

July 2023



Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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

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SCAMPS 2023 Donut Schedule

Mo	Day	Responsibility
Jan	4	Phil Ronney
Jan	11	Gary Vogt
Jan	18	George Walter
Jan	25	Linda Wrisley

Mo	Day	Responsibility
July	5	Bernie Crowe
July	12	Clint Brooks
July	19	Rick Overlette
July	26	Jeff Globerman

Mo	Day	Responsibility
Feb	1	Roger Willis
Feb	8	Hal Cover
Feb	15	Bernie Crowe
Feb	22	Clint Brooks

Mo	Day	Responsibility
Aug	2	Pat McMillan
Aug	9	Jack Guiso
Aug	16	Ted Horton
Aug	23	Bernie Crowe
Aug	30	Fernando Ramos

Mo	Day	Responsibility
Mar	1	Fernando Ramos
Mar	8	Randy Wrisley
Mar	15	Ted Horton
Mar	22	Richard Brooks
Mar	29	Eugene Drake

Mo	Day	Responsibility
Sep	6	Randy Wrisley
Sep	13	Eugene Drake
Sep	20	Gabe Gonzalez
Sep	27	Richard Brooks

Mo	Day	Responsibility
Apr	5	Gabe Gonzalez
Apr	12	Rick Ovellette
Apr	19	Jeff Globerman
Apr	26	Clint Brooks

Mo	Day	Responsibility
Oct	4	Linda Wrisley
Oct	11	Gary Vogt
Oct	18	George Walter
Oct	25	Hal Cover

Mo	Day	Responsibility
May	3	Jack Guiso
May	10	Pat McMillan
May	17	Phil Ronney
May	24	Gary Vogt
May	31	George Walter

Mo	Day	Responsibility
Nov	1	Clint Brooks
Nov	8	Bernie Crowe
Nov	15	Rick Overlette
Nov	22	Jeff Globerman
Nov	29	Jack Guiso

Mo	Day	Responsibility
June	7	Richard Brooks
June	14	Linda Wrisley
June	21	Roger Willis
June	28	Hal Cover

Mo	Day	Responsibility
Dec	6	Phil Ronney
Dec	13	Linda Wrisley
Dec	20	Hal Cover
Dec	27	Roger Willis

Donut Schedule Coordinator is Mayda McMillan 562-217-7025

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

President's Corner

by Bernie Crowe

Weather: Well, it looks like summer may finally be here! Hopefully this is goodbye to the incessant rains, though we will still have to contend with the winds now and then. I've lived in SoCal since 1975 and this is the wettest winter I can remember. Now I suppose we need to prepare for the heat, so stay hydrated and bring shade when you can!



Field condition: Even though the field and its surrounding areas are easy to walk in compared with previous years (who can forget the *mounds*?) retrieving our planes can be quite difficult. The area to the east and north of our little piece of heaven is sown in a low crop, which though only knee-high can double the amount of energy it takes to go get your plane and bring it back. The crop is apparently wheat, and though I'm not an agriculturist, I believe it should be ready for harvesting any week now. Not that that's any guarantee it will be. Some have opined that the farmer got paid to sow the wheat and so doesn't need to harvest to make it pay; but the news says that farmers are being paid *not* to sow this year, so who knows? The area to the west of our flying area, "across the creek", is even harder to walk in because the weeds lie along the ground and tangle around your ankles when you try to walk normally. High-stepping it out and back can be really challenging and tiring, so if your plane does go that way take water and better yet buddy up with somebody!

Field usage: More and more fliers are discovering Taibi Field and using it for model aviation recreation, including a couple of RC groups. Incidentally, the Riverside RC Club that flew alongside us for years has lost their field as of July 1, and speaking with RRCC ex-president Paul Rinde last week I learned that they have not yet been able to find an alternate area to fly on. Paul believes that their field has been sold to develop warehouse structures, so our field may be under siege too. In any case, the increasing interest in Taibi Field means we are getting more and more cases of schedule conflict. These have been settled in a cordial and agreeable manner so far, but it's clear that a more formal method of scheduling field access is needed. We already have an alliance of the several free flight clubs using the field, and I will be initiating a discussion among these and the newer RC clubs in the coming weeks to determine how we go about this and a method of making the field usage schedule available on line. Stay tuned.

SCAMPS NEWS

by Clint Brooks

What's coming up for the SCAMPS in the near future? Our monthly contest participation is getting thinner. Maybe once the oat hay is harvested more will feel inspired to fly non-tracker equipped models with a hope of finding them easier. And speaking of that, I've been using my cell phone compass application to track my P-30 and other things that are not tracker equipped. It works amazingly well provided you have a good line of sight to where the model touches down. You are out of luck in a flyaway situation, but for most of the flights we perform at Perris the compass function is pretty handy. Just activate it on your phone while the model is in the air so you can stand and orient it to yourself and the line of sight the model is on before it lands. You still have to walk

directly toward it through whatever terrain there is between you and the model. You get nothing for a distance to the model of course, and it's best to stop every so often and make sure you re-align to your bearing before getting off track too far, as it's pretty hard to walk and keep it more than plus or minus 10 degrees to your original bearing due to holding the cell phone steady while moving. Stopping and re-orienting helps re-set your brain. Also, take a view of the background landmarks to confirm your direction before you start the hike. If you pay attention to details, you will walk right to the model or at least within visual range quite consistently.

I hear we are going to lose the porta-potty that the RC club has been renting. It will be sad to have it gone, but I can't imagine where else you would put one out there and not have it destroyed by the local vandals. Guess it will be a pit stop at the new Chevron on arrival now before rolling out to the field.

There was an email sent around with news the entrance road to the field had been repaired by the county. I was out over the weekend after this announcement went around, and there is no repair to the area yet. Our gravel bag fill repairs have finally broken open and there is some rock scatter that maybe looks like someone did something, but there is no change except the mud is gone for now.

I'm looking forward to receiving a second F-1Q model from the Ukraine (right). It was finished last week and the long journey to get here is underway. Serg told me it will be hard for him to make any more models right now as I think it's becoming difficult to get materials shipped in for this purpose. I don't know if it's like that for the rest of the Ukrainian aeromodeling concerns, but it stands to reason there is a lot of disruption. Support our good friends where you can.



From Ukraine...with Love

Remote fuse lighter

by Bernie Crowe

Some of us are still using fuse DT on our models, as we have done for years. Years ago (and I hate to admit *how* many years ago!) when I started flying Mulvihill models, with 300 sq ins wings and fuselages three blocks long, I found I could no longer hold the prop on a fully wound motor and still light it at the tail end of the model, 'cos it was too far to reach. Yeah, typically you'd ask someone



to light the fuse for you, but often there was no-one available. And this invariably happened just as a humongous thermal came through. So, I developed a *Remote Fuse Lighter*. Probably saw the idea somewhere, but anyway I came up with the device myself. It consisted of a 1/2A engine glow head strapped to a microswitch, so that when the end of the fuselage, and thus the fuse, was pushed into the glow head, the switch closed and connected it to battery, lighting the glow plug and thus the fuse.

Now I know what you are saying. Many other ways of solving this problem:

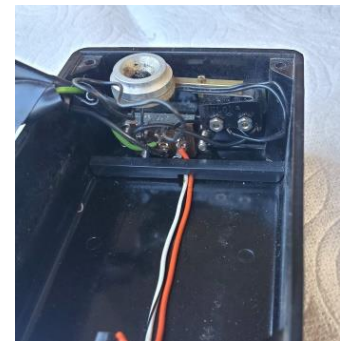
- a. Use a viscous timer.
- b. Use an electronic timer.
- c. Put the fuse on the side of the fuselage where you can reach it, dummy!
- d. Make a prop hold mechanism.
- e. Don't build such big planes, etc., etc.

but once an engineer gets an idea into his head, there's no turning back, so here goes:

I used a microswitch because it takes only the lightest touch to operate, so even a long piece of fuse would actuate it. The glow head, probably from a TD but I don't remember, is mounted to a piece of insulating material and the glow leads secured to suitable connectors. Then the head assembly is attached to the microswitch on a long arm. The switch is wired so that when it closes the glow plug is connected to the adjacent battery, and *voila!* The whole shebang is housed in a suitable box that will sit on the ground, with a



hole cut in the top so the glow head can poke through flush with the surface. In use, the device is placed on the ground close to where you are going to launch, the plane is wound, interminable minutes pass until a thermal comes along, then you deftly poke the fuse into the glow head opening and after a few seconds the fuse is lit. (**Truth in advertising:** There's no way to be sure the fuse is lit cause you can't see it, so you probably need a helper anyway to look and tell you it's good to go.) Worked for me , though anyway, for many years. Try it.



Editor's note (CB): you forgot one problem solving option. '...f. Grow my arms longer to enable the reach around required to light the fuse.' You would probably have a great circus act career after that too.

Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise

SCAMPS Monthly Club & Sanctioned Contest Schedule 2023 V 1.0					
Mo	Day	Rubber	Power	Electric	CD
Apr	30	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	B. Crowe
Apr	12	P-30 and bungee launch Glider	All High Thrust Line Designs	AMA Electric	C. Brooks
May	17	OT Large Rubber (combined)	Nostalgia all gas Combined	E Nostalgia	TBD
Jun	14	Blackout due to high crop difficulty and heat			
Jul	12	OT Small rubber (combined)	Perris Special	F1Q + AMA Elec	TBD
Aug	16	Nostalgia Wakefield	AMA Gas and Electric (comb)	E20	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

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

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2023					
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

Orange Aeroneers Contest Schedule 2023		
Mo	Day	Pinkham Field Event
Jan	0	
Feb	0	
Mar	0	
Apr	0	
May	0	
June	14	Baby Glider
July	12	Embryo Endurance
Aug	16	Pinkham Field Stick
Sep	20	Jimmie Allen
Oct	18	Baby Glider
Nov	15	Flying Aces Sport
Dec	13	Pinkham Field Ten-Center



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.

SCAMPS Membership Form



Want to join one of the nation's top free flight model airplane clubs? 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 to December. Membership includes a monthly newsletter, with the latest information on contests, building projects, flying news from Perris, plus much more. We host several contest each year, plus have a weekly fun-fly at our Perris, CA field. These happen every Wednesday morning, weather permitting. There is 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. We fly all forms of free flight models from old timer to modern and FAI. All free fighters are welcome.

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

Please circle all that apply

Renewal New Membership E-mail Newsletter Regular Mail Newsletter

Name _____ Phone Number _____

Cell Phone Number _____

Address _____

City _____ State _____ Zip Code _____

E-mail _____

AMA Number _____

If new, how did you hear about our club?
