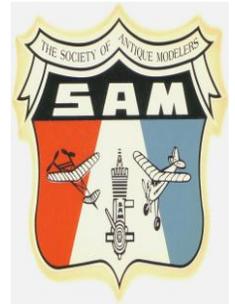
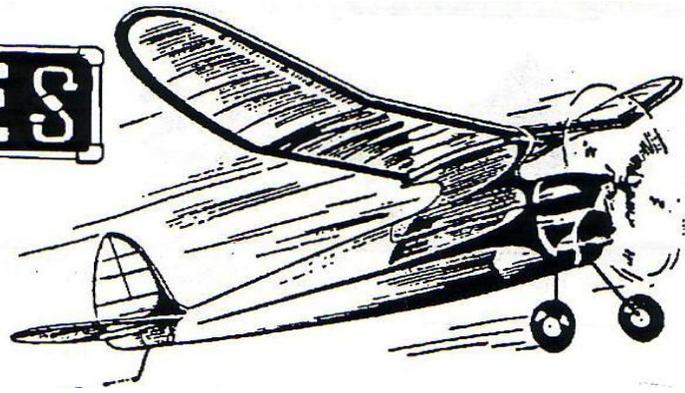


October 2015



**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

### **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	scampsedit@Yahoo.com
Meeting Coordinator	Mark Williams	(909)996-2942	marknjeannie@gmail.com
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

### October SCAMPS Meeting Location

The October meeting is scheduled at the home of John Powers on Saturday October 10<sup>th</sup> at noon and a luncheon is planned. John’s address is 17282 Bergen Circle, Tustin CA 92780. Phone is 657-232-0997 in case you need assistance in finding the location. See you there!

### SCAMPS NEWS

*by Clint Brooks*

Getting into the fall season now-hopefully the weather temps start to subside from all the heat we’ve been having. That hasn’t diminished the flying activity at Perris though-Saturday and Sunday’s are fairly busy with free flighters out in the morning. Along with the hot air balloon operations at times. We found out that when they launch or land their aircraft the location constitutes an ‘airport’ under the FAA regulations apparently, and as such flying model airplanes within five miles of them is prohibited (could be wrong on the mileage value). In any case, it violates FAA airspace regulations to launch near full size aircraft operations, and there was at least one threat to notify the FAA should this occur one Saturday morning after one of the modelers on the field went over to discuss why they were launching right on top of the model airplane activity. I don’t know if the discussion ended in any particular agreement about launch sites, but the FAA threat was never put into play. All the balloons launched and all the models flew, and no accidents occurred. But be advised to exercise caution when the balloons are operating near the flying field to avoid meltdowns over airspace rights. With live loads in the balloons, modeling activity will not be viewed with sympathy if one of our ships causes an accident with them, so respect their rights even though it seems rude on the operations end for their part.



While on the topic of the Perris field, last Saturday the small group was approached by a board member of the Riverside R/C club about where we park on the field. He directed us to a chalk line layout the club had

added to the free flight zone indicating the area under their west runway final approach path, and a no parking icon just to the west of the lines. There has been some complaint about the R/C models overflying the free flighters-most likely a contest that had chosen to set up on the north east side of the field. So to clarify things, the R/C club has made it very obvious where they don't want any free flight or R/C glider participants to park their vehicles or operate models from and have marked the ground accordingly. It has been pointed out where the SCAMPS flight line normally is to other club members hosting contests, and this needs to be enforced whenever a guest club sets up contests on the site. Look for small white stakes in the ground marking the edges of the R/C strip approach, and the chalk line markings added, soon to disappear with the rains. Even without visual aides we have to be responsible about this and not draw negative attention to our operations. Please share with the Orbiteers, Scale Staffel and the R/C glider club about this requirement or we'll all be asked to leave. All parking is to be West of the white stakes/chalk line of the R/C strip approach area-no exceptions for any reason.

On to other things. Phil Ronney has been on a mission to obtain an unfinished Disney film concerning an aeromodeling theme and Kent Nagy in particular who was starring in one of the roles. He sent me an email that he finally obtained a copy of the film and would like to share it in it's DVD format at one of the upcoming SCAMPS monthly meetings. Until then, Phil has posted an article *The Mystery of Nagy* on the San Valeers website [www.sanvaleers.com](http://www.sanvaleers.com) if you want to get up to speed on the back story. Contact Phil about what needs to be provided to share the DVD at a club meeting.

Bernie Crowe has been a busy man in 2015, setting up and pushing the monthly club contests, and making sure everything gets fed back through for reports and results. He's also becoming passionate about the E-20 event and has shared an article and some plans for several E-20 models you could consider if you want to explore this emerging manifestation of subminiature electric FF.

### **E-20 Electric Event**

The E-20 event was initiated by Willamette modelers club about three years ago, and is now adopted as a provisional event by NFFS. The rules are simple:

Maximum projected span 20 inches; no auto surfaces  
Model must weigh at least 1 ounce  
Must use an 8.5 mm coreless motor  
Battery not to exceed 160 mAh 3.7v LiPo  
20 second max motor run, 90 second max flight time  
Fly-offs with 10 second motor run

All components are available from Bob Stalick, 1930 NW Heron Point Ct,  
Albany, OR 97321  
Price for complete set of parts approx. \$30  
Lots of plans available, or "roll your own"

These planes are NOT toys, they fly really well. Perfect for small field flying.  
Challenge to trim because of their small size, but tons of fun.

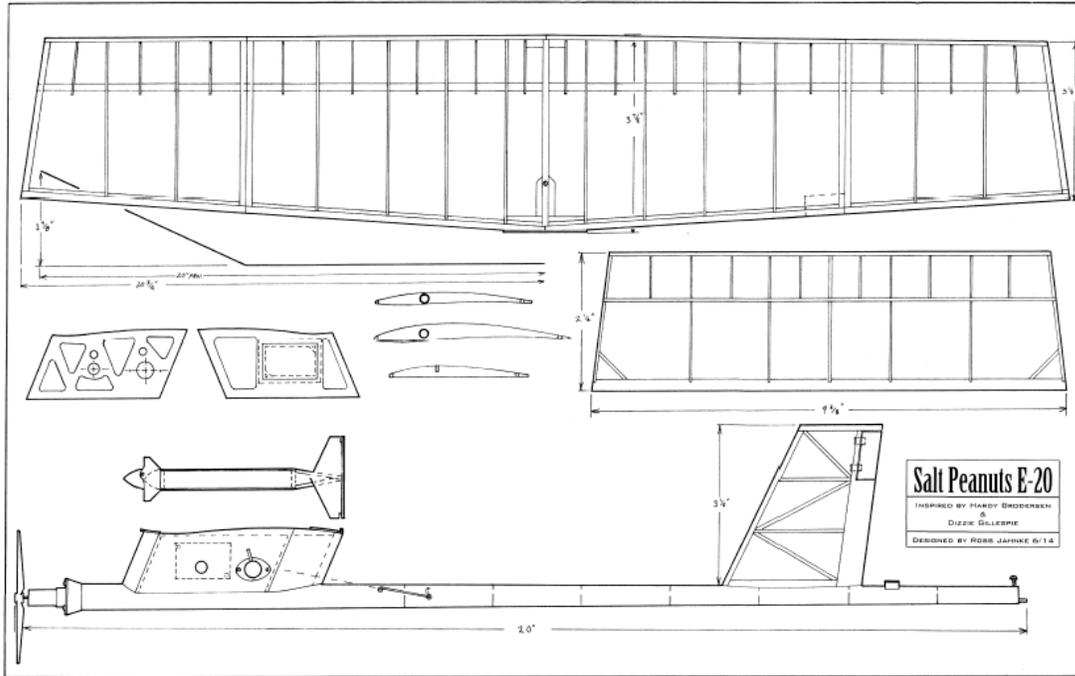
Some plans and pix included if space permits.

We will have three Club models flying at the next Club contest Wednesday Oct 14. Come and watch!

*On the right-Nathan Thomsen launches an E-20. Nathan is Bernie's grandson.*







**SCAMPS Club Contest Wed Sep 9, 2015**

*by Bernie Crowe*

Predictions of extremely hot weather did not deter most of our Club members from making it to the field on the 9<sup>th</sup>. However, in order to avoid the hottest part of the morning, I suggested to CD John Riese that we end at 10 am instead of the usual 11 o'clock time. To make sure everyone knew about the change, John did a good job of riding the full length of the flight line and announcing the change in a loud voice. As it turned out, the heat was not that big of a problem, but the conditions produced some unpredictable air that caught a few of us out.

There were five events on the schedule for this day: hand-launch and catapult-launch gliders, Coupe (FIG) rubber planes, OT ABC combined (fuselage and cabin) power models, and a new (for us) event, electric Nostalgia. The latter is a provisional NFFS event for any nostalgia-legal power model to be flown using an electric power system.

There were no entries in either HLG or CLG. These events were added after several requests five years ago, and were initially well represented. However, interest has obviously died as far as our Club members are concerned, and these events will be dropped from the Club calendar. Surprisingly there were no entries in Coupe, either, even though this has been one of the most popular events historically. We'll see what happens next year. (...I just picked up Kevin's Candy G...ed)

The OT gas guys turned up with three Playboys and a Hayseed. Joe Jones was flying his Playboy Senior with an Ohlsson 60 up front. Joe got a 96 followed by a 156, but the plane came down with key elements of its DT system missing, and that was the end of Joe's fun for the day. Jeff Carman maxed his Playboy on the first round, but was having trouble with his motor. He swapped engines but by the time he got in the air again the lift was iffy and he dropped his second flight. He maxed the last flight to give him third place. Ron Thomas (Hayseed) and Ray Peel (Playboy) went head to head all morning and maxed their three flights. I saw Ray holding his Playboy upside down and shaking it vigorously while Ron pumped fuel into it.

Looked a bit strange, but Ray filled me in later. He had lost the spring-loaded cover for his fuel tank and decided to put a lump of clay over the filler hole so fuel wouldn't get sucked out in flight. Turned out to be a bad idea as some of the clay went into the tank on DT, hence the frantic inverted flushing! With both Ron and Ray clean through tree flights they had a fly-off on 15 sec motor runs. Ron made 120, but Ray was down in 108 to concede the win.

Electric Nostalgia (E-NOS) is a couple of years old, and is a set of four classes for 1/2A, A, B and C nostalgia designs with the gas engine replaced by an electric system. All the standard Nostalgia rules apply, and any battery chemistry, electric motor technology and cell count may be used. For our first competition we combined the four classes into one. Three of our Club members have already built E-NOS qualified models. Phil Ronney is on his third (right Phil?) E-NOS plane, a Ramrod. John Riese is on his second Top Banana, and Hal Cover has a San de Hogan built for AMA Electric but legal for E-NOS. John has been in a continual re-build mode with his Top Banana, having built the first fuselage too light, and losing the wing on the freeway when his box came open. His second-generation model performs well but is still showing problems with integrity, and a broken pylon cost him time on his second flight. Phil's plane flies well and predictably, but glides fast and needs lift to get a max. Hal's San de Hogan can and does max regularly at its two-minute design mark. Hal adjusted his timer for a three minute max to compete in E-NOS. He maxed the first flight, but the deteriorating air got him and he "picked the mother of all downers" on his last flight and dropped badly. His times were still good enough to earn him first place, though, with Phil coming in second.

This is an easy event to get into, with lots of gas Nostalgia models already around waiting for an easy conversion. Come on out and give it a try! A good day overall. Thanks to all who participated and to John Riese in particular for his CD-manship.

### SCAMPS Electric Nostalgia Perris 09-09-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	<b>Riese, John</b>	Top Banana	142	45	152			339	<b>3</b>
	<b>Ronney, Phil</b>	Ramrod	127	123	111			361	<b>2</b>
	<b>Cover, Hal</b>	San de Hogan	180	157	112			449	<b>1</b>

### SCAMPS OT ABC Combined Club Contest - Perris 09-09-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Jones, Joe</b>	Playboy Snr	96	156	dnf				<b>4</b>
2	<b>Thomas, Ron</b>	Hayseed	180	180	180	120		660	<b>1</b>
3	<b>Peel Ray</b>	Playboy	180	180	180	108		648	<b>2</b>
4	<b>Carman, Jeff</b>	Playboy	180	165	180			525	<b>3</b>

## SCAMPS Monthly Club Contest Schedule 2015 V1.3

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	B. Crowe
Aug	12	OT Large Rubber (comb)	1/2A - C Nostalgia Gas	J. Riese
Sep	9	Coupe (F1G) / HLG / CLG	OT ABC Combined/Elec Nostalgia	J. Riese
Oct	14	Nos Wake / Nos Rubber	E20/E36/AMA Electric/Perris Special	
Nov	11	P-30 / Jimmy Allen	1/2A, A - D AMA Gas	G. Walter
Dec	9	Gollywock Mass Launch + OT Small Rubb Comb	1/2A - C Nostalgia Gas/Elec Nostalgia	

**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 1<sup>ST</sup>, \$30 FOR 2<sup>ND</sup>, \$15 FOR 3<sup>rd</sup>**

**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

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

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**\*\*\*\* 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 1<sup>st</sup> 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](mailto:AeronutD@cs.com)  
SCIFS Contact Mike Myers 818 439-3799 (mobile) - 818 241-9154 (home) [mikemyersgln@charter.net](mailto:mikemyersgln@charter.net)*