

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

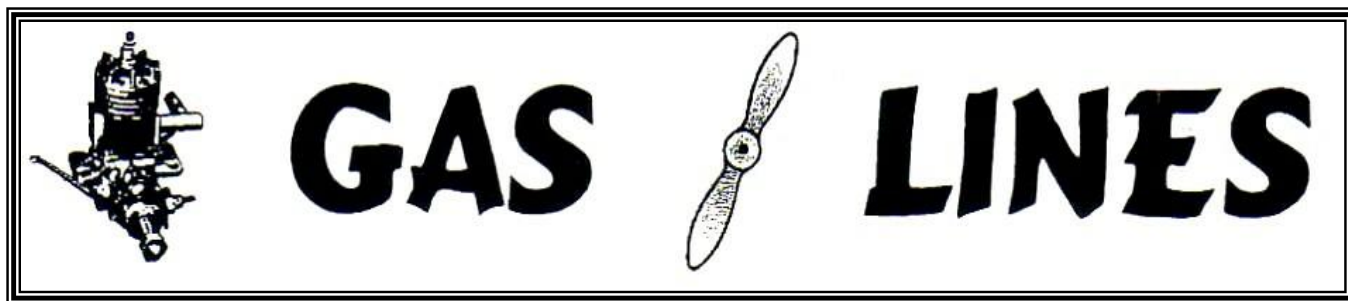


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

SCAMPS Club Officials

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Vice President	Hal Cover	(909) 591-3717	hcover3646@hotmail.com
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SCAMPS May Meeting

As of this writing no club meeting is scheduled. If one is planned after the newsletter distribution communication will be sent via email. Please plan to attend the April 28th meeting at the Cover residence starting at noon.

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.

Please contact: Hal Cover at hcover3646@hotmail.com or call at (909) 591-3717

Meeting Calendar Summary for 2018:

May-Open for hosting; June-Open for hosting; July-Open for hosting; August-Joe Jones; September-Open for hosting

October-Lance Powers; November-Open for hosting; December-Christmas banquet; location to be announced

SCAMPS NEWS

by *Clint Brooks*

The end of March was interesting as we went through a week of rainy weather that delayed several contests. The 14th Annual Taibi went off on May 25th with threatening weather reports for the field that Sunday morning. It was a fairly well attended contest and we had some spectators show up to take in what was happening.

The Oasis FAC Squadron conducted their Jimmy Allen *Sky Chief* mass launch event on the 25th of March. I believe there were eight official entries contesting for bragging rights of top *Sky Chief* operator. Roger Willis had arranged for video footage to be taken of the mass launch activities as one of the club members had a drone on site and was using it to document the activity. The intent was to put the video on YouTube at some point, and the footage can be viewed at this link right now:

https://1drv.ms/v/s!Ao23Q3xkQm0_smhjYrwkO34SGE14

I was impressed with the quality of the footage-the drone makes an excellent platform for imaging. I wish we could have seen more of the models in the air but it's a delightful slice of rubber powered stick and tissue flying to view.

My *Sky Chief* made it through the last round in spite of a motor on the verge of breakdown-I had repaired it for the second launch. I arrived too late to install a new motor and make the first launch window, so kept the motor I had trimmed the model with the week before. Since there is no refresh of motors allowed during the flyoff I had to nurse the motor along the best I could. It all worked out as the conditions were perfect for these models and some great duration was on display. Go *Sky Chief* NX153181!



On Sunday April 16th the San Diego Orbiteers held their monthly contest, which included the annual John Oldenkamp Memorial P-30 event. There was a \$100 purse for first through third places. It was a great turnout of contestants, with Ted Firster and myself being the only SCAMPS members in attendance. Weather was pretty good although the early morning drift was pushing models toward the freeway. By 9:30 the winds had calmed and started to shift and the flying conditions were excellent.

The first event was a P-30 mass launch organized by Stan Buddenbohm.

Four of us were getting ready and once again I was rushing to make the window. I grabbed the prop I thought went with the *Boomer* model I was flying and made the march to the east edge of the field for the launch. Upon release I was dismayed to see the model pitch up and start power stalling heavily, which lasted for 10-15 seconds before the torque bled off and allowed the model to begin a normal ascent. I was first down with that effort and went to fetch the model, whereupon I realized I had used a prop setup from my *Super 'Y'* which had a different setting for thrust angle. Once I straightened out what prop went with the model I fared much better in the event and eventually overtook the field for the win. It was a great day for P-30 and the sky was filled





with them. Many thanks to Mike Pykelney for CD'ng the event and helping everyone find lost models. Mike Jester managed to lose his nicely trimmed *Pirate* P-30 for a good portion of the morning and Mike P. eventually found it after the contest was over. As usual, it was hiding close by and deceived observers who thought it was much further out than it was.

SAN DIEGO ORBITEERS

John Oldenkamp Memorial P-30 Contest - Perris, California - April 15, 2018

<u>Contestant</u>	<u>Model</u>	<u>1st flight</u>	<u>2nd flight</u>	<u>3rd flight</u>	<u>total</u>	<u>rank</u>
Clint Brooks ¹	Boomer	120	120	120	360	1
Stan Buddenbohm	Air Shark	120	118	120	358	2
Greg Hutchison	Pirate	120	107	120	347	3
Don Bartick	High Tail	120	102	116	338	4
Mike Jester	Pirate	120	89	120	329	5
Mark Chomyn	Hot Box	76	87	120	283	6
Mike Pykelny	Pirate	120	79	76	275	7
John Hutchison	Pirate	84	89	85	258	8
Don Brent	One Nite 28	63	79	79	221	9
C.M. Kim	Pirate	38	69	46	153	10
John Alling ²	Teacher's Pet	100	DNF	DNF	100	11

¹ Clint went on to record official flights of 150, 180 and 210 seconds per the AMA P-30 rules in case of a tie.

² John's Teacher's Pet P-30 was damaged and retired after his first official flight.

SAM booth at the AMA Expo in November-still looking for help

At the club meeting in March Dave Meriwether was in attendance and indicated he has volunteered to organize the SAM Booth for the next AMA expo. The venue is being changed from the Ontario Convention Center to the L.A. County Fairgrounds. During the business portion of the meeting, Dave

asked for volunteers to help run the booth. Anyone wanting to volunteer will be given an entry badge and time to look at the show. For all details, please contact Dave at Meriwed@comline.com.

President's Corner

Our Taibi field at Perris is getting more and more use by the week. Even if you discount the hot air balloons and the herds of sheep, we now have four regular free flight groups and several occasional users. Then there are the RC fliers; the Riverside Radio Control Club is not the only user of this space. We have had a couple of F3B and F5B events already this year, and some conflicts have resulted. Clint Brooks took the initiative last year to create a master free flight event calendar for the field, and I have been using that in conjunction with the RRCC president to solve some of the conflicts. SCAMPS will continue to help moderate field usage. We have a precious resource here and it is in all our best interests to keep it conflict free. The best approach is to make sure we all know what is planned and when.

The OASIS FAC chapter recently initiated a one-design event for the Sky Chief Jimmy Allen design. Roger Willis invited all to participate, and soon it was clear that there were as many SCAMPS members building Sky Chiefs as there were FAC members. I told Roger that I regarded it as a hostile takeover! Our two clubs enjoy a great relationship and several of us are members of both clubs. We enjoyed flying with the OASIS guys, but with my SCAMPS hat on I'm forced to point out that SCAMPS held their own in Jimmy Allen and Greve Racer events; Clint Brooks won the Sky Chief event going away, and Fernando Ramos and I managed third and first respectively in the Greve race event!

We entered the modern internet age last month when Treasurer Lance Powers received an e-mail from "me" telling him that I needed to pay a vendor, and to reply to "my" e-mail for further instructions. The message didn't come from me, and the reply-to address was nothing to do with SCAMPS. Lance wisely chose to check with me rather than respond. We all have to remain vigilant in this day and age to make sure none of this skullduggery affects us!

Almost all the FAC fliers use the ubiquitous "GizmoGeezer" prop and release mechanism in their planes. The manufacturer of this device has recently had some health issues and the device is now in short supply. Roger Willis asked me to attend one of the OASIS meetings to demonstrate how to make a prop clutch in the event the GizmoGeezer goes defunct. I was able to make a couple of simple prop clutches, one a tension-release, and the other a torque-release system and showed how fabricate these using simple tools. Hopefully the GizmoGeezer himself, Orv Olm, will soon be fully recovered and resume manufacture, but at least now the OASIS guys have an alternate approach to fall back on.

14th Annual Taibi Contest Report

by Joe Jones

The 14th Annual SCAMPS Taibi contest was held at Taibi International in Perris on Sunday, March 25, 2018. The contest had been rescheduled from March 11th. It initially appeared that we would have a beautiful day for the contest. There was a light ground fog before sunrise. The fog burned off as soon as the sun came over the mountains. Unfortunately, the wind came up soon after.

The drift was to the north, and early flights were crossing San Jacinto Road. The heavy growth in the field to our north made chasses very difficult and the possibility of lost airplanes high. We made an early decision to change from Category II conditions to Category III (reducing max times from 3 minutes to 2 minutes). Nevertheless, flights were still routinely going across the road. The conditions discouraged most fliers from making their flights. By consensus, the contest ended early, about noon.

Ted Firster was the contest director. He scheduled the event and got the AMA sanction. Family obligations in Wyoming prevented him from attending. Linda and I took care of the Taibi International activities.

We welcomed some old friends. Mike Taibi spent the day visiting and helping us honor his father's memory. Kevin Sherman came out with some airplanes. Unfortunately, his chase bike would not start, and the difficult chase conditions limited him to one flight.

Turnout was light. Field conditions and rain the previous week may have scared off some potential participants. There were twelve flyers making twenty entries. We had nine events to be contested.

Jeff Carman's *Starduster 600* was the only entry in the signature event, All Taibi. No official flight times were posted. In this event, any of Sal's designs can be flown to the rules of the era they were designed -- all fly the same maxes.

There were two entries in Perris Special. Ron Thomas' OS 25-powered Mark II version posted three maxes to win the event. Hulan Mathies' Brodak 25-powered Mark II version was second, 21 seconds behind.

Ray Peel's Super Cyclone-powered *Playboy* was the only entry in ABC Old Timer. Ray posted a max on his first official flight. Timer difficulties and a broken wing (probably due to hitting the power lines on the second flight) ended his day. He won the event with one official flight.

There were five entries in Small Old-Time Rubber. Mike Jester entered two of his *Gollywocks*. The first suffered a broken DT hold-down line and did not fly. He put in two maxes with his second *Gollywock* to win the event. Bernie Crowe and Lance Powers also entered *Gollywocks* but did not fly. Fernando Ramos entered his *Sparky* and also did not fly.

There were three entries in Large Old-Time Rubber. Bernie Crowe's *Lamb Climber* posted two official flights before the model was lost in the growth north of the field. Clint Brooks entered his *Red Buzzard*, and Fernando Ramos entered his *Cleveland Gull*; neither posted an official time.



Bob Scully was the only entry in ABC Nostalgia. He did not post a time.

There were only two entries in 1/2A Nostalgia. Mike Slessor's *Top Banana* posted three official flights to win the event. Bob Scully did not post a time.

Clint Brooks and Phil Ronney entered Nostalgia Electric. Both posted three official times. Clint maxed out with his electric *Ramrod 250*. Phil's *Champion* finished 20 seconds behind.

Bernie Crowe and Clint Brooks entered E-36. Clint put up two official flights with his *Hot Ticket* to post 213 seconds and win the event. Bernie's usually reliable *Fugette* flew into the ground on his first attempt and was severely damaged.



Mike Taibi with Hulan and Jeff



Mike Taibi with Ron Thomas



Mike Taibi with Rob Cobb

All Taibi

Jeff Carman DNF

Perris Special

- | | | |
|------------------|-------------|-----|
| 1) Ron Thomas | 120/120/120 | 360 |
| 2) Hulan Mathies | 106/120/113 | 339 |

ABC Old Timer

- | | | |
|-------------|-----|-----|
| 1) Ray Peel | 120 | 120 |
|-------------|-----|-----|

Small OT Rubber

- | | | |
|----------------|---------|-----|
| 1) Mike Jester | 180/180 | 360 |
| Mike Jester | DNF | |
| Bernie Crowe | DNF | |
| Fernando Ramos | DNF | |
| Lance Powers | DNF | |

Large OT Rubber

- | | | |
|-----------------|--------|-----|
| 1) Bernie Crowe | 97/120 | 217 |
| Clint Brooks | DNF | |
| Fernando Ramos | DNF | |

ABC Nostalgia

- | | | |
|---------------|-----|--|
| 1) Bob Scully | DNF | |
|---------------|-----|--|

Footnote to the Taibi contest. As things wound down I began to put up trim check flights on the *Red Buzzard* as I had carefully re-set the empennage section the day before in an attempt to solve the inconsistent glide turn the model had developed. After four rounds I finally felt I had solved the problem and launched the model for a final flight to confirm the trim settings. Instead of behaving like it had on the last flight, it assumed a straight downwind glide toward San Jacinto road, climbing the whole time until well over the road and into the next field. At that point it started to circle and join two hawks already circling in a strong thermal and that was the last I saw of it. The strong drift scored two casualties that day-Bernie's *Lamb Climber* and my *Red Buzzard*. Bernie eventually found his model after he went home and reviewed aerial images of the terrain and the drift direction to arrive at a logical search area. The elation of that was spoiled during the April Club contest when once again the *Climber* went on a long cross-country flight and not recovered. I guess we both have replacement aircraft to work on now-this will be my third *Buzzard*.

The April club contest went off on April 11th as planned, with large OT Rubber, Perris Special and F-1Q and S electric events. Only six entries were made- four in OT rubber and two in the Perris Special. Large OT Rubber was won by Bernie with his recently found *Lamb Climber* which once again slipped his possession during it's last max, so it went in a blaze of glory back to nature, leaving a score of 341 seconds. Second in the event was George Walter flying his *Duplex Cabin* model with 335 seconds. George also stood in for third place using the reliable *Red Buzzard* at 327 seconds, and Joe Jones rounded off in fourth with a *Smith Stick* yielding a score of 194 seconds. All flights were under category 3 due to the drift.

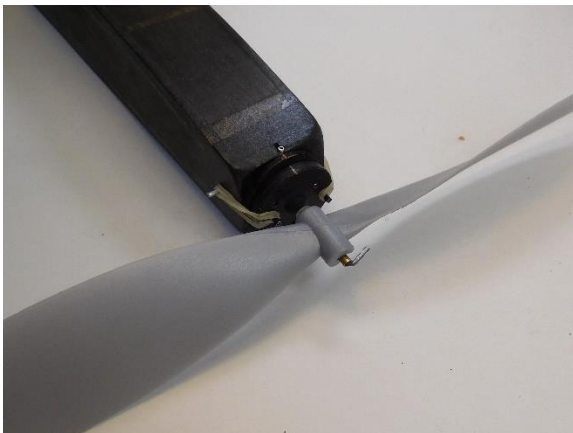
On the Power side, Ron Thomas took home the marbles with his Perris Special garnering a max out at 360 seconds. CD Ray Peel was chasing him but dropped one max to finish second with 345 seconds. Thanks for CD'ng the contest Ray and providing results to me. Take a look at the club contest calendar at the end of the newsletter for the May events planned. This will follow right on the heels of the Lotto Contest being held Sunday May 6th. We have a busy month coming up if you include the FF Bonanza at Lost Hills, May 19-20!

On the subject of the GizmoGeezer prop drought, I include an article written by Mike Jester for the SDO newsletter *El Torbellino* regarding the adjustable thrust bearing kit I have developed for my P-30 models to help fill the gap the Gizmo shortage has created. I gave one to Mike to test as he is fond of such things, and I've been flying the design for several months now. Combine this with a braided motor for tension and a Struck ramp clutch setup and you can pretty much emulate the advantages the Gizmo prop provided. In addition, this unit can be altered to fit a particular nose block configuration by bonding the 1/16 plywood ring to your nose block and then utilizing the swivel thrust bearing insert with your choice of propeller and prop shaft. These are not advertised on my website yet, but if you would like to obtain one contact me via phone or cbmodeldesigns@gmail.com.

New Adjustable Thrust Bearing Kit

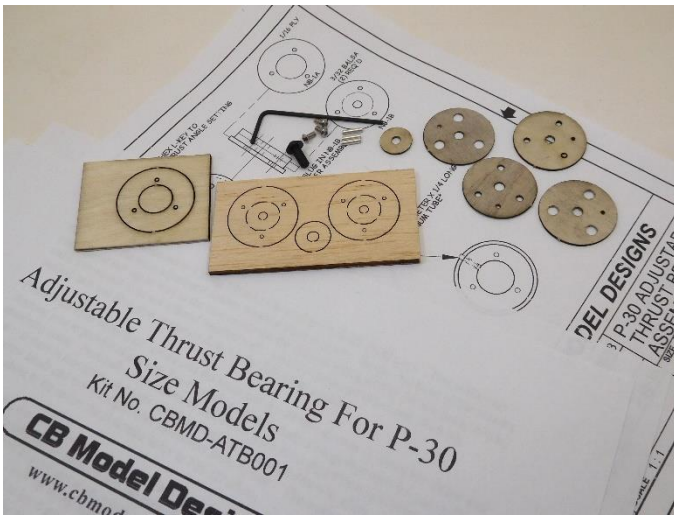
by Mike Jester

Precise and reliable thrust line adjustments are critical to the trimming process and to successful fun flying and competition flights. Shimming the nose block or sanding the front end of the fuselage are slow, cumbersome, and inaccurate techniques. One of the main advantages of the GizmoGeezer (GG) adjustable thrust bearing is that precise and stable thrust line adjustments can be quickly made with that device. Unfortunately, the GG bearing and prop assemblies incorporating the same are no longer being manufactured. At this time, it is uncertain whether they will return to the marketplace. Retail supplies of the GG bearings and props have pretty much been exhausted. Clearly some kit manufacturer or parts supplier needs to fill the gap. CB Model Designs has long



supplied premium P-30 kits that have included GG prop assemblies. Proprietor Clint Brooks realized that he needed an alternative prop shaft bearing with a similar adjustable thrust line feature. Clint has decades of experience in aerospace engineering, production and tooling and decades of success in designing, building, and flying rubber powered free flight model airplanes. He recently used his combined experience to develop a new adjustable thrust bearing (ATB) for P-30 size free flight models. This new ATB is shown in the photo below. Bear in mind that making steel tooling to injection mold plastic parts for a device of this type was probably not viable from an economic standpoint given the relatively small size of the market.

Clint gave me a free sample of his new kit and I was anxious to build his new ATB. The kit includes all of the parts needed to build the mating forward thrust bearing and rearward receiving bushing. Three #1- 72 x 3/16 long steel screws with hexagonal sockets connect these two components and thrust angles are adjusted using a .050 hex L-key provided with the kit. Clint's ATB is sized to install in a 7/8 diameter hole in a fuselage or nose block. Similar to the GG bearing, the ATB is preferably installed with the adjustment screws at 10 o'clock, 2 o'clock and 6 o'clock positions.



The ATB kit includes nine (9) laser cut balsa wood and plywood discs of various diameters and thicknesses, a detailed set of assembly instructions, and a full-size plan illustrating the steps of the assembly process. It also includes a small black plastic thrust bearing for a 3/64 (.047) prop shaft and three 1/16 x 1/4 Aluminum tube segments. One of these tube segments extends radially in the receiving bushing and serves as a nose key when the ATB is inserted into a nose block or fuselage. The other two small Aluminum tube segments serve as posts that retain rubber bands that hold on the nose block. The heads of the screws are cleverly captured in recesses formed in a stack of wooden discs with different size laser cut holes. Even if you had a copy of the plan it would be extremely

difficult and time-consuming to scratch build Clint's ATB with the precision needed to yield a properly functioning device, especially without having a copy of the detailed assembly instructions. Clint's ATB can be adapted for use in other models besides P-30s, including scale and non-scale FAC models. The wooden discs of the ATB can be turned, e.g. on a Dremel tool, to reduce their diameters to fit into particular fuselage and nose block configurations. The 1/16 plywood ring of the receiving bushing can be directly attached to a nose block assembly and the two 3/32 balsa wood discs that otherwise serve as a plug can be eliminated. The Aluminum tubes can also be eliminated and a nose block incorporating the ATB can instead be held in place with magnets. I was able to construct Clint's new ATB relatively easily and look forward to testing the same in the field. I have every reason to believe that it will fulfill its promise. My plan is to install this thrust bearing in the Super Y P-30 that I will build from the recently released kit that I purchased from CB Model Designs earlier this year. Check Clint's web site about the future availability and price of his new adjustable thrust bearing kit. See www.cbmodeldesigns.com

STRUCK RAMP CLUTCH REVISITED

By Dave Mitchell

As printed in the September 2007 issue of MaxFax, the journal of the DC Maxcuters, Stew Meyers, Editor

At one of our recent club meetings, Dan Driscoll demonstrated a wonderfully simple and effective prop clutch, which was originally designed by Henry Struck. A variation on the basic ramp-style clutch that is now molded into virtually every plastic prop in the universe, Struck added a couple of bearing sleeves to the arrangement to create a low profile mechanism that is ideal for small models and airplanes with spinners.

Use concentric brass or aluminum bearings of whatever size meets your needs, keeping in mind that this method is best suited for smaller diameter prop shaft wire — heavier wire becomes difficult to bend sharply at the ramp end, which makes the ramp clutch less reliable.

The inner bearing (spacer) runs free on the prop shaft; the outer bearing is glued into the prop hub.

It is not strictly necessary to bush the prop with the outer bearing, though doing so will be more durable and will allow freer prop rotation during the freewheel.

If you choose to bush the prop, use a file to create a ramp in the prop bearing, rather than relying on the plastic prop ramp. The brass bearing ramp will be more durable. Also, try to slightly undercut the ramp, so as to hold the bent prop shaft in place more securely during clutch engagement.

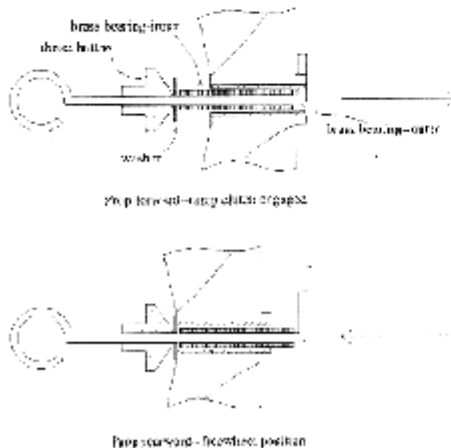
The most critical issue is that the inner bearing (spacer) be longer than the outer (prop) bearing, so that in the freewheel mode, as the wind pushes the prop back against the thrust button, the bent prop shaft will run clear of the ramp.

After winding the motor, hold the prop forward, to engage the clutch. As long as you avoid pushing the prop back, the clutch will hold. This clutch works beautifully on braided motors, as the inner bearing holds the bent prop shaft free of the ramp when freewheeling, even when there is still tension left in the rubber motor.

Try it, you'll like it. Great for dimers. So far, my only complaint is that if you want to change props, you have to bend up a new prop shaft. Also, I guess if you have a midair and lead with your prop you'll slip your clutch and lose your winds.....but in that case, you deserve it.

Comments by the MaxFax editor.....

Of course you can't make a sharp right angle bend in the wire. There will be a bend radius. If you file a flat on the side of the wire that hits the ramp to create a surface rather than a line contact, the holding power will be greatly enhanced and you don't need to modify the plastic prop ramp very much if at all. I find the face of a Dremel cut off disc does this job wonderfully well and will also allow you to easily cut the prop shaft arm short to fit under a small spinner. I keep a battery powered Dremel tool in my flight tool box to enable me to readily change prop shafts in the field if the need arises.



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	Haggart/Bowden-Perris			M. Myers
Feb	7	OT Small Rubber (comb)	1/2A, ABC Nos Gas	E Nostalgia	H. Mathies
Mar	11	SCAMPS 13th Annual Taibi Contest-Perris			J. Jones
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	SCAMPS/SCIF Texaco-Lost Hills			D. Heinrich
May	9	4oz Wake / 8oz Wake + Mulvihill	1/2A, ABC, D/supD AMA Gas	E Nostalgia	J. Carman
May	6	Lotto/Twin Pusher-Perris			H. Cover
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	SCAMPS/SCIF+San Valeers Nos-Lost Hills			D. Heinrich
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	19-20	SDO/FGMC FF Bonanza-Lost Hills			
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, BiPl 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	George Mansfield
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? _____



30th SCAMPS Twin Pusher & Lotto Fun Fly **Sunday, May 6, 2018 - SCAMPS Field – Perris, CA**

EVENTS:

- *LOTTO FUN FLY** – FLY ANYTHING, Gas – Glow – Electric – Rubber
- *Twin Pusher** (Mass Launch 1 Flight)
- *Perris Special**
- *ABC Old Time Gas Combined** (20 Second engine run)
- *Small O.T. Rubber Combined** - (Stick & Fuselage)
- *Large O.T. Rubber Combined** - (Stick & Fuselage)
- *Nostalgia Power** (all classes combined)
- *Modern Power** (all classes combined)
- *P-30 rubber**
- *Catapult Glider**

All events will be flown to Cat II rules (may change based on weather)

NOTE: Nostalgia and modern power will allow electric power to be flown with the same motor run and flight times

Multiple entries will be allowed but only one entry can win prizes

Flying is **8:00am to 1:00pm!**

CD Hal Cover

(909) 591-3717

DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup Event

**SAN DIEGO ORBITEERS 60th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA, CLASSIC & MINI-FAI EVENTS**

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**FRESNO GAS MODEL CLUB 79th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS**

*** MAY 19th & 20th, 2018 ***
*** LOST HILLS, CA ***

<i>SATURDAY ONLY</i> 7 AM - NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	<i>EITHER DAY</i> MUST FINISH EVENT THE SAME DAY		<i>SUNDAY ONLY</i> 7 AM - 3 PM
1/2A GAS(1) C/D GAS P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) ½ A TEXACO DAWN P-30 MASS LAUNCH NIGHT GAS (COMBINED) TWIN PUSHER MASS LAUNCH	SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN ¼ A NOSTALGIA ½ A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA E-38 EARLY ½ A NOSTALGIA	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER 1/2A GOLDEN AGE F1Q/A/B ELECTRIC (Combined)	FIG (COUPE) F1H (TOWLINE) F1J (POWER) A GAS B GAS HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL GOLLYWOCK MASS LAUNCH
<i>(1) Junior & Senior/Open Event</i>	<i>See Special Instructions on backside</i>		

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON - 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) *(Main course provided)(Bring a side dish or dessert)(Let Dan know what you're bringing at aronutd@cs.com)*

AWARDS FOR FIRST 3 PLACES
Ceremonies at: 3:15 PM Sunday

\$20 REGISTRATION Sr. & Open / \$2 Jr
\$5 per Event Sr. & Open / \$1 Junior -
Optional: \$40 for Registration & Unlimited Events

For Information Contact:

Don Bartick, CD - San Diego Orbiteers
22465 Casa De Carol Ramona, CA 92085
(H) 858-774-2941
(E) dbartick@4-warddesign.com

Doss Porter, Fresno GMC
(H) 559-251-0787
(E) steve93812@comcast.net
Web: FGMAC.tumblr.com

LOST HILLS MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN)

2018

50th SAM CHAMPIONSHIPS

September 24 – 28 Muncie, IN

Celebrating 50 years with the following perks....
Reduced Entry & Banquet Fees plus Free lunch each day

Flying ALL FF Events in the SAM Rule Book
Except the 2 Texaco Events & Fuel Allotment

Nostalgia 1/4A, Early 1/2 A, 1/2A, A,B & C
Sm & Lg Rubber. Classic 1/2A, A/B, C/D
&Towline. SM & LG Nostalgia Electric.
Vintage FAI
plus a few Flying Aces Events

At the Pilot's Meeting on Monday we will consider allowing HL Gliders to be disc launched.

National Cup Competition

(4) FF Championship Crystal Mug Awards

*Note: OT R/C FF will be flying
a full agenda per the SAM Rule Book.
Current or 2019 Membership requested*

Additional Information see SAM SPEAKS or SAM Website www.antiquemodeler.org

Contact Information:

Contest Manager: Tom Boice 937-478-5900

FF Contest Director: Ted Firster 951-830-0414

RC Contest Director Tom Boice and Glenn Poole