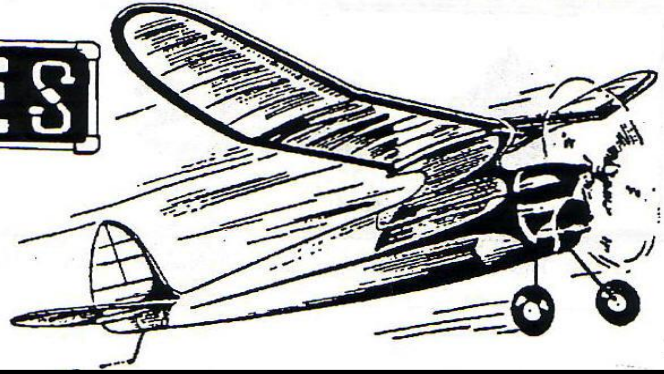


**GAS LINES**

February 2023



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

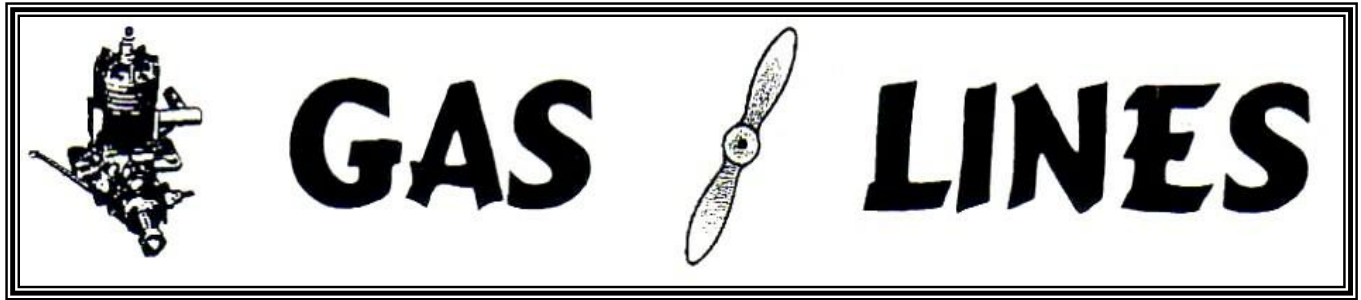


**Official Newsletter of the Southern California Antique Model Plane Society**

**Founded in 1964**

**Website address: <http://SCAMPS.homestead.com>**

Return Address:  
Lance Powers  
1207 Trinidad Circle  
Placentia, CA 92870



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

**SCAMPS Club Officials**

<b>President</b>	Bernie Crowe	(858) 204-7987	bcrowe42@gmail.com
<b>Vice President</b>	Hal Cover	(909) 591-3717	hcover3646@hotmail.com
<b>Treasurer</b>	Lance Powers	(714) 307-3040	lancepr@mac.com
<b>Newsletter Editor</b>	Clint Brooks	(562) 349-2672	scampsedit@yahoo.com
<b>Safety Officer</b>	Randy Wrisley	(714) 204-7781	thewrisleys5@aol.com

**SCAMPS 2023 Donut Schedule**

Mo	Day	Responsibility	Mo	Day	Responsibility
Jan	4	Phil Ronney	July	5	Bernie Crowe
Jan	11	Gary Vogt	July	12	Clint Brooks
Jan	18	George Walter	July	19	Rick Overlette
Jan	25	Linda Wrisley	July	26	Jeff Globerman
Mo	Day	Responsibility	Mo	Day	Responsibility
Feb	1	Roger Willis	Aug	2	Pat McMillan
Feb	8	Hal Cover	Aug	9	Jack Guiso
Feb	15	Bernie Crowe	Aug	16	Ted Horton
Feb	22	Clint Brooks	Aug	23	Jane Cover
			Aug	30	Fernando Ramos
Mo	Day	Responsibility	Mo	Day	Responsibility
Mar	1	Fernando Ramos	Sep	6	Randy Wrisley
Mar	8	Randy Wrisley	Sep	13	Eugene Drake
Mar	15	Ted Horton	Sep	20	Gabe Gonzalez
Mar	22	Richard Brooks	Sep	27	Richard Brooks
Mar	29	Eugene Drake			
Mo	Day	Responsibility	Mo	Day	Responsibility
Apr	5	Gabe Gonzalez	Oct	4	Linda Wrisley
Apr	12	Rick Overlette	Oct	11	Gary Vogt
Apr	19	Jeff Globerman	Oct	18	George Walter
Apr	26	Jane Cover	Oct	25	Hal Cover
Mo	Day	Responsibility	Mo	Day	Responsibility
May	3	Jack Guiso	Nov	1	Clint Brooks
May	10	Pat McMillan	Nov	8	Bernie Crowe
May	17	Phil Ronney	Nov	15	Rick Overlette
May	24	Gary Vogt	Nov	22	Jeff Globerman
May	31	George Walter	Nov	29	Jack Guiso
Mo	Day	Responsibility	Mo	Day	Responsibility
June	7	George Walter	Dec	6	Phil Ronney
June	14	Linda Wrisley	Dec	13	Linda Wrisley
June	21	Roger Willis	Dec	20	Hal Cover
June	28	Hal Cover	Dec	27	Roger Willis

No February SCAMPS meeting is scheduled 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.



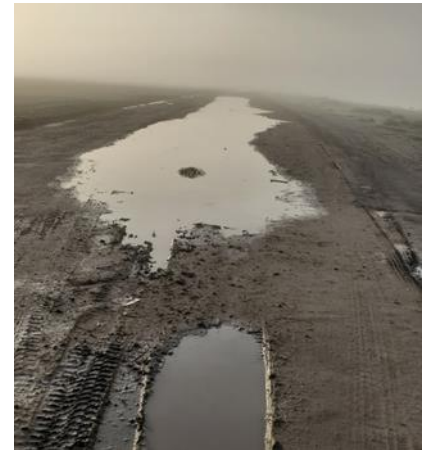
**Donut Schedule Coordinator is Jane Cover (909) 851-2075**  
 ~Volunteers are responsible to coordinate with other members if they cannot fulfill their commitment~  
**Schedule updated 1/18/23**

## President's Corner

by *Bernie Crowe*

Why'd you turn the TV off?  
I'm tired of all the doom, gloom and catastrophe talk...  
So don't watch the news...  
I'm not watching the news, it's the %\$#^ weather channel!

We have had a wet January before, but not like this. The relentless rain storms have turned the flying field at Perris into something resembling a rice paddy, and forced postponement of the long-planned Taibi Memorial Fun Fly and the cancellation of January's club contest. Small inconveniences in the larger scheme of things, and nothing like the life threatening and life-taking emergencies in other parts of the state. On the brighter side, the rain may turn out to be a plus for the SCAMPS club and other free-flyers that use this field because it increases the chances of success for the farmer who leases this plot of land, and may help to keep it agricultural for some time.



The parcel of land on which we fly our planes is leased by a local farmer, and when we talked to him recently as he plowed the area east of where we fly, he said they are “dry farmers” who rely on nature and not irrigation to provide the water that plants need, so the recent rains may help him. He aims to plant some dry-tolerant crop such as alfalfa, and permits and welcomes our presence on the field because we deter the more vandalistic elements that frequent the area. We fly there and retrieve our planes there with his permission and with the tacit understanding that we will not drive vehicular traffic onto the crop areas if and when they are planted. It's in all our interests to respect his wishes and help him succeed. The recent loss of the adjacent RC field and its uncertain future show just how fragile our access to this area is.

Also spare a thought for the guys who have put so much effort into planning the currently postponed Taibi Fun Fly. The contest planning, the research, and the preparation of the printed memorial booklet to be distributed when the contest gets underway deserve some thanks for all involved: Joe and Linda Jones, Clint Brooks, and Lance Powers all are due a big *atta boy!* The Taibi Fun Fly will be rescheduled for some time soon, and the next club contest will be on February 22 as originally

planned. Let's hope for some let-up in the rains, for the sake of both those in peril to the north and for ourselves so we can resume our hobby soon!

## SCAMPS NEWS

*by Clint Brooks*

Got rain?

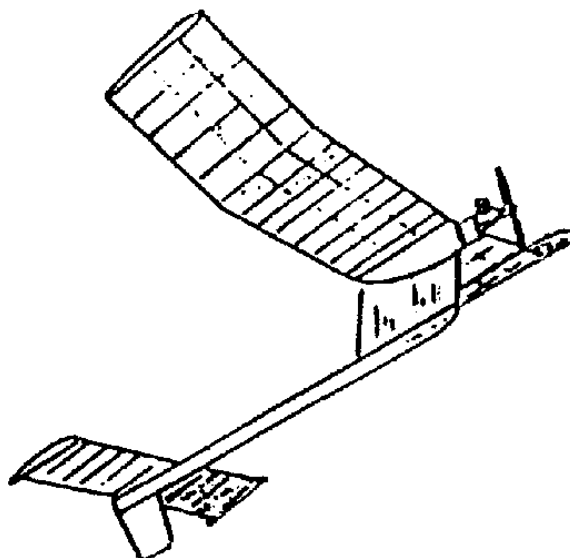
It's been a good long spell since we have had a flow of weather systems like we just had. It's a beautiful thing for everyone, and of course, the Perris flying field will be sprouting all sorts of new growth after the puddles and mud subside. The All-Taibi Fun Fly was put on hold twice due to inclement weather, and is on hiatus until later in the spring when things should be more accomodating. Hopefully we will have an announcement about the date soon.

In the meantime, we have the updated donut list shown as well as the Taibi Field 2023 contest schedules in the newsletter, as much as they are known. Hey, that's poetic sounding! May all your flying sessions be poetic and rewarding in nature.

The rain kept me in the workshop when it wasn't too wet or cold. I was not working on free flight projects, so I will keep the mysteries of my efforts to myself. I do like it when the weather says stay home and build-it's the most rewarding time of year for me.

The FabFeb event is rapidly expanding in our line of sight now, and I'm planning to make three of the FAI contests as well as the Ike. I just hope we get some tame weather for that period and no mud adventures to deal with this year.

That's the runup to February as of now. We were completely washed out for any January contests and flying at Perris as of this writing. I'm looking forward to the crisp conditions when we can resume our passionate endeavours once again. Until then, keep building and getting everything ready to go. The grounds will be perfect for trimming new models.





From Bernie Crowe's Nuts and Bolts Department, the latest report.....

### **An alternate "Montreal stop" front end design**

*by Bernie Crowe*

If you are using a large diameter prop on a rubber model there is always the chance of getting the prop hung up on top of the wing if the nose of the model is short. If we use a typical tension stop that allows the prop to windmill a few turns at the end of the motor run, then it's likely the blade will



catch the top of wing and finish up in this position while the lower blade hangs limply in the wind. The result is at best a poor glide, and may even cause the plane to spin in.

To overcome this, a technique that has been used for many years is to use a torque stop, commonly called a Montreal stop. These typically

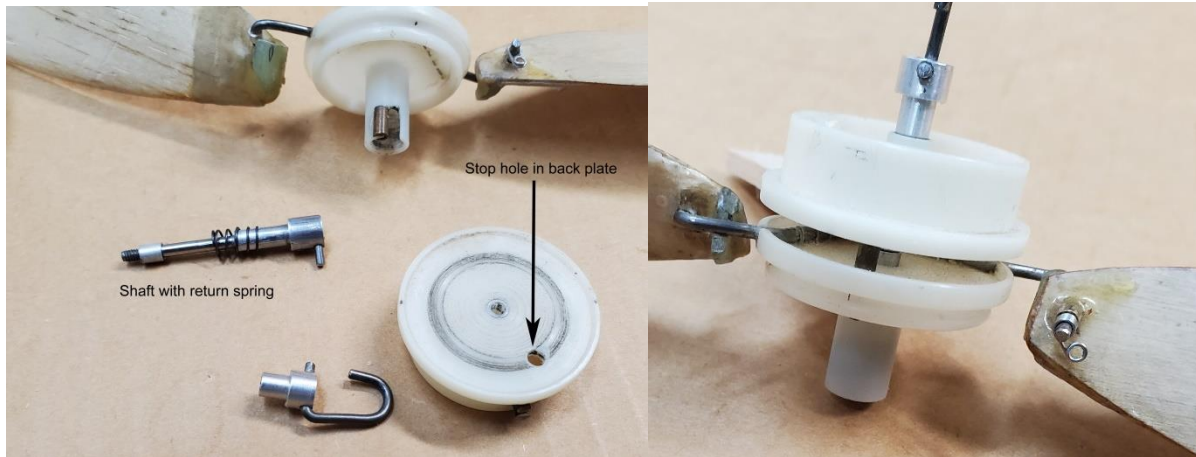
use a spring-loaded pin that is held in the forward position during the power run by the torque exerted by the rubber motor. When the torque decays, the pin is released and moves backward to



engage a hole in the hub to effect an instantaneous stop. The blades fold back under the wing every time. A variation on this theme is called a reverse Montreal; instead of a separate pin, the entire prop assembly moves forward to release the stop pin and is held there by the torque. When the torque decays the prop assembly is released and moves back allowing the integral stop pin to engage the hole in the hub.

To simplify the design, about fifteen years ago I designed the system shown here. The front end consists of just three pieces: the hub that fits into the motor tube and has a hole for the stop pin; the front plate that carries both the prop assembly and the stop pin; and the spring loaded shaft carrying the drive pin and the rubber hook. The first two parts are turned from Delrin while the shaft is a steel rod carrying a couple of aluminum tube pieces plus the rubber hook. The drive pin is inserted into the front of the shaft and slides in a slot in the front Delrin part as shown above. When the prop assembly is pulled forwards the stop pin is disengaged and the prop is free to turn. The front piece is turned with a groove on the front that allows a plastic spinner to snap into place to protect the mechanism and streamline the front end.

The assembly is simple and fairly light. The weight might be reduced further by drilling some judiciously-placed lightening holes in the hub and the prop carrier. In use, the plane is wound and the prop inserted. The stop pin holds the prop while waiting to launch. When a suitable thermal is detected, the prop is pulled forward to release the stop pin and the plane is launched. As the torque bleeds off the friction between the stop pin and the slot in the Delrin piece is eventually reduced to the point the prop assembly moves backwards and allows the stop pin to engage the hole in the back plate, folding the prop.



One problem I found was with higher torque motors the pressure on the side of the Delrin slot was sufficient to force the drive pin into the Delrin surface so that it wouldn't move when released. I solved that by cutting a short piece of brass tubing and slotting it over the Delrin slot so that the torque force was being taken by the brass instead of the Delrin, as shown in the illustration above left. Of course, there may be a better material than Delrin for this part that would solve this problem.

This front end was made back when small hobby lathes were in common use. That may not be the case any longer, but in any case, this system practically begs to be made using 3D printing techniques today, assuming again that a suitable material can be found.



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

<b>SCAMPS Monthly Club &amp; Sanctioned Contest Schedule 2023 V 1.0</b>					
Mo	Day	Rubber	Power	Electric	CD
Jan	8	Sal Taibi Memorial			J. Jones
Jan	18	OT Small Rubber (combined)	Perris Special	E-Nostalgia	B. Crowe
Feb	22	Andrade and 24 inch Stick	AMA Gas and Electric (comb)	E36	C. Brooks
Mar	15	Coupe F1G and Comet Sparky	Golden Age	E20	TBD
Apr	12	P-30 and bungee launch Glider	All High Thrust Line Designs	AMA Electric	TBD
May	7	SCAMPS Lotto Contest			H. Cover
May	17	OT Large Rubber (combined)	Nostalgia all gas Combined	E Nostalgia	TBD
Jun	14	Mulvihill and Jimmy Allen	Vintage FAI	E36	TBD
Jul	12	OT Small rubber (combined)	Perris Special	F1Q + AMA Elec	TBD
Aug	16	Nostalgia Wakefield	AMA Gas and Electric (comb)	E20	TBD
Sep	17	SCAMPS Fall Contest- reserve day			TBD
Sep	20	P-30 and bungee launch Glider	Golden Age	AMA Electric	TBD
Oct	18	Andrade and 24 inch Stick	All High Thrust Line Designs	E36	TBD
Nov	15	Coupe F1G and Comet Sparky	Nostalgia all gas Combined	E Nostalgia	TBD
Dec	13	OT Large Rubber (combined)	Perris Special	E20	TBD

<b>San Diego Orbiters Monthly Club &amp; Sanctioned Contest Schedule 2023</b>					
Mo	Day	Rubber	Power	Glider	CD
Jan	29	P-30	Any-Gas or Electric	Any	Mike Pykelny
Feb	19	Coupe (2/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	19	OT/Nostalgia rubber (3/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	16	P-30 Oldenkamp Mem. (4/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	28	Coupe (5/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
June	11	OT/Nostalgia rubber (6/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
July	16	P-30 (7/23 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Aug	20	Coupe (8/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Sep	17	OT/Nostalgia rubber (7/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	15	P-30 (10/22 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	10,11,12	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
Nov	19	Coupe (11/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	17	Make-up events	Any-Gas or Electric	Any	Mike Pykelny

<b>San Diego Scale Staffel Outdoor Schedule 2023</b>				
Mo	Day			CD
Apr	22-23	Flying Aces Club	Perris	TBD
Sep	9-10	Flying Aces Club	Perris	TBD



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.



**SAN VALEERS 74th ANNUAL & 40th ANNUAL 7 ROUNDER**

**April 13,14,15, & 16th 2023 - LOST HILLS, CA.**

**AMA Sanction 14177**

**A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST**

**AMA CAT II & NOSTALGIA CAT II\*\* (WEATHER PERMITTING)**

All AMA and Nostalgia events may be flown any day. Finish clean on all flights can continue the next day. Thursday-Saturday 8:00am to 5:00pm Sunday 8:00am to 3:00 pm.\*

**1/2A GAS**

A GAS

B GAS

C GAS

D GAS (includes Super D)

E-36

1/2A Golden Age

P-30, HLG, & Catapult

1/2A Nostalgia

A Nostalgia

B Nostalgia

C Nostalgia

Small Rubber Stick & fuselage combined

Large Rubber stick & fuselage Combined

Nostalgia rubber

Texaco Combined

**F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)**

1<sup>st</sup> Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

**F1G – F1H – F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am.**

Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights then tie breaker flight determines winner.

**VINTAGE Wakefield**

THURSDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

**VINTAGE FAI**

FRIDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

**HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson**

**RULES:** Any gas free flight airplane. 11 second VTO, 9 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

**\*\*NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1<sup>st</sup> 3 flights, 7sec HL & 9 secs VTO on flight 4 and all additional flyoff flights.

**1/2A GOLDEN AGE** 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

**MERCHANDISE AWARDS** (engines, kits, fuel, wood, \$\$\$, etc)( requires 3 contestants min)

**\*\*\*Raffle PrizeTBD"** donated by TBD (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)\*\*\*

\* Any AMA record attempt must be completed on the same day you start an event.

AMA/NOST CD: Terry Thorkildsen (805) 495-6135 ALT CD Frank Menanno (719) 271-5232

FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1<sup>st</sup> event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"