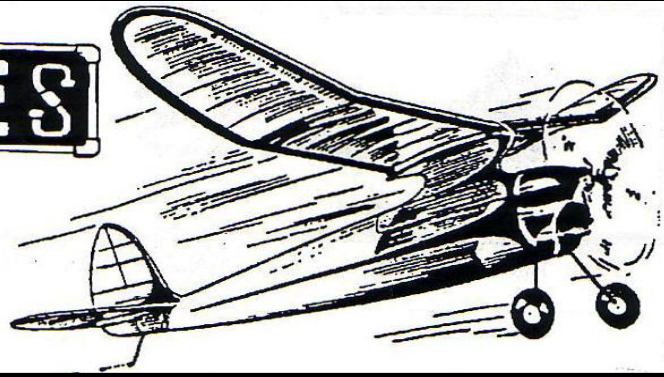


GAS LINES

January 2022



S.A.M. Chapter 13
AMA Charter #158

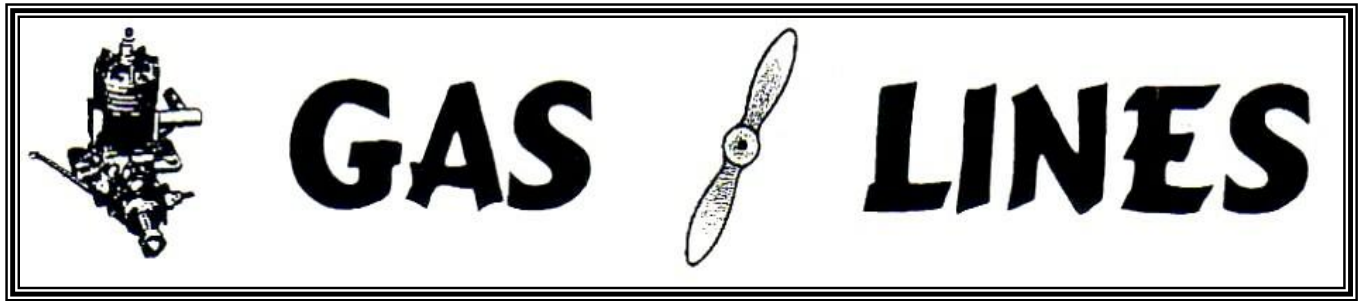


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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SCAMPS 2022 Donut Schedule

Mo	Day	Responsibility	Mo	Day	Responsibility
Jan	5	Clint Brooks	July	6	
Jan	12	Don Chapton	July	13	
Jan	19	Rick Ovellette	July	20	
Jan	26	Jeff Globerman	July	27	
Feb	2		Aug	3	
Feb	9		Aug	10	
Feb	16		Aug	17	
Feb	23		Aug	24	
			Aug	31	
Mar	2		Sep	7	
Mar	9		Sep	14	
Mar	16		Sep	21	
Mar	23		Sep	28	
Mar	30				
Apr	6		Oct	5	
Apr	13		Oct	12	
Apr	20		Oct	19	
Apr	27		Oct	26	
May	4		Nov	2	
May	11		Nov	9	
May	18		Nov	16	
May	25		Nov	23	
			Nov	30	
June	1		Dec	7	
June	8		Dec	14	
June	15		Dec	21	
June	22		Dec	28	
June	29		Dec		

No January SCAMPS meeting is planned as of this issue of the newsletter. If something is planned after, an email notification will be sent to all members on the current roster.

Donut Schedule Coordinator is Jane Cover (909) 851-2075



~Volunteers are responsible to coordinate with other members if they cannot fulfill their commitment~

President's Corner Years End for 2021

by Bernie Crowe

Well, we got through what has been a very unusual year! We didn't lose anybody, though some area modelers were taken by COVID 19, I hear. And it looks like it ain't over yet, so let's all keep our guards up and respect each other's space. Despite the challenges of the pandemic, we are going to try to pick up the pace a little in 2022, and one of the first things I want us to do is to re-institute the monthly club meetings we used to enjoy. And I want us to return to sharing some topic or other at each meeting, whether it's a "this is how I do it" talk, a model show and tell or a hands-on demonstration. So, if you would like to host one of these next year, please let me or Lance know, and pick a date that's suitable for you. Likewise, if there is some topic you would like to see presented – or even better that *you* would like to present – let one of us know. We will try to set some dates for the first part of the year for publication in the next newsletter.



We enjoy one of the best flying sites on the West Coast, and though it has its challenges we are much better off than a lot of free-flyers across the Country. Let's not forget that this is a privilege, and that we enjoy this facility at the pleasure of the farmer who leases this field. I commend all of you on your conduct this past year, and ask that you continue to respect the farmer's generosity in allowing us to be here. I want us all to remember too that we represent a senior age group as a whole, and that the field can present some unique hazards when it has rained, or in the heat of summer. We need to continue to be vigilant and to look out for each other. Remember we have a rule that the next-to-last one off the field must check with the remaining flier to make sure they are OK and able to leave in your absence. Let's all stay safe and enjoy flying into 2022. Thank you all.

SCAMPS NEWS

By Clint Brooks

Happy New Year and Merry Christmas too as this issue is still a December delivery. After the Covid restrictions eased, we had a pretty good flying season at Perris for 2021. I was thankful the heavy field undergrowth was finally dealt with, along with the mulch mounds which made it easier for all of us. It's pleasing to go out on Wednesdays and Sundays for SDO monthly contests and find a good spirited group of fliers. It makes the trip worth it for me.

In that spirit, it's time to look at activity planning for Perris in 2022. It would be nice to step up the game a bit for our club contests. I invite all of you to be involved with the Club contest schedule Bernie is working on. I'm looking forward to a monthly event that offers a bit more skin in the



game for participants. For me, it's going to have some value in the effort should you enter, and I think it will be more interesting for all if we plan events around a small entry fee with monetary payouts at the end of the contest.

Here is my take on Perris Club contests. First, this is a Category 3 site for the most part. If it's a really calm day, it could be considered for Category 2 events. I doubt it would be usable as a Category 1 site most times we are present for flying, but that would be a call of the day at any contest, by the CD. Why does this matter? Well, we need to plan contest events around the restrictions this field generally presents. If that's the case, we need to make sure we are doing things that make sense and are interesting to most who fly there. What models operate best in a CAT 3 environment? How about scale or scale-like models that typically have flight durations in the 60-90 second range? We already fly quite a few small rubber sport and endurance models that all seem to be a good fit. Should we structure events that include higher performance models to be conducted in limited time phases when conditions are not optimal for best performance? How about fast paced, short turnaround events to get things completed quickly and under the same conditions for all participants? It's more fun than you would think.

These thoughts have been festering all year long, and need to be fleshed out for the upcoming season. To start it off, here is a simple rubber power stick model event Randy Wrisley submitted after we were discussing the idea at the field one day. We had stick model contests back when we were flying at the dog park in Costa Mesa, and it was a lot of fun. Not much time to build, no sorrow if the model gets captured in lift and is lost to the thermal gods. It's a hoot to watch everyone get something like this flying well. And some of them fly very well indeed!

RUBBER STICK MODEL EVENTS-Proposal

Single Motor

Event is for free flight rubber models with one propeller and one rubber motor. Any era antique to modern, single or multiwings are ok

Motor must be exposed to the elements.

Maximum wingspan is 24"

Maximum flight time is 90 seconds.

Three rounds to be flown. All up last down flyoff should a tie occur.

Multi Motor

Event is for multi motored stick models. Each propeller limited to one motor. No limit on number of propellers. Single or multiwing models.

Motors must be exposed to the elements.

Maximum wingspan is 24".

Maximum flight time is 90 seconds.

Three rounds to be flown. All up last down flyoff to settle tie scores.

What do you think? Maybe once or twice a year-something different?

What would you like to see flown in club contests?

November 2021 club contest results

I omitted the contest results in the last newsletter as I hid the scoresheets in plain site right next to my laptop, and never saw them. How can this happen you say? I don't know-I attribute it to the fact they were inside a yellow file folder which I normally don't use, and thus disguised cleverly from my searching eyes. It could also have something to do with aging and recall, but we don't need to go there yet. In recent days, I was looking for something else in the same pile and had the Eureka moment of discovering where I hid them. So, here is what I can share with you now, as I was the CD for the month on this one.

At this point, I remember it was a nice morning with little drift in play, so models were staying mostly on the field. We had a slate of four events scheduled: Andrade Rubber, P-30, Electric Nostalgia and AMA Gas and Electric combined.

The two rubber events had the most entries. Andrade is just a step up from P-30 in the sense you can use a custom folding prop if you want, and the rubber weight goes up to a 20-gram limit, with wing areas limited to 200 square inches projected. It's a fun one as models stay on the small side and thus don't require the large area to fly in as a larger one, and you can have some trick stuff installed if you want to improve glide and climb performance. It's a great one if you like to tinker with design configurations-there are no gold standards right now and the event is wide open for top performer. The size also invites just about every Small OT rubber design to be flown in it, provided you stick with the rubber weight limit. So, a light *Gollywock* or similar design can prevail if you are so inclined.

Entrants in Andrade this day were Brian Sutton fielding a Jimmy Allen *BA Cabin* machine as well as a *Gollywock*; Bernie Crowe had a one design model with no-name. I flew one of my *Super 'Y'* P-30 designs updated for a folding prop setup I made use the Czech P-30 prop as a source for shape. In this model I find 13 grams of rubber is about all it can handle and still have decent performance, as the model is toward the smaller end of the size range for this event.

The event has a task of three escalating max times to max out to flyoff. This starts with a two-minute max, then a three and a four-minute max standard. This is usually hard to achieve in early morning conditions such as we normally have at Perris. My experience is you always end up with the second or third max time to start, then drop the rest. On this day, I managed to step up through the max order for the first time and get into flyoff position. Unfortunately, nobody else did although Brian did better with his *Gollywock* entry than the *BA Cabin* to finish in second place. Bernie did not record any scores, and I'm not sure what happened that kept him grounded.


At the same time, there were four fliers battling it out in the P-30 event. Lance Powers, Linda Wrisley, Fernando Ramos and Bernie Crowe set to it. From what I can remember, Bernie had his *Majestyk* P-30 working it magic that day and took the win with three maxes. Followed by Lance Powers in second with his *Speckled Bird* and chased by Linda for third with the Wrisley perennial favorite *Tail Firster*.


The AMA Gas vs Electric event had some steam this time. Ray Peel, Jeff Carmen and myself all flew. I was the only electric entrant, and put up my blue and yellow *Super 'J'* against the two gas powered contenders. I now have the new Texas Timers eMAx Mk2 electronic timer installed on it which allows motor run times to be made in one second increments up to 10 seconds. This makes it a lot easier to match the motor run time standards of the smoke and thunder fliers and not feel handicapped as I have been in the past (I always flew the closest/lesser time if I couldn't match it on the timer) I believe the Mk2 version is going to be the production version from now on-order yours today if the timer motor run times have kept you out of the hunt for some reason.


Ray was flying his Pearl and was having difficulties that stopped him after one official flight. Jeff Had his hot Texan that I think had been re-engined at that point prior to heading to Lost Hills the upcoming weekend. It was going really fast and there was some wing flutter starting to show as I recall, but he made three official flights to take second place. I put in a total of five maxes with the Super 'J' which took the win.


The Wrisley's put in a lone Electric Nostalgia flight with their Midwest 1/2A *T-Bird* electric conversion. This design is perfect for eNos and anyone considering trying eNos should look at it as a leading contender, if you don't prefer my eNos 1/2A *Ramrod*. I have the *T-Bird* plan, and it's only a matter of time before I have one out there too. It should be as easy to trim as the gas version. It should run easily on an E36 drivetrain setup, which is what I use on my 1/2A *Ramrod* conversion.

Donuts were served, jokes were made and we all went home happy at the end of the morning.

 SCAMPS Andrade Rubber Club Contest - Perris 11/10/21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Brian Sutton	BA Cabin	77	53	52			182	3
2	Clint Brooks	Super 'Y'	120	180	240			540	1
3	Bernie Crowe	O.D.						0	DNF
4	Brian Sutton	Gollywock	95	115	111			321	2

 SCAMPS P-30 Club Contest 11/10/21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Lance Powers	Speckled Bird	98	79	120			297	2
2	Linda Wisley	Tail Firster	120	120				240	3
3	Fernando Ramos	Geezer Pleaser	55	120				175	4
4	Bernie Crowe	Majestyk	120	120	120			360	1

 SCAMPS AMA Gas /Electric Combined Club Contest 11/10/21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Clint Brooks	Super 'J'	120	120	120	120	120	600	1
2	Ray Peel	Pearl	90					90	3
3	Jeff Carmen	Texan	115	120	120			355	2

 SCAMPS Electric Nostalgia Club Contest 11/10/21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Linda Wisley	1/2A T-Bird	105					105	1

In November, we heard about the passing of Sonja Firster. The SCAMPS club extends our condolences to Ted and his family for their loss. I loved that Sonja would always time for me at Lost Hills during the early Fab Feb contests I attended, flying P-30. She was a happy person in general and will be missed by all.

As always, your contributions of articles and pictures to the newsletter will be most appreciated in 2022.

Cheers to all!

What's in a name?

by Bernie Crowe

For me, the essence of Free Flight is **DBF** – design, build, fly - the complete package. Used to be that way before the advent of RTF and Ukrainian factory-built models, but that's a beef for another time. One of the perks of designing your own model is that you get to name it! And over the years I've enjoyed seeing many creative naming efforts. I always liked Dick Mathis's "**Hypodemic Nerdle**" A2, and Lars Olofsson's "**Korla Plankton**". Mike Gaster's "**Gas Stove**" was another, and Dave Parson's "**Cathexis**."

I remember being at Taft in the early '80s, and seeing a big power model named "**GYSOB**". I'm English, so I had to have Walt Ghio explain what that meant. He did, and I told him I could *never* speak to my plane like that. At the next contest I showed up with my new Coupe, "**CTTBOYATAGC**". I explained to the curious that that's what I yell at my plane as I launch it. Huh?? they asked. OK, it stands for "*Climb to the best of your ability, there's a good chap!*" More gentele, don't you think?

In the '80s I flew Wakefield, and though I didn't *design* my own I did build them from scratch, and they were pretty hi-tech models for the time. The one I flew was by Pim Ruyter from the Netherlands, and he called it "**Dutch T(h)reat**" I didn't build it just for that reason, but I did like the punny name. This was my first foray into FAI modeling, and I wasn't too sure of where the weight should be. I went round the field at the World Champs at Lost Hills asking several international flyers, "How much do your wings weigh?" Long tale. Remind me to tell you that story some time.

By 2007 I was flying the new F1Q electric class. My first attempt was an adaptation of an existing 1/2A ship, and I quickly found out that DT-ing a model where 50% of the mass was in a single component – the battery – resulted in the battery continuing its path after the plane had come to a halt. I developed a model of my own design and beefed up in all the right places. It did pretty well in competition, and a couple of folks asked for the plans. Roger Morrell asked what I was going to name it, and on the spot I said "**Noah's Quark**", and the name stuck. BMJR kitted the design, and sometime later Mike Callas showed up at Perris with a great logo on the wing of his "Quark" showing Noah himself with a bunch of Muons and Gluons orbiting over his head.



There are some good examples at Perris too, if you look around. Randy Wisley showed up with an ingenious two-motor set up on his Bostonian. The first motor powered the plane while locking out the second one, which was only released when the first had unwound, giving it twice the motor run. Randy called this little gem "**Second Wind**"!! David Wade designs his own and enjoys naming them. Most of you have seen his Coupe/Andrade model he calls "**Perrisite**". His latest (as far as I know) creation is an E36 model with a larger than normal wing, which Dave says is a "dog". He calls it "**Woof**". So, don't be afraid, design your own. It's very instructive and you may come up with something that beats the pants off of your opponents. At the very least you get to *name* it!

December Club Contest

by Bernie Crowe

This one had all the earmarks of being a disaster, but all turned out well in the end. First of all, it rained Tuesday and Thursday and we snuck into the skinny dry patch; second, guys started rolling up with dire tales of a massive pile up on the 91 with one car facing the wrong way and burned to the ground. Even the guys near to the crash site when it occurred told of delays of ten minutes or more, and the prospect for folks living further away – Clint comes in from Long Beach – seemed pretty bleak. And last, the field was shrouded in fog at 07:00 and showing signs of getting worse, but it cleared by 08:00 and though breezy we finished up with a pretty nice day. And eventually everybody made it through in time to compete. Even Hal showed up with the donuts, albeit a tad late and had a lot of hearts beating hard there for a while.

OK, the “drift” was quite brisk at times, so I changed the events with 3-min maxes to 2-minute to be on the safe side (a gesture of arrogance on my part, as it turned out!) I was flying my inherited *Lamb Climber* from the estate of Gerald Antonucci, and the first attempt showed one of the more spectacular stalls of the year. Turned out the stab would not pull fully down, and despite my “fix” the next flight was the same way, and I quit flying it. Brian Sutton had his newish “*Canadian '39 Wakefield*” well-trimmed, and though the climb was gentle Brian racked up enough time for second place. Fernando Ramos and George Walter each had *Red Buzzards* in action. Georges was going gangbusters and the first two flights were over 5 minutes according to Gene Drake, his timer. George maxed out to take a well-deserved win. Just to prove he could, Brian also put up a max with his Jimmy Allen *Sky Chief*.

We combined gas and electric power in Nostalgia, and surprisingly two out of the three entries were electrics! Ron Thomas flew his OS29-powered *Zeke 575* and maxed his first flight but did not fly again. Not sure why. Phil Ronney had his electrified *Texan* going well and put-up flights of 59,120 and 94 to take second. Clint Brooks had the *Ramrod eNos* (that his company kits) flying on rails, and maxed out to take the win.

In AMA Electric we had four entries, three E36s and the electrified *Texan*. I flew my O/D *Fugette* but it did not reach its usual performance, dropping the first and third flights. Phil Ronney entered the times he had racked up with his *Texan* in Nos Power in this event as well, to come fourth. David Wade bravely flew a new untrimmed version of his O/D E36 with a new power train (called *Airdale A*), and commendably scored two maxes and only dropped 21 secs on his second flight, to take second. Clint flew his CB Designs-kitted *Apache* flawlessly to max out and take his second win of the day

Thanks all for supporting our club contests this year! Have a Safe and Happy Christmas, everyone. See you next year!

**SCAMPS E-36 Club Contest 12/8/21**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	Fugette	106	120	86			312	3
2	Clint Brooks	Apache II	120	120	120			360	1
3	David Wade	Airdale-A	120	99	120			339	2
4	Phil Ronney	Texan	59	120	94			273	4

**SCAMPS NosGas /eNos Combined Club Contest 12/8/21**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ron Thomas	Zeek 575	120	dnf	dnf			120	3
2	Clint Brooks	1/2A Ramrod eNos	120	120	120			360	1
3	Phil Ronney	Texan	59	120	94			273	2

**SCAMPS Large OT Rubber Combined Club Contest 12/8/21**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	Lamb Climber	68	78	dnf			146	3
2	Brian Sutton	39 Wakefield	106	93	120			319	2
3	Fernando Ramos	Red Buzzard	77	55				132	4
4	George Walters	Red Buzzard	120	120	120			360	1
5	Brian Sutton	J.A. Sky Chief	120	dnf	dnf			120	5

Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

SCAMPS Monthly Club & Sanctioned Contest Schedule 2022 V 1.0					
Mo	Day	Rubber	Power	Electric	CD
Jan	12	Coupe (F1G)	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Feb	16	Nos Rubber/Nos Wakefield	Nostalgia all Combined	E20	C. Brooks
Mar	16	OT Large Rubber + Bungee-launch glider	Golden Age Small & Large	AMA Electric	B. Crowe
Apr	13	P30 + Andrade Rubber	Perris Special, OTSG Sm/Lg	F1S + E20	
May		x	x	x	
Jun		x	x	x	
Jul		x	x	x	
Aug		x	x	x	
Sep		x	x	x	
Oct		x	x	x	
Nov		x	x	x	
Dec		x	x	x	

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2022					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	23	P-30 (1/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	20	Coupe (2/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	20	OT/Nostalgia rubber (3/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	10	P-30 Oldenkamp Mem. (4/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	22	Coupe (5/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
June	12	OT/Nostalgia rubber (6/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
July		Fun Fly- no contest planned			
Aug		Fun Fly- no contest planned			
Sep	x	P-30 (9/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	16	Coupe (10/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	11,12 & 13	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
Nov	20	OT/Nostalgia rubber (11/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	18	Make-up events (12/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny



Note to guests interested in observing or flying free flight models at Perris:

The usual time to catch us in the act is in the morning. Most Saturday mornings are when people come out to test fly or tune up their models and skills, and just have a good time. You can observe the Southern California Aero Team (SCAT) FAI rubber and glider flyers along with with others flying a range of model types-mostly endurance rubber powered and electric or gas powered. Scale free flight models are flown when the San Diego Scale Staffel has their FAC contests-check their website for schedules. These are typically conducted over two day periods to get in all the event categories normally flown. Flying usually starts 7-ish and ends late morning depending on winds. There is a larger group that flies on Wednesday as well if you would rather make a mid-week trip. Come join us-see the map above for an idea on directions-it's on the east side of the 215 freeway, off San Jacinto Ave.-there is a dirt road entrance on the right.