernie Crowe
Jul	8	P-30/Comml Rubber	OT ABC Pylon /Perris Special	
Aug	12	OT Large Rubber (comb)	1/2A - C Nostalgia Gas/Electric Nos	
Sep	9	Coupe (F1G) / HLG / CLG	OT ABC Combined	
Oct	14	Nos Wake / Nos Rubber	E20/E36/AMA Electric	
Nov	11	P-30 / Jimmy Allen	1/2A, A - D AMA Gas /Perris Special	
Dec	9	Gollywock Mass Launch + OT Small Rubb Comb	1/2A - C Nostalgia Gas	

**45th U.S. FREE FLIGHT CHAMPIONSHIPS
LOST HILLS, CA 09/25-27/2015**

American and National Cup

6 FAI Events

11 Old Time Events

9 Nostalgia Events

3 Classic Events

10 Modern AMA Events

1 Compressed Air Event

1 Jimmy Allen Event

New this year...Nostalgia Electric

ALL CASH AWARDS \$5000 purse

1st \$75, 2nd \$50, 3rd \$25

(Less than 5 entrant's awards reduced)

Plus perpetual trophy events

Jr. Awards in all Events

1st \$15, 2nd \$10, 3rd \$5

(2nd entry allowed in combined

Events with restrictions)

Information contact: Ted Firster Civyboy31@roadrunner.com

951-776-4971 or cell 951-830-0414

See website for information

LHFFMAA.COM

**SAN VALEERS 28th ALL NOSTALGIA ANNUAL
LOST HILLS, CALIFORNIA* NOVEMBER 7-8, 2015**

C.D. Terry Thorkildsen 805/495-6135; Co C.D. Tom Laird 310/544-7606

CAT 2- 3 MIN. MAX. THIS IS A NFFS NATIONAL CUP CONTEST
(Combined with old timer SCIFS/SCAMPS Contest the Same Weekend,
SCAMPS contact Dan Heinrich (909) 593-5789)

<u>SATURDAY</u>	<u>SUNDAY</u>	<u>BOTH DAYS</u>
7:00AM – 4:30PM	7:00AM - 3PM	
1/4 A NOSTALGIA	A NOSTALGIA	NOSTALGIA CABIN combined Any cabin design & engine size including Payload (dummy optional) Must Have Front Windshield
1/2 A NOSTALGIA	B NOSTALGIA	ONE DESIGN EVENT: Jays bird or Simpson Tornado
C NOSTALGIA	Vintage FAI (rules per NFFS 2015/2016)	1/2 A EARLY BIRD
NOSTALGIA Plus GLIDER (A1/A2) Proxy Towing ok if physically required		COMBINED NOST RUBBER COMBINED ONE DESIGN GAS MODELS (All previous eligible designs)

****Fox Rocket .35 engine, OK cub .049 model B with pull starter**** awarded by
Raffle (1 ticket for ea event entered or \$3 ea, or \$5 for 2, or \$10 for 5)

EVENT PRIZES: MERCHANDISE + ENGINES+KITS+BALSA+ETC.

ALL MODELS MAY BE CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT

ONE DESIGN: Jays Bird 250(N)/ Simpson Tornado (AMA) with any nostalgia legal
engine or TD .049/.051 EVENT PRIZES: \$45 FOR 1ST, \$30 FOR 2ND, \$15 FOR 3rd

COMB NOST RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff
flights 4 min max

ENGINE RUNS ALL NOSTALGIA EVENTS & 1 DESIGN: First 3 Flights 10 Seconds HL 13 sec
VTO, all Flyoff Flights will be 7 Secs HL and 9 secs VTO, all other rules per NFFS Rulebook 2015-
2016 for CAT 2. (see NFFS 2015/2016 for vintage FAI rules)

NFFS RULES LIST NO. 2015-2016 NO RE-ENTRY.

Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event or \$35 unlimited entry,
JR's: \$3.00 All EVENTS ARE JSO



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 7 & 8, 2015, Lost Hills, California

Saturday

7 AM to 4 PM

*½ A Texaco (7 AM to 11 AM)**

A/B/C Pylon

30 Second Antique

SAM Gas Scale

Small Rubber Cabin

Large Rubber Stick

*A/B Nostalgia****

OT HLG/CLG

Sunday

7 AM to 2:30PM

Texaco (7 AM to 11 AM)

A/B/C Cabin

.020 Replica

Large Rubber Cabin

Small Rubber Stick

Pee Wee Antique

*C Nostalgia****

Entry fees: \$10.00 registration (includes 1st event), \$5.00 additional events

Lost Hills Membership required

Gollywock Mass Launch Saturday 8:30 AM

Twin Pusher Mass Launch Sunday 8:30 AM

**1/2 A Texaco: 8cc fuel, any .051 or smaller engine, best single flight of 3 official flights*

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

*SCAMPS CD Daniel Heinrich (909) 593-5789 AeronutD@cs.com
SCIFS Contact Mike Myers 818 439-3799 (mobile) - 818 241-9154 (home) mikemyersgln@charter.net*