

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

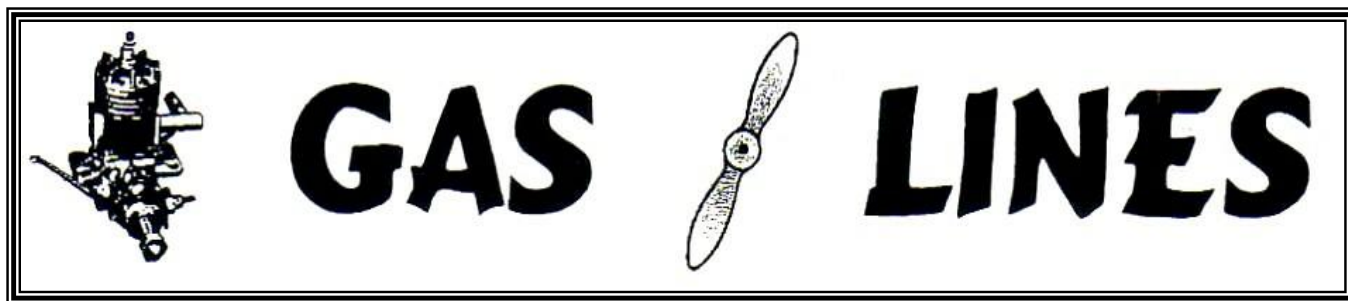


**Official Newsletter of the Southern California Antique Model Plane Society**

**Founded in 1964**

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

Return Address:  
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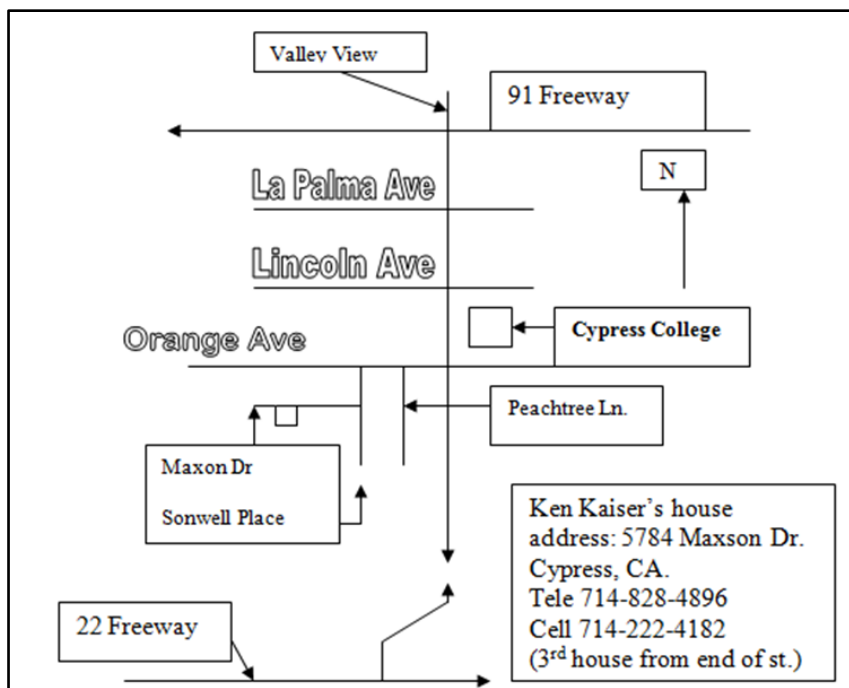


**AMA 158 – Southern California Antique Model Plane Society – Sam 13**

**SCAMPS Club Officials**

<b>President</b>	Bernie Crowe	(858) 204-7987	bcrowe42@gmail.com
<b>Vice President</b>	Hal Cover	(714) 528-0774	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>Meeting Coordinator</b>	Mark Williams	(909) 996-2942	marknjeannie@gmail.com
<b>Safety Officer</b>	Paul Guiso	(714) 963-7270	PCGuiso@socal.rr.com

**SCAMPS March Meeting**



Our March Club meeting will be held at Ken Kaiser's home in Cypress, CA on Saturday March 3rd, from noon until 2 PM. A luncheon is planned and the ladies are invited to attend. Hal Cover will be demonstrating how to braid rubber motors and his pet methods for bending prop shafts. My pet method is to allow the model to hit the earth under full power, but we'll see what Hal has to say-see you there, it should be interesting!

### **Note from Hal Cover, SCAMPS VP**

I am requesting volunteers for hosting monthly club meetings. We would like to set up these meetings and list them in the Newsletter. The meetings would be on Saturday afternoons and on the first or second weekend of the month. These meetings are not a lunch meeting unless the host chooses to do so. We plan on having a guest speaker talk on some model related subject at each meeting. We also plan to have door prizes. Please consider this and pitch in and support the club. We are looking for meeting volunteers for April, June, July, September and November.

Please contact: Hal Cover at hcover3646@hotmail.com or call at (909) 851 2073

### Upcoming Club Meeting locations for 2018:

May-**Hal Cover**

August-**Joe Jones**

October-**Lance Powers**

### **SCAMPS NEWS**

*by Clint Brooks*

Wow-time is moving along although I much prefer the pace of it for me now. Fabulous February at Lost Hills is now in the history books, and I just finished up the activity that started in December for preparation for this and can kick back to compose our newsletter.

The 2018 Isaacson was lightly attended by the SCAMPS. Including myself I believe there were six of us on the field for the first weekend of Feb. There were 180 people entered for the week I had read at one point and the crowd on Saturday was pretty big. The organizers set up northwest of the regular launch line, about ¼ mile down the north entry road off Holloway. There were two flight lines set perpendicular to each other, one aligned with the entry road for AMA events, and the other aligned east/west for the FAI events. The location kept a lot of people out of the orchards for a time, but as winds rose and max times with them a lot of FAI flyers found themselves in the trees.



Weather was mixed-after all the heat a cutoff low weather flow made for some cold and breezy conditions at times. Saturday started light, but by noon the winds had shifted to a north-northwest blow about 12-16 MPH and a lot of flying stopped to wait it out. For me, the E-36 event was well underway and we had a four or five-way tie score on the board-all had flown the three attempts and one flyoff, each with a ten second motor run. With the wind, nobody wanted to chance the odds of finding good air for five second motor run flyoff attempts.

Waiting until around 4 PM for conditions to change didn't resolve much, and we finally had to decide it. I put up the ice breaker flight, found air and made the max, with touchdown about 3/4 mile away in two minutes. This spurred the rest into action, some to prevail or drop-it was hard to pick air and control the climb in the turbulence. My third flyoff attempt fluffed when the model was

hit by a wind gust at the moment of launch, causing a hard-right turn that didn't climb until it came around into the wind. It recovered but I had lost any altitude advantage, so was done. I was really happy with my design *Hot Ticket* however-it was the first test in a serious contest and it was showing its mettle nicely.

I also flew eNostalgia on Sunday along with Hal Cover-we were the only two who entered. I was trying to fly three events that day; F-1S, eNos and P-30. I was using the P-30 as a throw away event if time was occupied by the other two. After the first round in F-1S I came back over to the AMA line and put up a flight with the *Ramrod 250* for eNos. The model flew great in the pattern, got high and made a great transition, but landed just short of max. I realized I was compromising both F-1S and eNos by trying to switch back and forth, so I decided to put eNos on hold since I had dropped the first flight, and concentrate on F-1S fully. I put the assembled *Ramrod* in my cargo trailer/hangar to protect it and went off to the F-1S line. Upon return at the end of F-1S in the afternoon, I went to retrieve the *Ramrod* and continue with my remaining attempts to finish the event. Opening the trailer revealed my winding stooge had fallen over when I shut the door earlier and broken off the end of the horizontal stab. The repair was too much for the field so I grudgingly put it away to fix at home. So that offered a few hours to fly P-30 which I jumped onto and eventually won, although it was a lightly contested event. One of the Kiwi's came over and joined in-Paul Squires-and offered some serious challenge for the last few rounds. He had a beautifully constructed *Polecat* with a geodesic stick frame fuselage instead of rolled tube construction. It looked good in flight with the *Super 'Y'* I was flying-we had several where we launched at the same time and the models flew together. P-30 was myself in first, Paul in second and our own Lance Powers in third-he flew early and left but held ground throughout the day.

Monday was the E-36 World Challenge which had some sponsorship and \$1000 purse put up by Bill Vanderbeek. Starlink Flitotech Models and myself contributed with event T-shirts and I sponsored the trophy plaques.

Of course, it was cold, windy and overcast to start. Wind was quite brisk out of the west, and the CD opted to move the flight line another quarter mile west of the initial AMA line. This helped keep us out of the quarry pit area, although I managed to DT very high on my second flight and lost sight of the model against the dark background as it neared the ground. I went to the spot where I thought the model would have touched down, but no sight of it. I spent the next thirty minutes exploring the west end of the quarry pit to make sure it wasn't hiding behind the mounds down in the pit area, but never found it. Rather than burn any more time looking as the contest was ending at noon, I headed back, put together a back-up model and kept going.

Things proceeded well until it was time for my first five second flyoff attempt. The backup model had an eMax timer on it, and even with my familiarity with it I reversed myself for the motor run time and instead changed the DT time. Thinking I was golden, I launched and was pleased with the climb, except it kept going and I had overrun-DQ'd. Well, snap-what a bonehead mistake to make-I was pretty upset with myself on that one.

The day was saved however-about 30 minutes later Chris Rek showed up holding my lost model. He found it on the backside of one of the mounds along the top of the quarry pit-I had gone by and missed it or didn't go far enough north to see it. He was looking for his lost tip launch glider and

found my model instead. I was going to go help him search for his glider when he got a call that it had been found, so we were both happy campers-thanks again Chris!

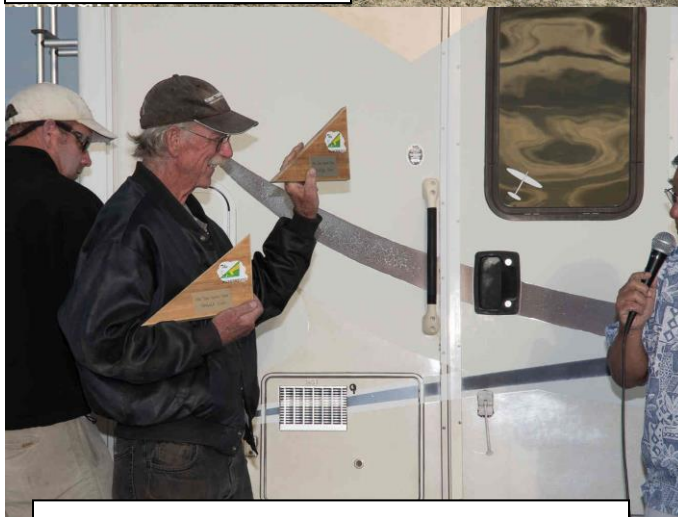
I did not keep track of how all SCAMPS flyers did, but I know Hal Cover, Jeff Carman, Phil Ronney, Hulan Mathies, Lance Powers, Chris Rek and myself all had wins by the end of Sunday for the Ike contest. One other thing to note was Norm Furitani announce his retirement from the CD role-2018 was his last outing for that role. I'm a relative newcomer to the contest but every time Norm has done an outstanding job of planning, hosting and running the show for all of us who just come to play. He deserves a break and I hope we see him flying at the contest next year. Thanks for all you have done for us Norm-you have earned your place in the free flight history book.



Gollywock winners circle



Waiting for the moment in E-36



Hulan with his Thunderbug replica trophies he made for the contest-he got to keep one of them



Chris Rek waiting on HLG

## SCAMPS Club Contest Report for February 7, 2018

by Clint Brooks

What a great day for flying-the weather was cool, Santa Ana's predicted but it remains clear and spring-like here in SoCal. As I approached Perris Valley coming over the ridge from Riverside I could see the inversion haze covering the valley floor, so no Santa Ana yet! I wasn't disappointed arriving at the field, already a good crowd had gathered and was setting up starting stooges and getting their models ready to take to the sky. The wind was probably 3 MPH out of the West, but as the morning warmed up this slowed and shifted a bit from the South, and it became light and variable after that with excellent lift forming around 10 AM.

We were set to fly a combined small rubber event, AMA ½ A and ABC Nos gas, plus eNostalgia for the first time this year. There were rubber models being flown but nobody was entering the event. Hal Cover was floating around his 38-gram *Gollywock* which he thinks is getting too old. Hint-offer him cash for this gem and refinish it. The airframe appears to be in great shape. Fernando Ramos had a pretty *Sparky* he was exercising but didn't enter. So, the scoresheet remained barren for that event.

The eNostalgia event was contested by myself against...myself. I figured Hal would be out getting his models ready for the Ike this coming weekend, but he didn't want to play, even though he was flying electric. I happily flew my *Ramrod 250* to three maxes under CAT III conditions, as did all the gas flyers. I'm ready for the Ike, but I think I'm going to build another *Ramrod* since I came across the plan Ron St. Jean drew for John Pond's Plan Service. A much lighter model is possible than the one I built which has full sheet ribs and heavier sheeting on the fuselage.

There was a lot of other sport flying going on. Randy and Linda Wisley were demonstrating the virtues of rubber powered canard designs, both of which flew extremely well. Robb Cobb stole the show for the day with his TD .020 powered *1950 Flying Saucer*. And I do mean saucer-about 20 inches diameter I would say, highly reflexed and obviously built to fly. But free flight? Well, the first flight was conducted with an altitude gain of 20 feet, and the power pattern was a pylon race course of about 15 feet in diameter. The model flew for nearly two minutes without losing or gaining an inch of altitude. Comments were heard it could have flown inside a garage easily-well maybe a big garage. After first expressing doubt about the probability of success, an enthusiastic Robb made some adjustments and the next launch proceed to climb yonder more or less like you would want a free flight model to do. Not fast, but amazingly stable and steady, the model headed out over the drainage ditch and above the south field, the .020 straining to use every drop of fuel from the full tank. Most models would have been specked out and gone with that much run time, but the saucer probably got to 500 feet, coughed to a halt and entered a tight spiral descent to the earth. There was nothing in that model that appeared to make it want to crash for any reason. I have my doubts about its soaring ability but if Robb gets it to glide he will have a technical challenge to DT the thing. I can't wait to see the Class D size version-anyone?


Hulan Mathies was the only official entry in the ½ A class and held his own as I did in eNos. His *Spacer 250* was looking good and consistent although he dropped the max on his first official, but finished up with two maxes to make a good showing.


On the Nostalgia Gas tarmac the usual battle between Jeff Carman, Ray Peel, Ron Thomas, Phil Ronney and Hulan was waged, with Ray eventually taking home the bacon at five maxes with his


well-trimmed and great flying *Lucky Lindy*. Jeff was nipping after him with his class A *Texan*, followed by Hulan, flying his class C *Texan*. Ron was busy flying but didn't enter any times so I presume it was all about making the world right with his *Texan*, maybe saving it for the Ike blow-out coming up this weekend. Phil was working out a model that appeared to have serious wing flutter but held together-no times entered for him either.

We had the Oasis team out flying their Jimmy Allen and other rubber powered beauties. I observed Roger Willis with the bones of a *Sky Chief* fuselage explaining something to Lance Powers about how to set a feature up. Does this mean Lance is also constructing one for the March event? Inquiring minds want to know...mine is nearing the covering stage which will occur upon completion of the Ike next week. It's a fun model to build and I'm looking forward to flying it.

The field conditions have been wonderful for all of January and so far in February as well. March 11<sup>th</sup> is the annual Taibi contest, followed on March 14<sup>th</sup> for P-30 and Greve racer mass lunch for rubber, another round of AMA 1/2A and Nos (I believe 1/2A for all) which should force the small stuff out of the garage hopefully, and AMA electric A/B combined. Even if you don't want to fly the contest, come out and sport fly in the great conditions we have right now-it's all good fun.

 <b>SCAMPS A-B-C AMA Gas Club Contest Date: 2/7/18</b>									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Ron Thomas</b>	Texan	N/A	N/A	N/A				
2	<b>Hulan Mathies</b>	Class C Texan	120	120	120	103		463	<b>3</b>
3	<b>Jeff Carman</b>	Class C Texan	120	120	120	120	107	587	<b>2</b>
4	<b>Ray Peel</b>	Class C Luck Lindy	120	120	120	120	120	600	<b>1</b>

 <b>SCAMPS 1/2A AMA Gas Club Contest Date: 2/7/18</b>									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Hulan Mathies</b>	Spacer 250	112	120	120			352	<b>1</b>

 <b>SCAMPS Electric Nostalgia Club Contest Date: 2/7/18</b>									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Clint Brooks</b>	Ramrod 250	120	120	120			360	<b>1</b>

FYI- the Lotto Contest has been rescheduled to avoid conflict with the Dual Club meet at Lost Hills May 19-20. The new Lotto date at Perris is tentatively Sunday May 6<sup>th</sup> for this year.



Robb Cobb's amazing Free Flight oddity



UFO madness.....



Joe Jones cranking the Super Buccaneer



Randy Wisley's Struck design canard-flies well



## **Secretary/ Treasurer Report**

Hi, my name is Lance Powers and I have officially taken over the secretary/Treasurer post from Kevin Sherman. Kevin will continue to maintain the web site and handle electronic communications for the club. I will be mailing the snail mail newsletter.

At the January 27 meeting some issues were presented to the club and some actions were authorized. Firstly, the club voted to donate \$100.00 in memory of Michelle Heinrich to the UCLA Cancer Research program. Secondly, with participation falling among SCAMPS members it was decided to withdraw sponsorship from the spring contest at Lost Hills that we shared with the San Valeers. The decision was later changed after the officers heard from Dan Heinrich the following week. Being CD of this particular contest is very important to him personally so SCAMPS will continue to co-sponsor. The following week the officers decided to donate \$200.00 to the Riverside RC Club to help with the cost of replacing their stolen portable toilet.

Kevin handled the donation to UCLA and I sent a check to the Riverside RC Club. I also sent off our AMA Charter renewal. We currently have \$3,372.00 in the bank.

My email is [lancepr@mac.com](mailto:lancepr@mac.com). Hope to see you all at the field.

Speaking of the Riverside R/C club donation, Bernie forwarded an email from their club President thanking the SCAMPS for their consideration:

*Hi Bernard,*

*I just want to thank the entire Scamps club for their donation of \$200 to our new porta-potty.*

*We have received the new porta-potty and have devised a new way to securely mount it. Who would ever have thought that it would get stolen.*

*We at the Riverside club truly appreciate your donation. Please pass our appreciation on to all of your club members.*

*Thank You,*

*Jeff Szueber (President)*

*Riverside Radio Control Club*

Likewise, we are grateful for having it on the field, so money well spent!

## 2018 Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

SCAMPS Monthly Club & Sanctioned Contest Schedule 2018 V2.0					
Mo	Day	Rubber	Power	Electric	CD
Jan	17	P30 / Jimmy Allen	1/2A, ABC, D/supD AMA Gas	F1S (E-36)	B. Crowe
Jan	20	<b>Haggart/Bowden-Perris</b>			<b>M. Myers</b>
Feb	7	OT Small Rubber (comb)	1/2A, ABC Nos Gas	E Nostalgia	H. Mathies
Mar	11	<b>SCAMPS 13th Annual Taibi Contest-Perris</b>			<b>J. Jones</b>
Mar	14	P-30 / Greve-Thompson combined mass launch	All 1/2A AMA + Nos Gas	AMA Electric	J. Jones
Apr	11	OT Large Rubber (comb)	Perris Special, OT Sport Glow	F1Q + F1S	R. Peel
Apr	22-23	<b>SCAMPS/SCIF Texaco-Lost Hills</b>			
May	9	4oz Wake / 8oz Wake + Mulvihill	1/2A, ABC, D/supD AMA Gas	E Nostalgia	J. Carman
May	6	<b>Lotto/Twin Pusher-Perris</b>			W. Booth
Jun	13	OT Small Rubber (comb)	All Hi-thrust AMA + Nos	F1S + E-20	H. Cover
Jul	11	P-30/Comml Rubber	Perris Special, OT Sport Glow	AMA Electric	L. Powers
Aug	15	OT Large Rubber (comb)	1/2A, ABC, D/supD AMA Gas	E Nostalgia	P. Guiso
Sep	12	OT Small Rubber (comb)	All 1/2A AMA + Nos Gas	F1S + E-20	R. Thomas
Oct	10	Nos Wake / Nos Rubber	Perris Special, OT Sport Glow	AMA Electric	P. Ronney
Oct	20-21	<b>SCAMPS/SCIF+San Valeers Nos-Lost Hills</b>			
Nov	14	P-30 / Jimmy Allen	1/2A-A, BCD AMA Gas	F1S	G. Drake
Dec	12	Gollywock Mass Launch + OT Small Rubber (comb)	1/2A, ABC Nos Gas	E Nostalgia	B. Crowe

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2018					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	29	P-30 (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	18	OT/Nostalgia rubber (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	18	Coupe (3/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	15	P-30 Memorial (4/29 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	19-21	<b>SDO/FGMC FF Bonanza-Lost Hills</b>			
June	24	OT/Nostalgia rubber (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
July	N/A	No Contest Planned			
Aug	N/A	No Contest Planned			
Sep	16	Coupe (9/23 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	14	P-30 (10/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	11	OT/Nostalgia (11/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	9	Coupe (12/16 rain date)	Any-Gas or Electric	Any	Mike Pykelny

OASIS Squadron FAC-20 Outdoor Schedule 2018				
Mo	Day	Events	Location	CD
Mar	28	Greve/Thomp Combined, Jim. Allen, All Sky Chief	Perris	Roger Willis
Jun	11	Blur Race, BiPI Mass L., OTRF	Perris	Roger Willis
Oct	10	WWII Combat, FAC Rub. Scale, 1/2 Wakefield	Perris	Roger Willis

San Diego Scale Staffel Outdoor Schedule 2018				
Mo	Day			CD
Feb	24-25	Flying Aces Club	Perris	George Mansfield
Jun	9-10	Flying Aces Club	Perris	TBD
Nov	17-18	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 a handful of top 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 Scale Staffel has their FAC contests also noted above. 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 usually a 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.

## SCAMPS Membership Form



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 through December. Membership includes a monthly newsletter, with the latest information on contests, building projects, flying news from Perris, plus much more. We also host several contests each year, plus have a weekly fun-fly at our Perris, CA field. These happen every Wednesday morning, weather permitting. There is also 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. If this is a renewal, simply write your name below and send your dues. I have all your other information on file.

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 Kevin Sherman, 1521 S. Normandy Terrace, Corona CA 92882-4036.**

Please check all that apply

Renewal  New Membership  E-mail Newsletter  Regular Mail Newsletter

Name \_\_\_\_\_ Phone Number \_\_\_\_\_

Address \_\_\_\_\_

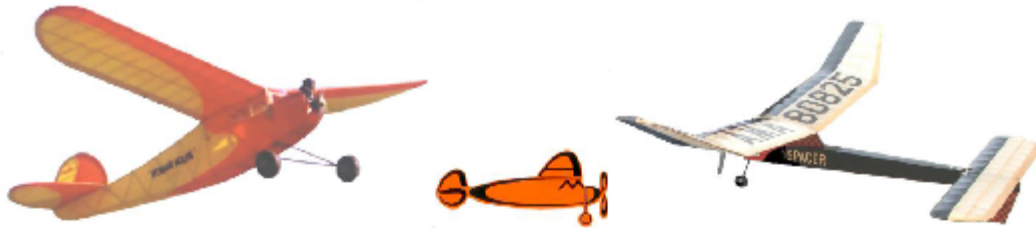
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

E-mail \_\_\_\_\_

AMA Number \_\_\_\_\_

If new, how did you hear about our club? \_\_\_\_\_

\_\_\_\_\_



# SCAMPS 14th Annual Taibi Contest

Sunday, March 11, 2018 – Perris, CA

\*\*\*This will be an AMA Sanctioned Contest\*\*\*

\*\*\*Flying Starts at 8:00 AM and contest closes at 1:30 PM!\*\*\*

## EVENTS:

- #\*All Taibi (Any Taibi design flown to its era's modified rules below)
- \*Perris Special (15 Second engine run – Mark II version is legal)
- \*ABC Old Timer (Fuselage & Pylon combined 20 second engine run)
- \*Small O.T. Rubber - Combined - (Stick & Fuselage)
- \*Large O.T. Rubber - Combined - (Stick & Fuselage)
- \*ABC Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- \* ½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- Nostalgia Electric (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- E-36 – First 3 flights 15 sec motor run then 10 and 5 in fly-off. All 2 minute maxes



- \*3 minute Max
- \*All Old Timer Flights will be HAND LAUNCHED, no ROG
- \*Nostalgia, HAND LAUNCH or VTO, no ROG
- \*SAM rules for standard SAM events
- \*Entry fee is \$5 per event
- \*Certificate Awards & cash prizes. Engine for first place in All Taibi Event



# Modern AMA models like Starduster, Perris Special, Orbiteer will fly to current Cat II . rules, 9 second HL, then 7 in fly-off. Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. All 3 minute max.

CDs Ted Firster (951)830-0414 & Joe Jones (714)968-1982