

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



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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

November SCAMPS Meeting Location

There is no meeting currently scheduled for November at this time. If this changes Kevin Sherman will email those on his SCAMPS contact list.

SCAMPS NEWS

by Clint Brooks

The 2015 USFFC was completed in late September, with one of the best weather weekends many of us could remember for a contest at Lost Hills. Virtually all three days were flyable the entire period of the event each day and those of us who chose to participate made the best of it.

The contest ran three days starting on Friday. Some of the events were set up to allow you to fly them on any day, including continuation on a different day provided you had maxed out on the day you started. This made it possible to do some flying and then stop for another event or time someone, then pick up again when the competition showed up. For me, this was E-36 and P-30 this year, and the competition was Stan Buddenbohm. On Friday he had maxed out in both events before most people arrived, and was standing easy watching the rest of us go at it.

I spent Friday afternoon putting some final trim touches into my number two *Apache II* E-36, the first time this design iteration was going to be flown in competition. I was very pleased with my setup on Friday and put it away to do battle in the morning-it was to backup on my number one ship, still in the box but already dialed in for trim.



Saturday morning I worked carefully to get ready for E-36. I set up number one, went out for a test flight to confirm things were still right. No problem-great climb and transition, nice max. Upon retrieval I found the D/T impact had cracked the spar at the right wing dihedral joint again-dang! The covering had buckled so I peeled it back-it looked repairable. I fiddled with it for about 20 minutes and did get it repaired, but I

didn't have big enough covering remnants with me to repair what I tore off. Dang again! Now I was starting to get a little steamed, so rather than fret over the model I put it aside and broke out number two again.

Another test flight to confirm my previous evening trim sessions were holding. Again, great pattern and transition, easy max. Riding over to pick it up I observed the firewall had broken off from the front of the fuselage pod-easy fix but dang a third time!

I removed the motor, reglued the firewall and went to install the motor mount onto the firewall. All good but for one screw-the hole had filled with CA and it was not going to thread in again. By now more than an hour had passed and I decided I didn't want to spend the day doing repairs. So I used ship one fuselage and stab with ship two wing and went out for some more testing, as I knew this combination was not going to be perfect off the board. Things were close, and I fiddled with some minor decalage changes and the model was ready for an official. We all know a well trimmed E-36 model will easily max on a 15 second motor run, and with that mindset I let it go on a high climb into the sun. Ahh-perfect transition, and nice floating glide all translucent in the bright sky, just wait for the high D/T and work on smoking Stan.

Well, high and mighty it may have been, but obviously I had picked perfect sinking air in my overconfidence and the model sank at a treacherous speed toward earth even with a beautiful glide pattern. Dang-turn out of it and find the lift-I hate that feeling of dread when you know the model is struggling and realizing at about 100 feet up it's probably over unless a miracle occurs. Nope...touchdown was not max time...glumly I fetched the model and returned for a fresh lipo. The next two flights I regained my humbleness and easily maxed, completing my E-36 dance card for 2015.



After that ended, I broke out my *Joulebox 190* and went to conquer the A-Electric class, and succeeded handily-I was the only one entered the whole weekend!

Sunday was even better as conditions were cooler and the air had very little drift from the east. I set up for P-30 and made one test flight, easily maxing. I prepared a set of motors to cycle between attempts and started in on the event in earnest. I maxed out easily, and started on the elimination flights. Stan was observing my continued return and prep for additional attempts, and finally had to stop the HLG action and break out his P-30 to defend his lead-he was up by one flight. That day turned into a long duel between us. I flew 8 maxes before barely missing the ninth, leaving him the victory. I could have cared less-we were both having the greatest time flying like this and the maxes just kept coming one on top of the other.



I'm not sure how the rest of the contest went-I know everyone who was there had a great time and the flying was awesome. I think I saw around forty entries on the sign-up sheets but I didn't make an official count. We had FAI events in addition to the AMA and SAM type flying, so it was a good spectrum of activity. Many thanks to Ted and Sondra Firster for CD'ng the event. He had some helpers too, but I didn't get any names-all contributed to a very successful weekend for Free Flight!

What color's YOUR parachute?

By Bernie Crowe

Flying at Taibi Field in Perris we get used to the sound of skydiving planes taking off from the airport across the freeway. Last Wednesday (Sep 30) I noticed after a while that I had heard several planes taking off one after the other. As they continued doing this, I realized I had heard on the news the night before that an attempt was going to be made on the greatest number of linked sky divers by an International team. I decided to watch and see what happened.

I pulled my chair around to face the airport and sat there with my binoculars. I got a few wisecracks from fellow fliers asking if I had lost a plane up there, or maybe I could see some sexy chicks out across the field? I ignored them. I could hear the planes flying in formation but couldn't see them. Usually they are visible at 12,000 ft, the regular drop height, but not this time. Then I got a lock on them, very high, and saw nine



planes in a perfect V-formation for all the world like metal geese. They were spaced well apart, and I knew this was not your usual jump routine.

I strained to see the jumpers, but never did catch a glimpse. Then I heard the tell-tale ripple of sound as the chutes opened, except that this seemed to go on forever too. Suddenly the sky was filled with colored chutes, a group stretching from looking south on the I-15 to looking north of the airport. I yelled to the guys nearest to me to look, and started trying to count them. I guessed there were a hundred divers in the air at once. Then I thought of getting a picture, but it was too late; most of them were down.

Later that evening I read online that the record had been broken on Tuesday Sep 29, with 202 skydivers linking in a huge prismatic formation looking like a complex molecule – see the attached picture. The jump had been made from 17,000 ft to give enough time for all the divers to link up. The Wednesday attempt sought to beat the 202 number but apparently was not successful. Still, quite a spectacle! And if you look at the sky diver in fluorescent green near the top center of the jump formation in the picture, you can see our flying field directly below him. Cool!

SCAMPS Club Contest 10-14-15

by *Bernie Crowe*

The weather forecast for October's contest was as dire as they come – rain and thunderstorms starting as early as 10 o'clock, and the forecasts had been pretty stable for three or four days. However, they also called for calm conditions until the rain started, so we decided to go ahead with the contest anyway. Good call, as it turned out.

Five events were penned for the day: Nostalgia Rubber/Wakefield combined, Perris Special, and three electric classes: AMA Electric, E-36, and the new E-20 class. This was our first attempt at hosting E-20 so there was some interest. Hal Cover brought out his "Duster" in the rubber event. This ship's fuselage is so long you'd think he'd have a rough time finding a rubber band long enough to reach the rear peg! Hal says one of the advantages of the long fuselage is that if he forgets to light the DT fuse he can get it as the tail of the airplane passes him after launch! Hal put up the required 2-, 3-, and 4-min maxes to ensure the win. He was the only entry so he pretty much had it sewn up anyway!

Perris Special had the best turnout with five entries. Ron Thomas dropped his first flight and did not go again. The other four all maxed their three 15-second motor run flights, but Hulan had a problem that prevented him from going in the flyoff. Ken Kaiser and Kevin Sherman each dropped some time on the 10-second motor run flyoff flight, Kevin by only 6 seconds. Ray Peel maxed out again, and went on to make another flight of 121 to win handily.

Hal Cover flew his "Geek 4e" in AMA Electric, and maxed out his 10 sec flights, then made a max at 5 seconds followed by a 108 to win easily. I flew my F1Q "Noah's Quark" in AMA despite the disadvantage the power-limited F1Q class has, and made the first max but dropped the second flight badly to hand Hal the win. I was looking forward to flying E-36 against Hal, but I face-planted my plane on a test flight and destroyed it. Hal elected not to fly anyway, leaving Fernando Ramos as the only entrant with his Clint Brooks/John Oldenkamp "Joule Box." Fernando put up an 86 and a 116 to win.

Our first E-20 contest turned out to be a lot of fun. There were three entries, with Lance Powers flying his BMJR kit "Kiwi", John Riese his scratch built "Perris Special", and myself with my "Mini-E" scratch built from designer Bruce Hannah's plans. The max for this little plane is 90 seconds from a 20-second motor run. John was having some mobility issues and at first wasn't going to enter. I promised to chase for him, but after his first flight landed at his feet he decided to go ahead. He has said before that this first attempt at E-20 is too heavy, and though it flew stably his times were not what he wanted. Lance got an 82 on his first flight, while I managed to drop two seconds for an 88. Lance was the victim of some poor air on his other two flights, while I got caught out too for a 76. My last flight caught some lift and was way high when it DTd at about 110 secs. These are fun little birds to fly, especially in restricted space, so why not give it a try?

Despite the weather forecast the contest was flown in near-perfect conditions past 10 o'clock, and fun was had by all.

SCAMPS AMA Nostalgia Wake/Nostalgia Rubber 10-14-15									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Hal Cover	Duster	120	180	240			540	1

SCAMPS Perris Special Club Contest - Perris 10-14-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Hulan Mathies	ASP25	180	180	180	dnf		540	4
2	Ray Peel	Veco 19	180	180	180	180	121	841	1
3	Ron Thomas		98					98	5
4	Ken Kaiser	K&B RR 41	180	180	180	148		688	3
5	Kevin Sherman	K&B 35	180	180	180	174		714	2

SCAMPS AMA Electric Perris 10-14-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Hal Cover	Geek 4e	120	120	120	120	108	588	1
	Bernie Crowe	Noah's Quark	120	82				202	2

SCAMPS Electric E20 - Perris 10-14-15

	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Lance Powers	Kiwi	82	45	49			176	2
	Bernie Crowe	Mini-E	88	76	90			254	1
	John Riese	Perris Special	46	26	29			101	3

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	B. Crowe
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	

It is time to renew your SCAMPS' membership for 2016. The rates remain the same, \$30 for a printed copy of the newsletter sent through the mail, and \$15 if you receive your newsletter via E-mail. Please remit your membership payment to: Kevin Sherman, 1521 S. Normandy Terrace, Corona, CA 92882-4036.

SCAMPS Membership Form



We are accepting memberships to the SCAMPS (Southern California Antique Model Plane Society) at this time. Our membership is for one calendar year, from January through December. Membership includes a monthly newsletter, with the latest information on contests, building projects, flying news from Perris, plus much more. We also host several contest each year, plus have a weekly fun-fly at our Parris, CA field. These happen every Wednesday morning, weather permitting. There is also another group of SCAMPS that fly on the weekends. Members also receive a membership card and SCAMPS decal sheet. All members are welcome to attend monthly meetings, where it is more a social gathering, than a formal meeting. Refreshments are served at all meetings and it is fun to catch up on the latest happenings with your friends. We hope you decide to join in on the fun. If this is a renewal, simply write your name below and send your dues. I have all your other information on file.

Dues are **\$30** for regular newsletter snail mailed, and only **\$15** for members who receive the newsletter via E-mail ONLY. All funds should be made payable to the SCAMPS. **Please send your dues to Kevin Sherman, 1521 S. Normandy Terrace, Corona CA 92882-4036.**

Please check all that apply

Renewal New Membership E-mail Newsletter Regular Mail Newsletter

Name _____ Phone Number _____

Address _____

City _____ State _____ Zip Code _____

E-mail _____

AMA Number _____

If new, how did you hear about our club? _____

**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

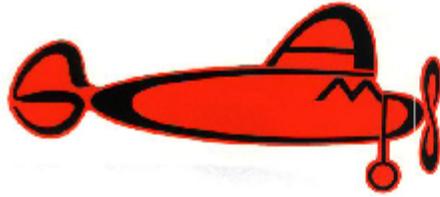
**ONE DESIGN: Jays Bird 250(N)/ Simpson Tornado (AMA) with any nostalgia legal
engine or TD .049/.051 EVENT PRIZES: \$45 FOR 1ST, \$30 FOR 2ND, \$15 FOR 3rd**

**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*