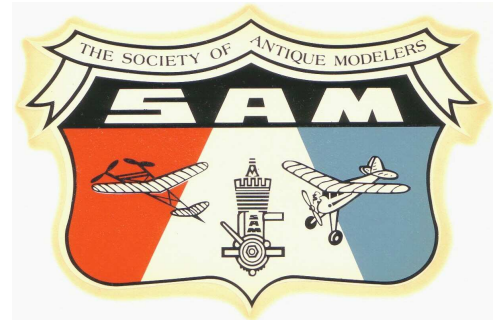
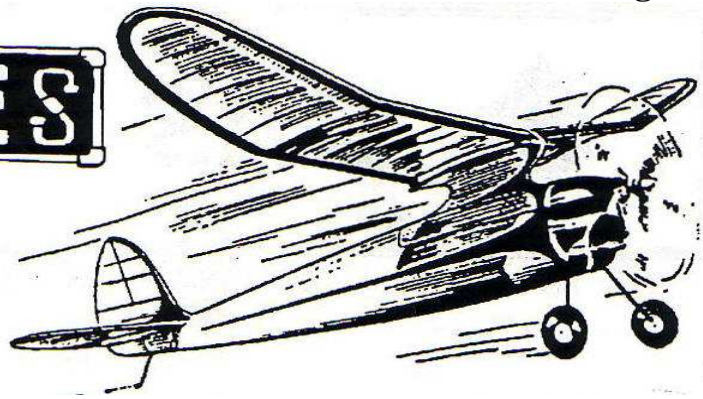


August 2010



**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

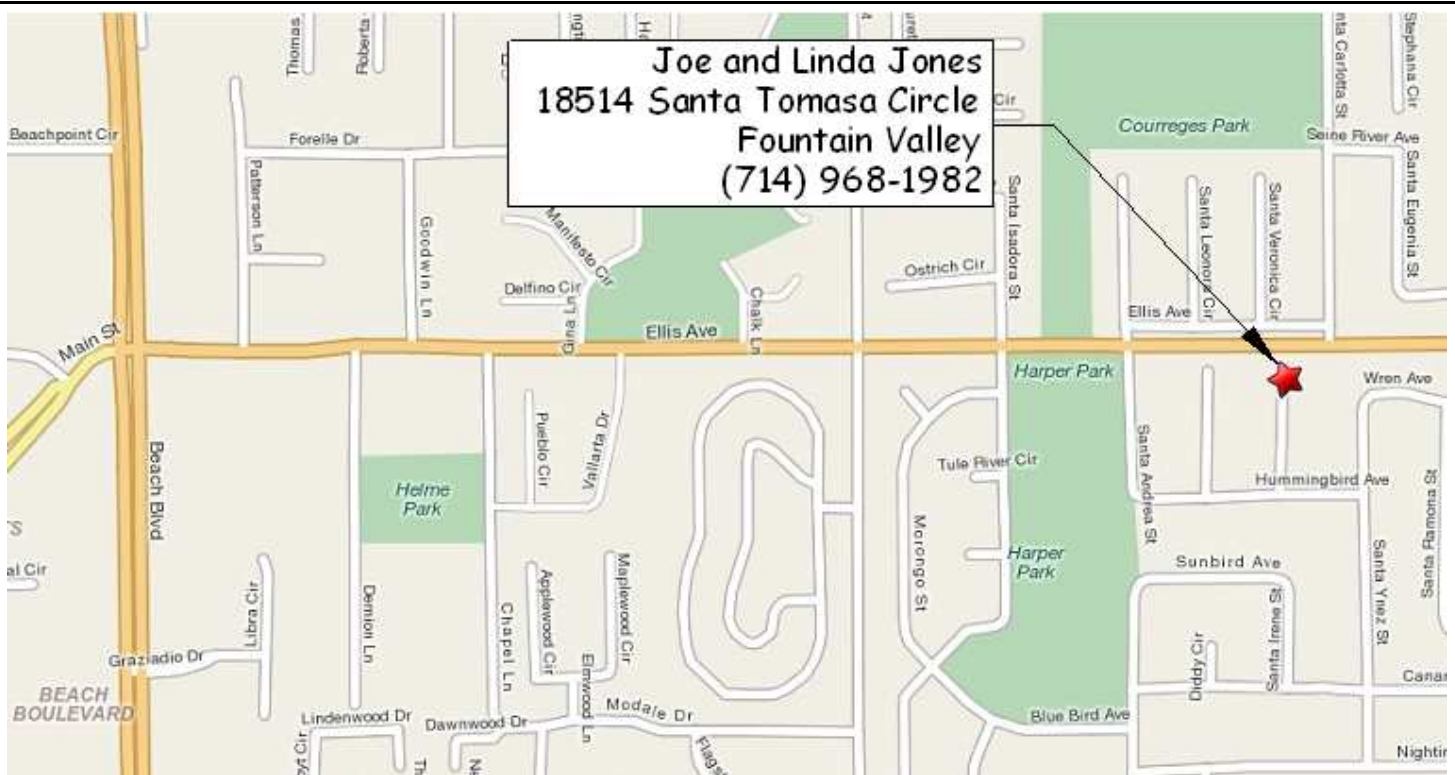


# LINES

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

### SCAMPS Officers

|                     |                  |                |                              |
|---------------------|------------------|----------------|------------------------------|
| President           | Daniel Heinrich  | (909) 593-5789 | AeronutD@cs.com              |
| Vice President      | Kevin Sherman    | (951) 737-7943 | Julykevin@aol.com            |
| Secretary/Treasurer | George Walter    | (714) 528-0774 | GeorgeWalter@alumni.pitt.edu |
| Editor              | Clint Brooks     | (562) 493-2749 | scampsedit@Yahoo.com         |
| Meeting Coordinator | Hal Wightman, II | (714) 528-1850 | Hal_Judith@Prodigy.net       |
| Safety Officer      | Ted Firster      | (951) 776-4971 | Civyboy31@aol.com            |



The SCAMPS' August meeting will be held **Saturday August 7<sup>th</sup>** at the home of **Joe and Linda Jones** located at **18514 Santa Tomasa Circle** in Fountain Valley. **Directions:** from the 405 freeway exit Beach Boulevard West. Turn left on Ellis (south) to a right turn onto Santa Andrea Street, which then bends south and becomes Hummingbird Avenue. Turn left onto Santa Tomasa Circle and you are there. A luncheon is planned to start at 1 PM and all are invited.

## **SCAMPS NEWS** by Clint Brooks

Let's start this month's report with some health news. First is a report on Mike Myers that I have copied directly from an email sent from Mike to Kevin and Ted:

*I'm scheduled to have surgery for a pituitary adenoma (a large non cancerous tumor at the base of my brain) this week. The current date is Thursday, July 22d--at UCLA Hospital. The tumor has gotten large enough that it's pressing on my optic nerves and screwing up my vision (I see "double airplanes" when the plane is 250 feet or so high). I expect to be in the hospital for as long as a week after surgery. While there's a division of opinion on the surgical team as to outcome, I expect to ultimately get most of my model watching sight back.*

Hopefully this has gone well for Mike and Wendy-as of this writing the surgery has not been performed. We offer our best wishes and hopes for a full recovery and return to the modeling life you so love Mike. Ted and Kevin should be able to provide email updates on Mike's condition post surgery.

The second bit of news is with regard to Kevin Sherman and the recent spill on his chase bike at the Perris monthly contest. He reported to me that he had fallen off and impacted his shoulder severely and was retiring to the doctor for repairs. This was on top of his already broken foot that was in recovery at the time of the accident and I'm not sure if the bike landed on this one or the other, but in either case it was a painful addition to the event. The follow up report has no broken bones however, just bruising and some complications due to arthritis and other problems in the shoulder, but a full recovery expected. So Kevin-get out on that horse again before you lose your nerve. But take it easy buddy-you are running out of un-injured real estate for taking these spills! I'm waiting for the Hal Wightman cartoon on Kevin's chase bike adventures.

John Reise sent me his write-up about transitioning to electric powered models. I find the following a pretty good guideline for getting started in this area. I've dabbled a bit with this by constructing a Baby Playboy using the GWS geared motor and a basic switched NiCad setup with no timer. I put just enough charge into the battery pack for a 20-25 second motor run which eventually runs down to stop which was usually good enough to get the model quite high. It would have been much better to have a timer for the motor shutoff, but I never did get beyond this simple starting configuration-mainly due to confusion on what to do next to improve and boredom with such a consistent running model. I see a lot of interest forming along electric power and some systems in place that facilitate free flight models so maybe it's time to revisit this form of propulsion for further advancement on my part. Hopefully others can benefit from this basic guideline and begin enjoying the benefits of electric power.

Many Scamps are flying electric planes at the Perris field. I have been dabbling in electric free flight planes for some thirty years and have made a lot of expensive mistakes, still do, in fact. Here are some of the things I have learned.

If you are just starting out just copy the motor, prop and battery combinations used by those who are already successfully flying. We have a number of accomplished electric flyers in the club, just ask what setup they are using.

If you are flying scale or for sport flying you don't need hi tech timers, expensive LiPo batteries, brushless motors or speed controls. You can just use the old standby Nicads or NIMH type cells and an on-off switch. They don't seem to mind being discharged all the way down to zero volts. For a longer flight just charge the battery for a longer time. I believe Dick Smith uses this method. The Harbor Freight electrics are also in this category. In fact you can steal the guts from one of those and build a plane around them. There are a number of inexpensive GWS geared brushed motor systems available that will swing a large prop.

Always start the day with a full tank of electrons. If you are using the newer LiPo batteries be careful that

you don't run them down too far. You cannot use these batteries without some type of timer. Check with the electric flyers for sources for these. It's hard to see the "fuel level". Make a couple of flights and then charge the battery, noticing how much juice the charger puts back into the battery. Then extrapolate to find how many flights you can make on one charge. You don't want to use the last 20 percent or so of the battery capacity.

You can also damage the battery by using too big a prop on the motor.

When you get into the limited motor run events you need a timer. Make sure you have the correct time by doing a test motor run after changing the settings. You can test the system under power much more safely if you take the prop off the motor. An electric motor will not throw a rod if it is run without a prop.

The R/C Electronics Watts Up wattmeter is a valuable tool for power train testing. It saves the maximum current and watts and the minimum voltage seen during a test. The data storage feature makes it worth the 55 dollar or so cost. I got mine from Tower Hobby. This is a much easier and safer way to obtain the information than trying to read the meter and the tach at the same time, like the Astroflight Whattmeter requires you to do.



As with any type of free flight the more you practice the more successful you will become.

*Here is another posting for the newsletter as submitted by Gene Drake:*

I am a sucker for a kid that is trying to make a product to help fund his way to the Junior World Champs. With that opening I sent off a check in US dollars in excess of the proposed cost of the product requested to entrepreneur **Dennis Tyson, 657 W Green St., Hastings, Michigan**. In about 5 days I got a package on my front door step in Riverside, California that contained a pair of well constructed Balsa strippers and several micro glue bottles. The Balsa stripper is designed to strip balsa as thick as 1/8 inch and as wide as 5/32 inch. For someone new to the game; these are well constructed tools made of Maple, Brass and Lexan that will strip Balsa wood in dimensions required of Classic Indoor Flying and Flying Aces competition. They might make a gift to a young kid you know.

The glue bottles will hold about 6 cc of fluid and resemble disposable food coloring bottles. They are fitted with a micro pipette tube complete with a metal cleaning probe. The glue applicators are well assembled and will sit on my construction bench.

If you can pass this on to anyone that will get into their pocket for a few bucks to help a kid trying to go to his first Junior World Champs, give it a try.

Donation for the micro glue bottle is suggested as \$10, the balsa stripper \$20. Shipping is probably around \$6 average but Gene threw in \$7 and it made it all the way to Riverside! My best wishes to Dennis as a hobby entrepreneur-it takes some work to get even something small like this launched into a small production process and then keep it moving forward. Sounds like we need to support him on his goals for making the World Champs!

## July Club Contest by Kevin Sherman

We have dodged summer for a long while with the June gloom pattern, but for our club contest on July 14, summer finally found Southern California! In fact I think it was the first triple digit temps of the summer season, with a recorded 102 degrees. Drift was light and variable, with lift being hit and miss.

Ron Thomas was the CD for our July meet which had events for 30 Second Antique, Commercial Rubber and Jimmy Allen. Of course, Bernie Crowe did his usual excellent preparation to make sure the CD had everything he needed to run a fun event which Ron did.

In 30 Second Antique, Ron Thomas and I had a “mono y mono” Rambler competition. We both maxed out easily and decided to cut motor runs to 15 seconds for the fly-off. I went first and immediately handed the win to Ron when I had an over-run by a second and a half. I should have performed a run on the ground, but in the heat, I just wanted to finish and took a short cut. Short cuts don't work well in competition! Ron had nearly as bad luck as me. While he did not over run, his model got into a stall condition and would not recover on his fly-off flight. It ended up hitting at a bad angle and caused some damage. My dad was suffering from a sore back and decided not to enter his Rambler so we had just two entries in the event.

Jimmy Allen had four contestants. Allen Heinrich brought out his BA Cabin to show the way in the event. Gene Drake stepped into the fray with a fine finish with his Skoki. Both did some nice consistent flying. Mike Pykelny flew a Parasol to a third place finish and Ted Firster flew his Blue Bird to the caboose end of the field. It is neat to see the Jimmy Allen models perform and all the flyers did well. Commercial Rubber was the other event offered, and there were three entries. Noticeably absent was the entire regular north of the entry flyers. What do I mean by that? Well, everyone seems to park in the same general area each week, and those that park north of the road that leads into the field were not there. Missing was Milon Viel, Fernando Ramos, George Walter, Hal Wightman, John Donelson, Dick Drake, Bernie Crowe, etc. It was a ghost town. When Skip Robb pulled in, he said it looked so empty over there, he decided to park there to even it up! So, many of the regulars, who would have flown Commercial Rubber were absent for vacations, contest, and other reasons. We had a few issues with timing and scoring of this event. Some of the times posted were in the correct form of seconds, while some others were scored in minutes and seconds. We think we have the corrected scores here. Skip Robb flew his FAC Moth to the win followed by Caley Hand and her FAC Moth and Tom Barnett with his Perris Poppy.

We had our shade set up, and it seemed like a popular place to hang out. It really helps to find some shade and drink plenty of fluids to get your second wind.

### **Results**

#### 30 Second Antique

- 1) Ron Thomas / Rambler / Super Cyclone – 180/180/180 Fly-off 151 = 691
- 2) Kevin Sherman / Rambler / Super Cyclone – 180/180/180 Fly-off OR = 540

#### Jimmy Allen

- 1) Allen Heinrich / B-A Cabin – 64/120/56 = 240
- 2) Gene Drake / Skoki – 72/53/94 = 219
- 3) Mike Pykelny / Parasol – 45/56/55 = 156
- 4) Ted Firster / Blue Bird – 28/38/DNF = 66

#### Commercial Rubber

- 1) Skip Robb / FAC Moth – 82/148/75 = 305
- 2) Caley Hand / FAC Moth – 107/68/72 = 247
- 3) Tom Barnett / Perris Poppy – 78/50/51 = 179

## Like a carrot to a donk, er – NosWake by Bernie Crowe

The last time I was at Lost Hills was May 28-30 for the Bisonette Memorial (“Big Al”) contest. I really was there for F1Q on Sunday, but they held a NosWake event on Saturday, so I decided to go Friday and fly the “Maxie” once again. We had all been given a strict censure against riding bikes into the carrot patch (about 130 acres) because some inconsiderate dimwit had ridden his four-wheel ATV in circles looking for his plane and had caused untold damage. We were given phone numbers to call in the event a plane landed in the patch, and someone would come and retrieve for us. Another mishap, we were told, and we might seriously jeopardize our access to the Lost Hills site.

So where did my first NosWake flight go? Right. Smack into the carrot patch! I couldn't see it, but several fliers were already in there looking for their planes, and word was that they had called and been told, "if you can see it, WALK in and get it." I had no tracker in this flight (equipment problem and no time to fix it before the round) so I think it would have taken me HOURS to walk up and down the rows of carrots looking for it. Fortunately old flying buddy Al Ulm was looking for his FAI wake and found mine and held it up. Sigh of relief, and a mere 45 minute retrieval!

The next flight landed in the open and by now I had my tracker on it, so no problem. I wound and went for my 4-minute flight. I waited 'til it felt right, and launched into obvious air. The “Maxie” flew over the FAI flight line, and as it passed there was an almighty WHOOOMPH! and about thirty planes, Wakefields and F1Cs, shot up under my plane. The “Maxie” was climbing like crazy under power and in lift, and it stayed on top of all the FAI planes by having a much longer motor run. I followed on my bike, and as they all got higher it was hard to make out mine from all the others. They all DTd at three minutes, so I knew I would see mine then. Nope. The sky cleared and there was no sign of the “Maxie.”

I rode in the drift direction and eventually stopped and put up my antenna. I got a signal, but not the strong signal you'd expect if the plane was still up. I continued to ride, past the carrot field, and came to a newly-plowed area. The wheels of my bike just sank into the dust up to the axles, and I couldn't move. I dismounted and started to walk through the soft and crumbly dirt. Hard going! I'd listen to my tracker occasionally, and was getting a weak signal still. Over the other side of the plowed area I could see a tractor towing tandem tilling devices and raising a huge cloud of dust. The signal I was getting seemed to be coming from just in front of the tractor! Oh no, my heart sank. Was he going to run over my plane?

I plodded on, reminiscent of Gray's ploughman, and eventually drew level with the tractor about a hundred yards to my right. The driver stopped the machine, dismounted, and came round the vehicle towards me, shouting. Uh-oh, am I in trouble? When he got near enough I could make out what he was saying in broken English - "You look for plane?" and flapped his arms. I told him, "Si" and he said, "eet was in fron' of me, I almos' run over eet, so I pick up and put eet in my peekup", and he pointed to his truck. I almost kissed him, but that would probably have got us banned from Lost Hills for keeps. Another fifteen minutes of arduous plodding brought me to his truck, and there in the bed was my “Maxie”, unharmed. The pickup bed explained the weak signal I was getting. On the way back I stopped him and thanked him again. He beamed with pleasure.

So my experience with the Great Carrot Patch Incident was that the folks there are courteous and easy to work with, respect us playing with our toy airplanes even though they are out there working in the hot sun, and that no lasting damage has been done to our relationship with them just so long as we behave sensibly.

## **Visitors from afar!** By Bernie Crowe

It's not unusual to see new or old/new faces at Perris on Wednesday. Thanks in part to the great SCAMPS web site Kevin Sherman manages, lots of folk read about the regular Club meets on the field and stop on by to renew old acquaintances. But last Wednesday (July 7) saw visitors from farther afield than normal.

Shortly after 8 am I spotted a couple of guys I hadn't seen before strolling the flight line, looking at models, and enjoying chatting with several different members. One was wearing a bright yellow Brooklyn Skyscrapers T-shirt, and was easy to spot. I introduced myself and he told me his name was John Seymour, and his friend Tyler Harriman. John said they were corporate pilots from Ohio, and just happened to have an overnight trip to Ontario. They had read about SCAMPS and the Perris field on our website, and decided to spend the few hours they had in California visiting the field.

John said that his local field is really small, and that he usually flies at Muncie. He and Tyler were clearly impressed with the size and openness of the Perris field. John flies Nostalgia Wake, Mulvihill and other Old Time rubber events. He also has a Vintage FAI power model, but said that he doesn't see many others on the East Coast to compete with.

Sure was nice to spend time with these guys, and good to know that our Club is known far and wide!



**Tyler Harriman on the left and John Seymour to his right-welcome gents!**

## The Thermal Gods giveth, and the Thermal Gods taketh away...by Bernie Crowe.

Folks who know me are probably fed up with hearing me bitch about the trouble I run into at almost every F1Q contest I go to. Well tough. I flew in the Bisonnette Memorial ("Big Al") contest May 28 – 30 at Lost Hills, and it was no exception to the "trouble" rule. There were four of us flying F1Q at the field: Larry Bagalini (who owns FliteTech) and Mike Pykelny (both from San Diego Orbiteers), and Hal Cover and myself from the SCAMPS Club. Hal is the best flier among us and our greatest competition. On Saturday night we all went to Wasco for Chinese food and chatted a lot about F1Q and electric flying in general.

Sunday morning dawned clear and relatively calm, and I was at the field early for the unusual "time to the ground" first round flight. Normally F1Q flights are three minute maxes, but CD Walt Ghio had decided to use Round 1 as a tie breaker by flying a "no-max" flight. Larry and Mike were both set up early, but surprisingly there was no sign of Hal Cover. I flew first, setting my DT to 10 minutes. I got good height on the 15 sec motor run, and glided well for 6:32 to the ground. That turned out to be the best time in the first round, but it didn't mean much because that time would only be used to break a tie after 5 rounds and two flyoff flights. When the round ended, there was still no sign of Hal.

The following rounds were unremarkable, the three of us maxing easily from 15 seconds, while the day got hotter and the thermals stirred in impatience. On Round 4 I climbed fast, obviously in lift, and kept going up after the motor quit. We watched it for three minutes plus, and didn't notice any DT maneuvers. The plane kept going up. I rode off under it, with it circling almost directly overhead, for maybe twenty minutes. Eventually I stopped the bike and just sat there watching the plane get smaller and smaller, until it disappeared upwards into the clear blue sky. The flight time was now 30 minutes plus. I put up the tracker antenna and got a loud and clear signal from somewhere overhead, and I listened to it for another 25 minutes, driving blindly in the drift direction, before I decided to go back to the flight line so I could fly in Round 5.

I got out my back-up airplane but had no tracker to put in it. My one and only tracker was somewhere in the stratosphere! I walked out to the flight line and watched the thermal streamers. I waited until they were pointing straight down and perfectly still, hopefully avoiding another thermal. I launched and watched the plane climb high, and followed in the binoculars until I saw it DT. My timer Larry also saw it DT. But the plane just continued climbing higher and higher into the blue until I lost it. And this time with no tracker, I had no way to tell if it was still up. I'd lost both my F1Qs!

I went out on the bike and searched blindly in the drift direction for perhaps 45 minutes, and then gave up on that plane and went further out hoping to pick up a signal from the first plane. I was getting no signal now, which probably meant it was down, but I didn't know where. I returned dejectedly to the flight line. Larry had dropped one round, and Mike had maxed out but lost his plane on the last flight. I had no plane to fly in Round 6. It's a pretty bad feeling to just stand there and watch the contest slip away. Mike Pykelny had flown consistently and well, and deserved his first win. Larry was second with me third. Hal never showed up, and we later learned that he had gotten sick and had gone home.

I had covered about 3 to 3-1/2 miles of field looking for the first plane without getting a signal, so after the contest ended I decided to take my car and drive down Holloway Road and turn west towards Paso Robles on Route 46. I had picked out a group of trees and a building that I used as a marker for the probable drift direction from the flight line, and I was able to see these as I drove west on the road. When I got there I put up the antenna and searched for a signal, first in the direction of the drift. Nothing. I turned around and pointed the antenna back in the direction of the flying field, and got a feeble signal. Allelujah! I crossed the road and picked out a barn or some other building that was in the line of the signal, but the field was fenced off and I

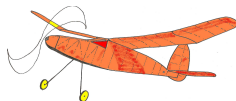


couldn't get access. I drove further west and came to the intersection with Route 33, and there I was able to turn into the field and park the car at some new road construction. I locked the car and set out across the field.

The temperature was in the 90s, and though I'd had the sense to bring a bottle of water with me the terrain was tough with waist-high dried grass and weeds and very dusty. It was exhausting going. I walked towards the signal for half an hour, and didn't seem to be making much progress. I came to the building I'd used as a marker and was still getting only a faint signal. I crossed a dirt road and started out across the next field, and slowly the signal started to grow. After about twenty more minutes it was loud and clear and I knew I was close. Amazingly, I was fifteen feet from the plane before I got any visual contact - an orange wing tip sticking up out of the weeds. I walked to the plane with a sense of relief, and saw that it was clearly DTd despite the fly-away! It had landed 4.7 miles from the flight line after more than an hour in the air.

I was tired but happy as I started the walk back to my car. My other plane was probably somewhere in this area too, but with no tracker I had no hope of finding it. (Note to self: buy another tracker, dimwit!) This time I stayed on the dirt road. It was a longer walk but easier than trudging through the weeds. It took me nearly an hour to get back to the car. I had another drink from a cold water bottle in the cooler, and set out for the field, hoping everybody hadn't left already. I spent most of the drive home that evening trying to figure out a way of DTing my planes when they are in 20 foot-per-second thermals. Any ideas?

*Many thanks to Bernie for his contributions this month-ed*

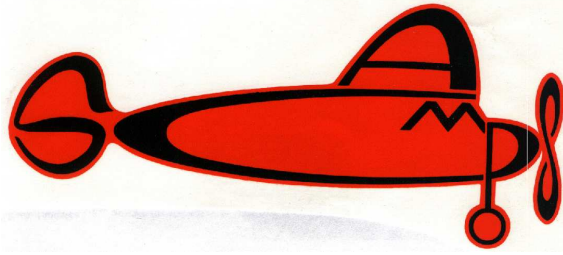


## SCAMPS Monthly Club Contest Calendar for 2010

| Date   | Rubber                   | Power                       | Contest Director |
|--------|--------------------------|-----------------------------|------------------|
| Aug 11 | OT Large Rubber-Combined | 1/2A-C Gas -Nostalgia       | Phil Ronney      |
| Sep 8  | Coupe F-1G / HLG/ CLG    | OT ABC Combined             | Allan Arnold     |
| Oct 13 | Nostalgia Wake / Rubber  | F-1Q / E-36/ Harbor Freight | Fernando Ramos   |
| Nov 10 | Jimmy Allen / P-30       | 1/2A-A AMA Gas              | George Walter    |



**Let's plan an Earl Stahl design contest in 2011!**



# SCAMPS/SCIFS Old Time Fall Annual

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Combined with SAN VALEERS 23rd Nostalgia Annual

CD: Terry Thorkildsen (805) 495-6135

Co-CD: Tom Laird (310) 544-7606

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## November 6<sup>th</sup> & 7<sup>th</sup> 2010, Lost Hills, California

### Saturday

*7 AM to 4 PM*

*A/B Cabin*

*30 Second Antique*

*1/2 A Texaco (7 AM to 11 AM)\**

*C Pylon*

*Large Rubber Cabin*

*Small Rubber Stick*

*Pee Wee Antique*

### Sunday

*7 AM to 2:30PM*

*Texaco (7 AM to 11 AM)*

*.020 Replica*

*SAM Gas Scale*

*A/B Pylon*

*C Cabin*

*Small Rubber Cabin*

*Large Rubber Stick*

*Entry fees: \$10.00 registration (includes 1<sup>st</sup> event), \$5.00 additional events*

*Lost Hills Membership required*

**Gollywock Mass Launch Saturday 8 AM**

**Twin Pusher Mass Launch Sunday 8 AM**

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

**SCIFS: (CD) Bud Matthews (661) 993-5201 [BudM6629@sbcglobal.net](mailto:BudM6629@sbcglobal.net)**

**SCAMPS: Daniel Heinrich (909) 593-5789 [AeronutD@cs.co](mailto:AeronutD@cs.co)**

**SAN VALEERS 23rd ALL NOSTALGIA ANNUAL  
LOST HILLS, CALIFORNIA\* NOVEMBER 6-7, 2010**

*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, SCIFS CD Dave  
Wagner 818 342-8201**

**SATURDAY**

**8:15AM – 4:30PM**

**1/4 A NOSTALGIA**

**1/2 A NOSTALGIA**

**C NOSTALGIA**

**NOSTALGIA GLIDER  
(A1/A2) Proxy Towing OK**

**SUNDAY**

**8:15AM - 3PM**

**A NOSTALGIA**

**B NOSTALGIA**

**Vintage FAI (8:00start)  
(rules per freeflight.org)**

**BOTH DAYS**

**NOSTALGIA CABIN combined  
Any cabin design & engine size including  
Payload (dummy optional) must ROG &  
Must Have Front Windshield**

**ONE DESIGN EVENT:  
1/2 A Country boy with TD .049/.051 or  
any legal nostalgia engine.**

**1/2 A EARLY BIRD**

**NOST RUBBER/Wakefield COMB**

**COMBINED ONE DESIGN GAS  
MODELS (All previous eligible designs)**

**DAWN PATROL HOURS:**

**7AM - 8:15AM  
(Small Gas .001-051/  
Large Gas .052-.65)**

**7AM - 8:15AM  
(Small Gas .001-051/  
Large Gas .052-.65)**

\*\*\*\*\*

**\*\*Holland Hornet .051\*\*** awarded by Raffle (1 ticket for each event entered or \$3 ea, or \$5 for 2)

**EVENT PRIZES: MERCHANDISE \* ENGINES\*KITS\*BALSA\*ETC., TROPHY FOR JR. HIGH TIME ALL  
MODELS CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT(Except 1/4 A & 1/2 A)  
DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two  
models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground  
before another official flight can be scored. Flights must be posted after each official flight. Failure to post an  
official flight will negate all succeeding flights.**

**ONE DESIGN 1/2A COUNTRY BOY EVENT PRIZES: \$45 FOR 1<sup>ST</sup>, \$30 FOR 2<sup>ND</sup>, \$15 FOR 3<sup>RD</sup>  
NOSTALGIA RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff flights 4 min max  
ENGINE RUNS ALL 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 2007-2008 for CAT 2. DAWN PATROL no max,  
9 sec motor run timed to the ground. (see www.faipower.com for vintage FAI rules)NFFS RULES LIST NO. 2007-  
2008. BUILDER OF THE MODEL RULES APPLY, BUT CAN FLY DECEASED FLYER'S MODEL PER  
NFFS RULES. NO RE-ENTRY.**

**Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event, Jr's: \$3.00 All EVENTS ARE JSO**