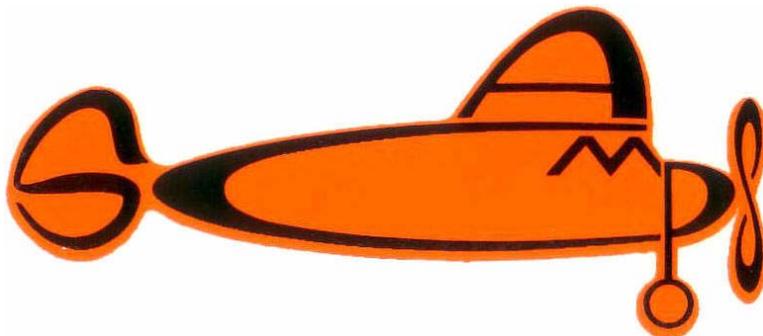
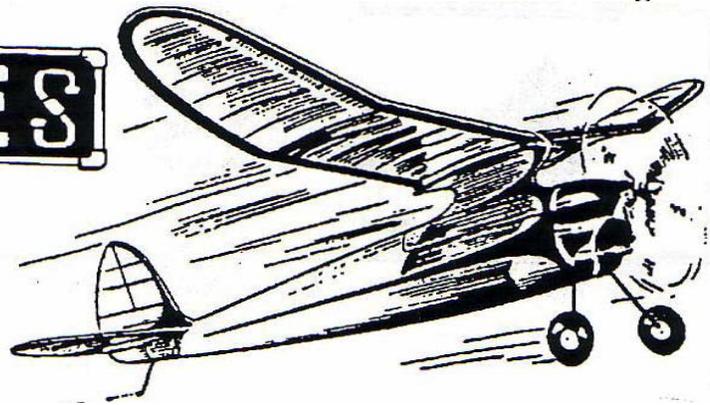


August 2007



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 South Normandy Terrace
Corona, CA 92882-4036*



GAS



LINES

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

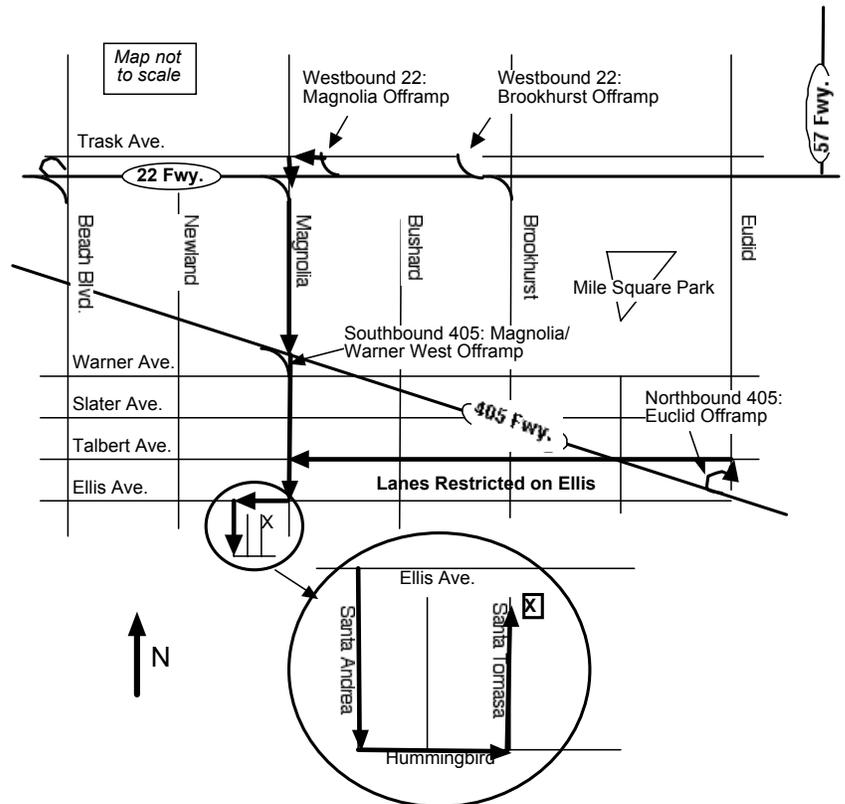
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Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The August meeting will be held at the home of Joe and Linda Jones, Friday, August 3 at 7 PM. Linda will be hosting the ladies. From the 22 Fwy or the 405 Fwy south, exit at Magnolia and go south on Magnolia past Talbert to Ellis Ave. From the 405 north, exit at Euclid. **Note – Ellis Ave is now open but lanes are restricted.** Turn left (north) from the Euclid off-ramp onto Euclid. Go about one block on Euclid and turn left onto Talbert (west). Proceed 2 miles west on Talbert to Magnolia. Turn left (south) on Magnolia for one block to Ellis Ave. Turn right (west) on Ellis. Proceed west on Ellis for about 1/4 mile. Turn left into the tract on Santa Andrea (first left off Ellis after Magnolia). Go one block and turn left on Hummingbird (Santa Andrea ends). Take the second left onto Santa Tomasa. Last house on the right. 18514 Santa Tomasa Circle, Fountain Valley. Phone 714 968-1982



Our hosts Joe and Linda Jones



SCAMPS Twin Pusher & Lotto Fun Fly



My twin pusher finished just in time



Tom Carman re-kitted his 1/2 A Spacer hit Bob Goldie's model magnet (Car) after years of excellent flying.

Most SCAMPS' members really look forward to our Twin Pusher & Lotto Fun Fly Contest. It is a loose atmosphere, and everyone has a great time thanks to the way it is run by our own Hal and Jane Cover. One of the contest highlights is the Twin Pusher mass launch, and this year there were 4 twin pushers, with three making it to the launch. The fourth broke a motor while winding and was out of competition before it started. I worked feverishly on mine to get it done for the event as did Bob Goldie and Daniel Heinrich who both repaired or rebuilt their models prior to the contest. Bob got one test session in, but Daniel and



Bob Goldie left, me center, and Daniel Heinrich right - mass launch

I flew our models for the first time the morning of the contest, and got them as good as possible in short order. Amazingly, all three models flew well. At 9:00 AM, Hal Cover counted us down for the launch and we all got off well, although Daniel and I had a near mid-air right after launch. Bob Goldie out climbed Daniel and I, but we may have had a slightly longer motor run. None were climbing like they had on test flights, so we knew we had launched into down air. When the dust settled, it was really close with Daniel in 3rd with 82 seconds, Bob second with 91 seconds, and I narrowly won with 93 seconds. These mass launches are fairly new for me, with the Gollywock Mass launch at last years USFFC being my first. I think they are a blast and look forward to the twin pusher event at the SAM Champs in October.

By the time the Twin Pusher event concluded, the light breeze to the north continued to build and models started to get close to San Jacinto Road at

the 3 minute max times. Unfortunately, Ron Thomas' Playboy caught one of the power lines adjacent to the road, took the hit right on the spark plug, shearing it off immediately, and caused the model to crash to the ground. When it crashed to the ground, the fuselage was snapped, so his awesome flying model is back in the shop for repairs. By 10:00 AM, we saw many models crossing the road, as the wind gained steadily and the thermal activity picked up. There was one thermal about 11:00 that had 7 models in it. Alan Monteath and I chased our small Rubber models past the oat field across San Jacinto. Several of the models had specked out in just a few minutes. That is when you are so thankful for the dethermalizer! People chasing on foot were limited in their events because of the long chases, but it was still fun and temperatures remained in the 80's which is not too bad for this time of year.

Following are the results from the contest, and we want to again thank Hal and Jane Cover for supplying the FUN!

Scamps Lotto Contest results

Twin Pusher			Small Rubber		
1st	Kevin Sherman	93 sec	1st	Kevin Sherman	480 sec
2nd	Bob Goldie	91 sec	2nd	Clint Brooks	465 sec
3rd	Dan Heinrich	82 sec	3rd	Allen Arnold	380 sec
Large Rubber			ABC Nostalgia		
1st	Hal Wightman	540 sec	1st	Ron Thomas	540 sec
2nd	George Walther	514 sec	2nd	Don Kaiser	497 sec
3rd	Bernie Crowe	501 sec	3rd	Tom Carman	441 sec
½ A Nostalgia			Perris Special		
1st	Don Kaiser	446 sec	1st	Kevin Sherman	540 sec
2nd	Ken Kaiser	428 sec	2nd	Ron Thomas	495 sec
3rd	Bob Scully	371 sec	3rd	Tom Laird	291 sec
ABC OT Gas					
1st	Ron Thomas	360 sec			
2nd	Allan Arnold	313 sec			
3rd	Dan Heinrich	274 sec			

25 AMA membership entries were recorded There were 82 Lotto entries

Electric Old time Free Flight by John Riese

There is a new event being pushed by the NFFS. It's called E36, electric free flight. I think this would be a good addition to our event list. The rules are similar to the FAC old time gas replica in that the maximum span is 36 inches but there are some extra restrictions which even out the playing field, so to speak. One must use a certain battery, N190 Sanyo NiCad. The minimum weight is 150 grams. Think of it as being similar to P30.

Why another event?

1. You can test fly in the local park and not bother anybody.
2. The planes are easy to build.
3. The minimum weight means you don't have to raid your stash of contest balsa for construction.
4. You can build that Valkirie or Sailplane or Gladiator you always wanted and not have to buy a big SUV to transport it.
5. Timers, motors and batteries are readily available. BMJR is one supplier that I have used and they are



very quick and reliable. I also have used Radical R/C and Balsa Products for suppliers. Sadly, the local hobby shop isn't going to be any help.

I first tried the old time replica electric free flights at the Astro Flight Champs at Mile Square about 30 years ago. At the time the motors were direct drive Astro 020 running off 4 250 mah GE NiCads turning 6-3 props. I made my own shutoffs from Tatone timers and micro switches. This was long before I discovered ignition free flight; funny I still use the same type of timer today. We used those Micro Models /RN 020 replica kits. My Brooklyn Dodger weighed somewhere around 8 ounces, I believe. As I recall, I lost to my wife who was flying a Buzzard Bombshell. The extra wing area and subsequent lower wing loading helped. These were not exactly exciting planes to fly and we couldn't find anybody else who was interested.

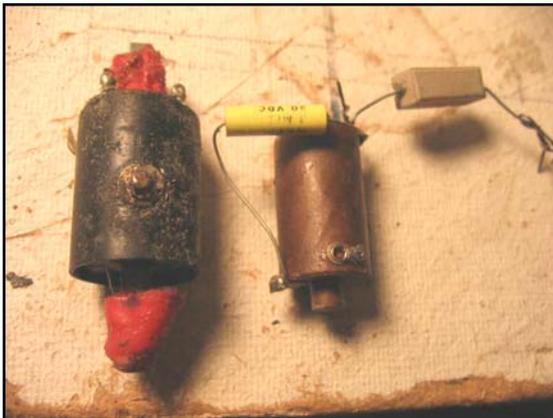
The big change today is the availability of the GWS park flyer R/C motor/gearboxes and a lightweight solid state FET timer. I made up a quickie Jedelsky wing all sheet plane to test the concept at the local park. It flew well enough that it landed in a tree. Next time at Perris I'll bring it out. I'm going to make a real old time electric replica also for the August Scamps monthly "contest." I think Al Lidberg has some appropriate plans or kits. If you want more details just go to the NFFS website and look up the electric plane forum. Small Flying Arts has good info also.

Hey, you can build one of these in a couple of days and go flying. No futzing around with those Cox motors and they are QUIET. The timer and motors come already wired. We are not talking speed controls, brushless motors, or Lithium Poly batteries. These are old school low tech brushed motors and NiCads. Anybody want to join me?



Larry Davidson Coil Testing by John Riese

As you many of you have probably found out, the Modelectric coils are not being made any more. An Internet search revealed that there are three other coils still available for miniature engines.



One is the Getting coil. It is lightweight and reportedly has a good spark. They have been used for lightweight ignition systems with the 3-volt number 123 lithium camera battery. They are available from Gettig engineering. The website lists the cost as 55 dollars plus \$10.50 shipping. They also want \$4.50 for an AA battery holder. I'll not comment on that...

Another coil is the Exciter coil from Mike Neal. These were designed for the "Build your own stationary engine crowd. Here's a quote from the MJN website: Exciter Ignition Coil: The Exciter Ignition Coil was developed to provide a more robust ignition foundation for the model engine builder. It is also capable of being used as a "2 spark" coil for a simplified ignition on twin cylinder engines. (Firing both plugs, requires

no distributor) 3.6 to 6.0VDC(12VDC operation possible with ballast resistor) Sealed unit, resistant to fuel, water and oil Approx. 4.3 oz Supplied with operations information and connection diagrams Designed by Bob Shores Priced at: \$45.00 + shipping.

Our friend and fellow SCAMPS' member Larry Davidson is selling a coil also. In an email from Floyd Carter he told me that it was similar to the Gettig. I bought one but had not tried it. It is only 20 dollars from Larry. You can also order Polyspan, spark plugs and other neat stuff from him. Let's cut to the chase. The coil does work. I tried it today on an Otto Bernhardt converted OS 25, 9-4 prop, FAI fuel (3 to 1 alcohol/castor). I was using an electric starter. Battery was a 4-volt Sealed Lead Acid with dropping resistors to reduce the voltage to the coil. I measured the voltage at the coil and the static current draw. The condenser was .1 MFD rated at 50 volts.

To simulate actual running conditions in an airplane I added extra dropping resistors to reduce the voltage. The coil worked down to 1.6 volts. I would think that two AA cells would work for this coil. I would NOT use 3 cells unless they were NiCad's feeding the coil through a transistor, such as the TIM-4/5 units I use on my planes. 3 volts is the maximum at the terminals, in my opinion. It gets hot at anything over 3 volts, and may burn out if left connected with the points closed for any period of time.

Here are some specifications: weight 32.1 grams, 1.10 ounces. Diameter 3/4 inch. Length 1 1/4 inch with 1/4-inch diameter extensions 1/4 inch from each end. The corresponding dimensions for the Modelectric are: 41.1 grams, 1.45 ounces; 15/16-inch diameter, 1 1/4 inch long with 3/8 diameter extensions projecting 7/16 inch from each end. The resistance is about .8 ohms. Measured current draw was 1.94 amps at 1.55 volts and 3.13 amps at 2.82 volts. Voltages measured at the coil. The Modelectric coils are not quite as current hungry at about 1 ohm resistance.

Interestingly enough, the Davidson coil has only 1.66K ohms secondary resistance compared to 4.6k for the Modelectric. This indicates either less turns or thicker wire. It's possible that the Davidson coil has fewer turns of wire on the primary so the turn ratio may be the same. Since this is really the only affordable and practical coil available it's nice to know that it does work. I wasn't able to get a very big spark on my test bench but it did work with an engine. How well it would work in a plane on a hand started original ignition engine I have no information.

This & That

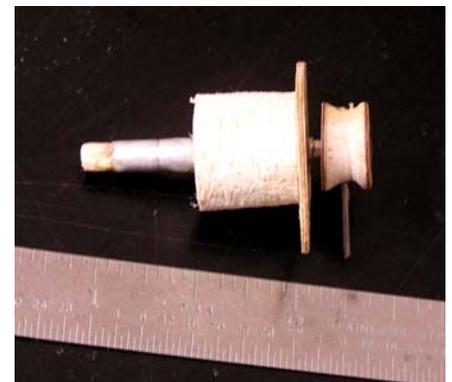
Our July Club Contest – We had light participation this month at our club contest, which offered 8 ounce Wakefield on the rubber side, and ABC Gas for the power side. This year is a learning process on what to offer in the way of events, and to my surprise, the highest participation so far was when we offered HL and CL Glider. Go figure. I decided my broken foot had held me back long enough and joined the Carman brothers and Ted Firster in the AMA ABC Gas event. Ted and I flew Starduster 900s, Tom Carman a Nostalgia Texan, and Jeff Carman the Modern Texan. Tom Carman won with 4+ maxes, and Ted Firster was second when he also dropped his 5th max. Jeff dropped his 4th max for third place and I dropped my first flight taking myself out of contention. We only had one participant in 8 ounce Wakefield and that was Allan Arnold. He had nice flights with a 3 minute max, then flights of 124 and 101 seconds respectively. It was a little windy all day, but never got blown out and chases were not bad. Thanks again to Bernie Crowe for coordinating our monthly events.

Tom Lay made this report - I was at Perris recently and a guy named Keith arrived with a picture and letter Joe Jones sent him, after he returned Joe's wayward Spacer. He said Joe asked him to stop by our site sometime and visit. I explained to him what we do, and how it's done, and he was very appreciative. My Compressed Air, plane is flying really well now, over 2 min. consistently. I lost it Sun. at the contest but got an email from Kevin later, saying that he found it while chasing his airplane. Both prove that there are still Good People in the world, and **IT IS WORTH WHILE, TO PUT A PHONE NUMBER ON OUR MODELS!**

Larry Davidson New Ignition - I'm announcing a much improved solid state ignition module which will work with any of the model ignition coils and in particular, my new small coils. The spark is phenomenal, using 2.4 to 3.6 volts (I always use 3.6 volts). The spark will gap around 5/16" and you can hear it across the room. This is the best unit that I have seen so far and is about the size of the Schmidt Triggler. The price is \$18.00 plus 5.50 P&H

Hal Wightman's Viscous Timer - Allan Arnold showed me a viscous tubular timer he had made and I made a slight improvement on it by adding the middle tube as a bearing. It's easy to make and seems to work fine. It just takes a bit of adjusting of the elastic strength to power the rotary action.

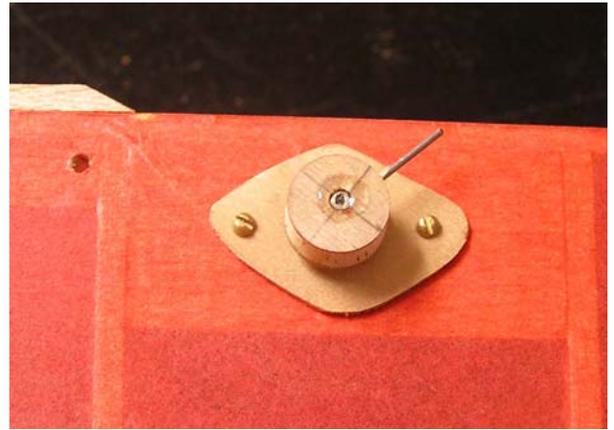
Basically, it's three aluminum tubes, one inside the other. The inner tube, A, is 3/32" diameter. The middle tube, B, acts as a bearing and is 1/8" in diameter. The outer tube, C, is 5/32" in diameter. The Silly Putty, D, is confined between the inner tube and the outer tube and is held in place with the middle tube on one end and the wooden plug, E, on the other (which is glued in place). Be sure to leave no air pockets in the Silly Putty when filling the void.



The rotary pulley and pin, items G, F, and H, are attached to the inner tube by drilling a .032 hole through the inner tube and the balsa pulley and gluing all together on the tube. Make sure the .032 wire passes through both sides of the pulley and the inner tube.

I used 1/32 ply to make a mounting flange backed up by a piece of 1/2" diameter balsa to hold the outer tube. I could then mount the timer to my fuselage with screws (very tiny ones).

One suggestion would be to make the inner and outer tube slightly longer to give more resistance to rotation. This will allow a stronger elastic actuator to be used and will give a longer DT duration. The one I made will give about 4 minutes with three rotations, but as you know, it's all dependent on the ambient temperature (viscosity of the Silly Putty) and the strength of the elastic actuator.



Marilyn Gallas – We want to wish Marilyn Gallas a speedy recovery from a recent fall she took. I talked with Abe Gallas last week and he said that wife Marilyn had taken a nasty spill and injured both her hands and cut her face in several places. Abe and Marilyn are longtime SCAMPS members, and Marilyn is always helping at the SAM Champs, with entries and other duties. Marilyn, we hope you get well soon.

Events Calendar

SCAMPS Meeting, Joe & Linda Jones' home, August 3, 7:00 PM

SCAMPS Club contest (OT Small Rubber/Electric Power), Perris California, August 15

SCAMPS Meeting, Walt and Betty Huhn's home, September 7, 7:00 PM

SCAMPS Club contest (Moffett/1/2 A Texaco 5cc), Perris California, September 12

SCAMPS Club contest (Jimmy Allen/ABC Fuselage), Perris California, October 3

SCAMPS Meeting, John Donelson's home (**WEDNESDAY EVENING to avoid conflict with the SAM Champs**)
October 5, 7:00 PM

SAM Champs, Henderson, Nevada (El Dorado Dry Lake, October 7-12

SCAMPS/SCIF/SanValeers Fall Annual, Lost Hills, California, November 3-4

SCAMPS Meeting, Sal Taibi and Betty Moke's home, (**Second Friday to avoid conflict with our SCAMPS/SCIFS Fall Annual**) November 9, 7:00 PM

SCAMPS Club contest (4 ounce Wakefield/ABC Pylon), Perris California, November 14

Collecto – Covina at usual place, November 17, Covina, CA

SCAMPS Meeting, Christmas Part, Home Town Cafeteria, December 6, 7:00 PM

SCAMPS Club contest {Gollywock Mass Launch/1/2 A Gas (Modern)}, Perris California, December 12



Skip Robb displays two new models



Roger Willis winds for another flight