

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

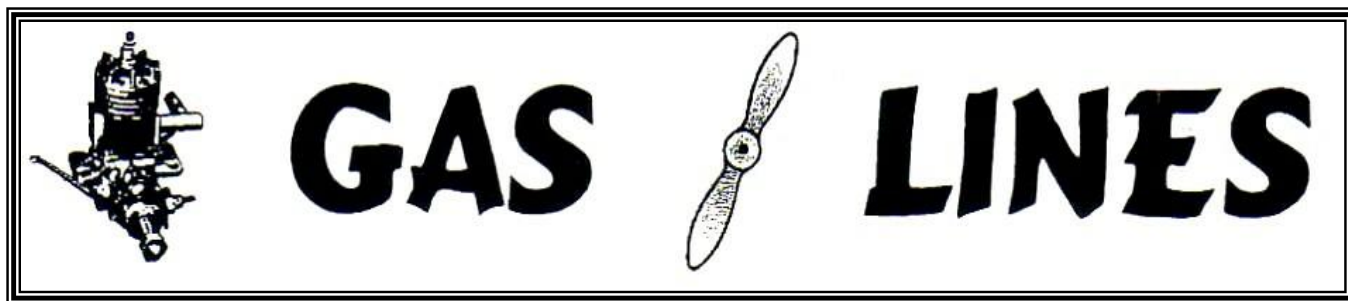


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

SCAMPS Club Officials

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President’s Corner

by Bernie Crowe

- It’s likely that none of us can remember year with so much rain in so short a time. The flood control basin has twice overflowed its banks and left debris on the road; the field itself has at times been all but unusable due to the standing water; and we have had four or five contests (including San Diego Orbiteers events) postponed or cancelled due to weather. We’re possibly over the worst of it now as we enter spring, but it seems likely that this is the new norm and may return next year. Maybe we should just accept it and introduce ROW events?



- A couple of us have noticed large paw prints in the mud along the entrance road and in the flood control basin. Both Lance and I thought they looked like mountain lion spoor. Maybe not – maybe a large dog? Attempts to reach City of Perris services have so far drawn a blank. Anyway, be aware of your surroundings and if in doubt use the buddy system rather than wander off alone. Long time SCAMP Gene Wallock suggested carrying an air horn to scare away any unwanted company. Maybe the Club can purchase one or two and have them in the custody of the Safety Officer?
- We had a couple of planes disappear mysteriously in the last week or so. Ron Thomas lost his Perris Special at the Taibi Contest. He had a good signal and was homing in on it when it

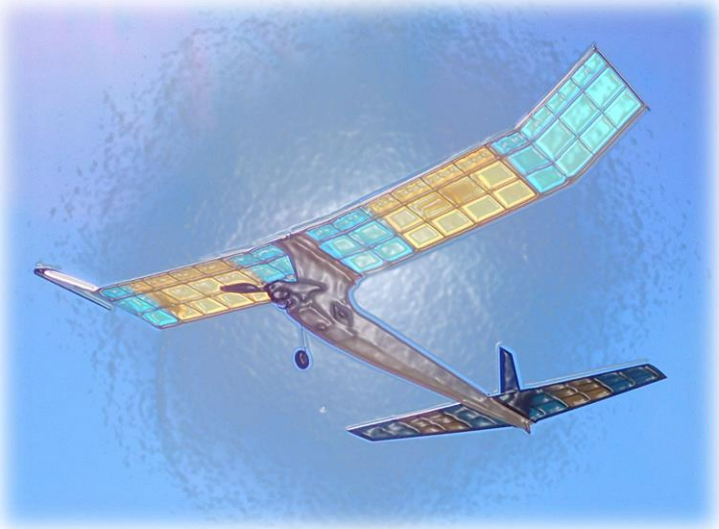
seemed to come from a different direction. Shortly after that the signal went away completely. To my mind that's consistent with the plane being picked up and moved, then put in a car? And at our last Club contest March 20 I lost my Lamb Climber rubber model. I had an accurate line on it and estimated it landed near San Jacinto Road, but there was no sign of it after a couple of us searched for over an hour. A few days later Hal Cover took his drone to the field and searched that area for quite a while, with no luck. Possible someone could have picked it up and stolen it? The only defense against this is quick recovery, not always easy to do. Ideas?

SCAMPS 2019 Club Meeting Schedule		
Month	Day	Host
January	TBD	Open
February	2	Hal Cover
March	TBD	Open
April	6	Ken Kaiser
May	TBD	Open
June	TBD	Scott Cover
July	6	Clint Brooks
August	TBD	Joe Jones
September	TBD	Fernando Ramos
October	12	John Powers
November	TBD	Open
December	TBD	Christmas Party

SCAMPS Monthly Donut Schedule	
2019 Donut Coordinator: Jane Cover (909) 851-2075	
Volunteers are responsible to coordinate with other club members if they cannot fulfill their assigned commitment	

Mo	Day	Donut Bearer
Apr	3	Randy Wrisley
Apr	10	Lance Powers
Apr	17	Fernando Ramos
Apr	24	Phil Ronney

April 6th is the date for the SCAMPS luncheon hosted by the Kaiser's, starting at noon. Ladies are invited of course, and Ken will be offering some airplanes, engines and his chase bike for sale. The address is 5784 Maxson Drive in Cypress. Ken's phone number is (714) 222-4182 if you need help finding his home.



SCAMPS NEWS

by Clint Brooks

I want to point out two new club contest events this year, Andrade Rubber and Bungee Launch Towline Glider. Both are relatively simple and offer a chance to try something different without too much effort on your part.

Andrade rubber used to be known as Small Mulvihill. The rules are pretty basic: 200 square inch wing area maximum, maximum rubber weight 20 grams, no takeoff gear required. There are Cat 1, 2 & 3 max flight standards. For us flying at Perris it will probably be Cat 2 or 3 depending on conditions. Cat 2 max pattern is 3, 4 and 5 minute; flyoff is 5 minutes until dropped. Cat 3 would be 2, 3 and 4 minute with flyoff flights at 4 minutes until dropped. Sounds like a Cat 3 event would be best to start with, as you could enter a P-30 model with a timer that already works in the time range. You can up the rubber weight a bit and enjoy a breakaway from the regular P-30 power profiles you are used to. You can also fit a folding prop or any prop you wish-you are not limited to the plastic commercial prop although that's within the rules to do so. In reality, this event allows you to build whatever type of small hot rod you want and see how far you can take it. There are lots of Small Mulvihill designs around so if you are interested it's probably a good time to set up a model for the second Andrade event in November. Find something you already have and use it in the April event if you don't have build time and just want to try it on for size.



The second event to discuss is bungee launch towline glider. Rules for this are somewhat spartan. NFFS has no bungee launch towline rules definition. The SAM rulebook has a hi-start standard for towline gliders designed prior to 1951 which allows for 50 feet of rubber/elastic and no more than 150 feet of non-stretch towline. Auto rudders and detachable towing rudders are allowed. I think the towline system length specified is probably too much for our field size as you would be walking out into the adjacent field area to initiate the launch.

FAC has Scale high start glider as an unofficial event. It only includes scale renderings of man carrying gliders and sailplanes and is limited to 36 inch wingspan or less. This could be interesting in itself as part of an FAC contest, but not really what we had in mind for a SCAMPS event, although it would be fun to do this as well if people will build for it. Over the past few months Randy Wisley, Dave Wade and myself have been trying out gliders using the bungee



Two JASCO Troopers ready to go-builders Randy Wisley and Clint Brooks

launch method. We have made launch systems that fit the confines of the field area and so far have been pretty happy with the results. Randy supplied me with a copy of the JASCO *Trooper* kit plan which pre-dates the Thermic *Trooper* design I tried so hard to fly in my youth. I think the JASCO version is a longer wingspan (36") and was targeted for Class 'C' towline events back in the day. We both built one and have been highly successful at getting them to fly. One thing nice about the bungee system-there is no running and risking a twisted ankle in a hole or tire rut. You walk the model back to a launch point, aim and enjoy the flight-it's very relaxing and puts you in a good mood.

I'm thinking for the club contest we would set up the launch systems we have been trying and improving on. For gliders, no limits on anything. Fly a *Trooper*, an A-1 towline or whatever you think will work using this system and launch method. Bernie even suggested converting a Gollywock into a glider by removing the nose block and replacing with a glider nose, and adding a towhook. Why not? There were Aeronca light aircraft converted to gliders for training in WWII, so not a fanciful notion. I know Lance has a *Waco CG-4* I'm looking forward to see fly, and last week I brought out a 59 inch span A-1 towline glider I just finished and it flew very nicely on the same launch system used with the *Trooper*. Dave Wade has been wrestling with an all sheet *Minemoa* German sailplane from the 1930's and is starting to get it wired too. Think about joining the fun in July when we debut the event in our club contest. If you want to build a *Trooper*, get hold of Randy or myself for the plan.

In other news...

The thrust to gain access to the Mile Square Park Freedom Hall for indoor flying took a step forward in March when I was able to set up a meeting with the supervising park ranger to go over indoor model types and do some flight demos. We spent an hour going over the models we had, which included a couple of peanut scale models, some indoor R/C flyers and a couple of electric control line models. I represented the SCAMPS and FF in general, John Anderson for the Harbor Soaring Society and John Wright and Larry Renger and myself covered the Knights of the Round Circle control line club (yep-that bug has bitten me again too). Mike Wilson is the Supervising ranger and Ben Rogers the park ranger who joined us. We flew some of everything-I got off three sorties with the Peck *Zero* which needs to tighten up the turn radius to stay within bounds but otherwise flew fine. I also demonstrated an electric control line model that I managed to crash much to the delight of Mike and Ben. Minor damages-the model was back in order by the afternoon, my pride just a bit tarnished.

The hall is not going operational until the fall of 2019, and no promises were made about flying in there. However, I suspect Mike and Ben now have a lunchtime activity they could pursue if wanted-they were getting some good stick time with Larry's little indoor R/C model and both had big smiles on their faces. More to this story as the year progresses-at least we caught their attention and support.



Interior view of the Freedom Hall taken from the south end entrance



Supervising Ranger Mike Wilson and Park Ranger Ben Rogers take in the indoor model display provided on March 14th visit by reps from three local MAC's. Peck Zero got in a few flights!



Interior view of the Freedom Hall looking toward south entrance

SCAMPS February Club 2-27-19


by Bernie Crowe


After weeks of on and off rain, we finally got a fairly clear day to fly our twice-postponed February Club contest as the month came to an end. And amazingly, we had one of the biggest turnouts of the year, with a number of Orbiters joining us. The field was wet with standing water in places, and the entrance road had a couple of places where caution was required, but overall the field was wet but usable. A low fog enveloped the field early, and didn't lift until after donut time. The drift was almost non-existent, and no planes went in the water.

Our planned events for the day were OT Small Rubber (stick and cabin combined), Nostalgia Gas (all classes combined), and Nostalgia Electric. As always, OT Small Rubber had the highest participation (seven entrants), with *Gollywocks* predominant. Lance dropped only 5 seconds in three flights to take a clear win, with George Walter's *Wren* just 25 seconds back for second, and your scribe 50 seconds off the pace to take third. Paul Guiso gamely flew both his *Gollywock* and his *Casano Stick* to garner fourth and fifth places! Fernando's *Gollywock* maxed his first flight but he did not fly again.

In Nostalgia Gas (all sizes), Ron Thomas strung together four maxes to take the win, with Phil Ronney dropping 40 seconds on his fly-off flight on his *Top Banana* for second. Ray Peel struggled a little with his *Dixielander* for third. In Nostalgia Electric, neither Clint Brooks nor myself were able to get any flights in due to other activities. Hal Cover, flying his *Outlaw*, did three maxes and 100 in the fly-off to take the win. Notably, had he flown against the gas guys this would have been good enough for second place!

 SCAMPS OT Small Rubber Club Contest - Perris 2-20-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	Gollywock	105	79	120			304	3
2	Lance Powers	Gollywock	120	115	120			355	1
3	Paul Guiso	Gollywock	98	66	68			232	5
4	Paul Guiso	Casano Stick	96	72	80			248	4
5	Fernando Ramos	Gollywock	120	dnf				120	6
6	George Walter	Gollywock	dnf						
7	George Walter	Wren	120	120	90			330	2

 SCAMPS Nostalgia Gas Combined Club Contest - Perris 02-20-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ray Peel	Dixielander	120	102	75			297	3
2	Ron Thomas	Texan 630	120	120	120	120		480	1
3	Phil Ronney	Top Banana	120	120	120	80		440	2

 SCAMPS Electric Nostalgia Perris 02-20-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Hal Cover	Outlaw	120	120	120	100		460	1
	Clint Brooks	Ramrod 250	dnf						
	Bernie Crowe	Creep	dnf						

SCAMPS March Club contest 3-20-19

by *Bernie Crowe*


Once again, we had a postponed Club contest due to persistent rains. Taking it up again a week later, the weather forecast again called for rain and this put off a lot of people. I decided to go ahead, partly because the precipitation forecast wasn't for heavy rain, and not until after noon; and partly because I was just plain fed up with postponing contests all year!

It turned out to be a pretty good day, with no rain and sunny, warm conditions by 9:00. The breeze/wind, however, was pretty brisk and in an unfavorable direction at first. We had scheduled OT Large Rubber, Golden Age Half-A Gas, and AMA Electric events. OT Large rubber got a substantial showing with four entries, three of which were *Red Buzzards*! Paul Guiso flew first, bravely putting up his superb flying *Buzzard* in a steady 7-10 mph wind blowing across the catch basin. He maxed, though almost out of sight before landing. My *Lamb Climber* was flying well, and

couldn't be blamed for dropping six seconds when I chose poor air. Fernando wound his *Buzzard* next with a brand-new motor, which promptly broke spectacularly at 500 turns, and he didn't fly again. George Walter, too, was competing with a *Red Buzzard*, but he flew later and was not rewarded with good air; he was down in 118, and elected to call it quits.

That left Paul and I to duke it out, and we both maxed the next two flights. On the last flight, Paul hooked a doozie of a thermal, but unfortunately (or fortunately!) his DT hung up, and we were treated to the sight of it circling along with two ravens at 800 or so feet for more than 14 minutes! Great flight, Paul! My last flight was also a max, giving me second place, but though I had a good line on it all the way to the ground, the plane wasn't where I thought it had landed, nor anywhere near that point as I searched, helped by Lance Powers, for a couple of hours. I'm fed up of building and losing Lamb Climbers! I think I'll build something different to lose next time!

The gas guys were no shows for this one, so no Golden Age stuff was flown. And though both Clint and I had electrics on the field, I ran out of time, and Clint elected to test and trim his new bungee-launched glider, which looked pretty slick! Next month, on the 10th if the weather allows it, we'll fly Perris Special, Old Time Sport Gas (small and large), F1S and E20 electrics, P30, plus a new (for us) event – Andrade Rubber. This is for rubber models with wing spans of 36 inches or less, and 20g of rubber. These are basically small Mulvihills, and capable of really good flights. Be sure to come out and watch as we debut this event at Perris.

		SCAMPS OT Large Rubber (comb) Club Contest - Perris 03-20-19					
	NAME	MODEL	Round 1	Round 2	Round 3	SCORE	PLACE
1	Paul Guiso	Red Buzzard	180	180	180	540	1
2	Bernie Crowe	Lamb Climber	174	180	180	534	2
3	Fernando Ramos	Red Buzzard	dnf				
4	George Walter	Red Buzzard	118	dnf		118	3

15th Annual Taibi Contest Report

by Joe & Linda Jones

The 15th annual SCAMPS Taibi contest was held at Taibi International in Perris on Sunday, March 17, 2019. The contest had been rescheduled from March 10th. Recent heavy rains left the field soaked, the drainage channel water high, and the access road marginal at best. These conditions made the field unusable on the 10th and resulted in the reschedule. Dry weather and wind through the week produced much more favorable conditions on the 17th.

The day dawned sunny and warm. The wind was flyable early, mostly not blowing toward the channel. Winds began to increase about 11:00 and resulted in flying being completed by about noon.

The San Diego Orbiteers had their monthly contest scheduled at the same time. Their scoring table was brightly adorned with St. Patrick's Day decorations, which they shared with the SCAMPS. Several of the Orbiteers also entered SCAMPS events. The joint activity resulted in well over thirty cars on the flight line. It was a very enjoyable day interacting with the other club.

Kevin Sherman was the contest director. Linda and I, with help from Lance Powers, set up the scoring table and officiated for the first few hours. We were all very happy to have Kevin join us mid-morning.

Kevin, along with Hal Wightman, created the Taibi contest 15 years ago. He created the All-Taibi event that allows any of Sal Taibi's designs to be flown to the rules of the era they were designed – all fly the same maxes. Kevin nurtured the contest over the years and has made it into a successful SCAMPS spring Perris contest. He has been tireless at keeping Sal Taibi's memory alive and well.

Bernie Crowe took advantage of Kevin's presence and the importance of Kevin to this contest to present Kevin with the SCAMPS service award. Kevin has worked tirelessly to support SCAMPS and keep the old-time modeling activity alive. He served the club as Secretary and Vice President. He took over as the Gas Lines newsletter editor following the death of Jim Adams. He continued in that important role until recently when his health made him scale back. He has been a key interface between the SCAMPS and the Society of Antique Modelers (SAM) community. He was the SAM champs free flight champion. His airplanes are known for a spectacular finish and outstanding flight. In Bernie's words – "When I came to SCAMPS 16 years ago, Kevin was the guy who made things happen – from directing the contests, to keeping people in line, to helping everybody trim their planes, to catching errant planes before they hit the cars, and to flying in a way that whupped the \$%^ off of everybody else – and he continued in that way all the years I have been with SCAMPS".

Most of the Taibi contest entrants gathered with their airplanes for the presentation and a photograph afterwards.

Turnout was light. Fear of possible field conditions may have scared off some potential competitors. We had thirteen fliers making eighteen entries. We had nine events to be contested. There were no entries in two of the events.

The signature All-Taibi event had only two entries. 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. Jeff Carman won the Veco engine donated by Kevin Sherman, flying his K&B 41-powered Star Duster 900 and posting a total score of 508 seconds. Ron Thomas entered but did not fly because he aggravated an old leg injury trying to retrieve his Perris Special.

All Taibi

- | | | |
|----------------|-------------|-----|
| 1) Jeff Carman | 180/180/148 | 508 |
| 2) Ron Thomas | DNF | |

Ron Thomas and Ray Peel entered Perris Special Mk IIs. On his first flight, Ron failed to trip his engine timer. The airplane went out-of-sight up, but Ron had a good tracker signal over the freeway past the boat house. When he got to the area, the signal appeared to be moving toward the boat house. He returned to that area, and the signal again appeared to move. Eventually, the signal disappeared, and the plane was lost. Ron aggravated an old leg injury that precluded any more flying that day. Ray's Veco 19- powered Perris Special won the event with a time of 716 seconds. (Ray had warned us that a 15-second motor run was too long for the conditions. We reduced the time for the flyoff to 12 seconds.)

Perris Special

1) Ray Peel	180/180/180/176	716
2) Ron Thomas	O.R./	0

There were no entries in ABC Old-Timer.

Small Old-Time Rubber was the most popular event with five entrants. All flew. Lance Powers won the event with his Gollywock, posting a three-flight total of 369 seconds. Mark Chomyn's Miss Canada Sr. was second with a two-flight total of 193 seconds. Mike Jester's Korda C was third with a single 176-second flight. Bernie Crowe and Fernando Ramos, flying Gollywocks, both posted a single flight. Fernando edged Bernie by 1 second.

Small Old Time Rubber

1) Lance Powers	154/165/50	369
2) Mark Chomyn	102/91	193
3) Mike Jester	176	176
4) Fernando Ramos	95	95
5) Bernie Crowe	94	94

Large Old-Time Rubber had two entries – Bernie Crowe's Lamb Climber and Fernando Ramos' Red Buzzard. Bernie won the event with a three-flight 514-second total.

Large Old Time Rubber

1) Bernie Crowe	173/180/161	514
2) Fernando Ramos	62	62

Bob Scully and Ray Peel entered ABC Nostalgia. Ray's OS Max 35-powered Fubar won with a two-flight total of 190 seconds. Bob's 0.051-powered Blazer was second with a single 153-second flight.

ABC Nostalgia

1) Ray Peel	81/109	190
2) Bob Scully	153	153

There were no entries in ½ A Nostalgia.

Clint Brooks and Lee Hines both entered Ramrod 250's in Nostalgia. Both posted two flights. Clint won with a two-flight total of 240 seconds while Lee posted a two-flight total of 204 seconds.

Nostalgia Electric

1) Clint Brooks	120/120	240
2) Lee Hines	122/82	204

There were three entries in E-36. Stan Buddenbohm's Apache won with a four-flight string of maxes. Mike Callas' Pearl was second with a two-flight 216-second total. Clint's Joule Box was third with a single 120-second flight.

E-36

- | | | |
|--------------------|-----------------|-----|
| 1) Stan Buddenbohn | 120/120/120/120 | 480 |
| 2) Mike Callas | 96/120 | 216 |
| 3) Clint Brooks | 120 | 120 |

It was a pleasant day shared with our friends from the San Diego area and honoring Kevin Sherman. We are all looking forward to a bigger and better Taibi contest next year.



All Taibi entries (except rubber models) for 2019



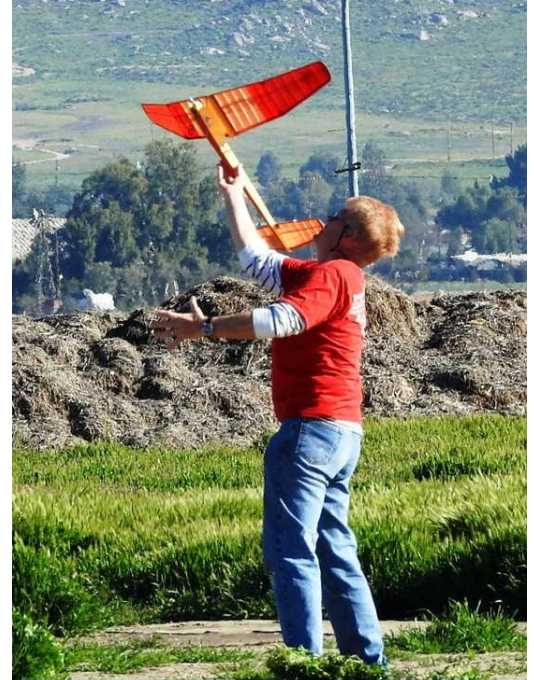
Jeff Carman awarded for All Taibi winner-engine donated by Kevin Sherman



Kevin Sherman acknowledged for his service to the SCAMPS-Bernie Crowe presenting



Ray Peel gets his *Perris Special* on its way



Bob Scully launches his .051 powered *Blazer*

2019 Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

SCAMPS Monthly Club & Sanctioned Contest Schedule 2019 V 2.3					
Mo	Day	Rubber	Power	Electric	CD
Jan	9	P30	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Jan		Haggart/Bowden-Perris (cancelled)			
Feb	27	OT Small Rubber (comb)	Nostalgia all Combined	E Nostalgia	R. Peel
Mar	10	SCAMPS 15th Annual Taibi Contest-Perris			K. Sherman
Mar	13	OT Large Rubber (comb)	Golden Age Small & Large	AMA Electric	B. Crowe
Apr	10	P30 + Small Open Rubber (Andrade)	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Apr	27-28	SCAMPS/SCIF Texaco-Lost Hills			D. Heinrich
May	5	Lotto/Twin Pusher-Perris			H. Cover
May	15	Nos Rubber/Nos Wakefield	AMA Gas & E Combined	E Nostalgia	J. Jones
Jun	12	Gollywock Mass Launch + OT Small Rubber (comb)	Golden Age Small & Large	AMA Electric	L. Powers
Jul	17	Coupe (F1G) + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Aug	14	OT Large Rubber (comb)	AMA Gas & E Combined	E Nostalgia	G. Drake
Sep	11	P30 + Moffett	Golden Age Small & Large	AMA Electric	R. Thomas
Oct	16	OT Small Rubber (comb)	Perris Special, OTSG Sm/Lg	F1S + E-20	P. Guiso
TBD	TBD	SCAMPS/SCIF+San Valeers Nos-Lost Hills			D. Heinrich
Nov	13	P-30 + Small Open Rubber (Andrade)	AMA Gas & E Combined	E Nostalgia	C. Brooks
Dec	11	OT Large Rubber (comb)	Nostalgia all Combined	AMA Electric	B. Crowe

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2019					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	27	P-30 (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	24	OT/Nostalgia rubber (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	17	Coupe (3/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	14	P-30 Memorial (4/29 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	18-19	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
May	26	OT/Nostalgia rubber	Any-Gas or Electric	Any	Mike Pykelny
June	23	Coupe	Any-Gas or Electric	Any	Mike Pykelny
July		No Contest Planned			
Aug		No Contest Planned			
Sep	15	P-30	Any-Gas or Electric	Any	Mike Pykelny
Oct	13	OT/Nostalgia rubber	Any-Gas or Electric	Any	Mike Pykelny
Nov	17	Coupe	Any-Gas or Electric	Any	Mike Pykelny
Dec	15	P-30/Make up for cancelled events	Any-Gas or Electric	Any	Mike Pykelny

OASIS Squadron FAC-20 Outdoor Schedule 2019				
Mo	Day	Events	Location	CD
Apr	17	BLUR race, Jim Allen (ROG), 1/2 Wakefield H/L	Perris	Roger Willis
Jul	24	Sky Chief M/L, OT Rubber Fus (ROG), WW2 Combat Mass Launch	Perris	Roger Willis
Nov	6	FAC Rub. Scale, Modern Military (total of 3 flts), Greve/Thompson Race combined	Perris	Roger Willis

San Diego Scale Staffel Outdoor Schedule 2019				
Mo	Day			CD
Feb	16-17	Flying Aces Club	Perris	J. Hutchison
May	18-19	Flying Aces Club	Perris	J. Hutchison
Sep	21-22	Flying Aces Club	Perris	J. Hutchison



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 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 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.



SCAMPS & SCIFS Texaco

April 27 & 28 2019 – Lost Hills, CA - A.M.A. Sanctioned Contest

—Run in Conjunction with the San Valeers Club Annual—

**** Any Event can be flown on either day, do not have to finish same day! ****

Saturday

7:30 AM to 4:00 PM

½ A Texaco

(8cc fuel, best one of three official flights, 7:30 AM to 10:30 AM any glow IC engine .051 or smaller)

Gas Scale

O.T. Small Rubber (combined)

(3-minute max)

.020 Replica

(Engine run is 12 sec. HL, 15 sec. ROG, 3 minute max)

*A/B Pylon

*C Fuselage

4 oz. Wakefield

**A/B Nostalgia

**C Nostalgia

***Old Time HL/CL Glider

Electric Nostalgia

Sunday

7:30 AM to 3:00 PM

Dawn Patrol Texaco

(7:30 AM to 10:30 AM, best of 2 official flights ¼ ounce of fuel per pound of model)

30-second Antique

O.T. Large Rubber (combined)

(5-minute max)

*A/B Fuselage

*C Pylon

Vintage Wakefield

(1938-1950, 8-ounce weight rule)

Pee Wee Antique

(2.2cc fuel, best of three official flights, any .024 or smaller IC engine)

**1/4A Nostalgia

Twin Pusher Mass Launch (8:30 AM)

***OT HL/CL Glider can be launched overhead, discuss or catapult. No modifications can be made the plan form other than a hook added for catapult launch. Modifications for DT okay as long as plan form is adhered to. No Scaling. For Catapult launch, a 9" loop of ¼" rubber may be used on a 6" stick (two 9" loops of 1/8" rubber may be used). Up to 9 launches for 3 two minute maxes. If you have 3 maxes, fly till you drop a flight.

**All Nostalgia Events, (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds), 3 minute Max

*SAM Power events to be flown using SAM Rules. 20 Second engine run hand-launch, 25 seconds R.O.G. 5 Minute maxes (weather permitting). Rubber ties will be broken by increasing Max times (weather permitting) \$10 entry (includes first event), \$5 each additional event. Merchandise awards 1st, 2nd, & 3rd all events.

CD - SCAMPS, Dan Heinrich (909) 593-5789 AeronutD@CS.com

**SAN VALEERS 70th ANNUAL & 37th ANNUAL 7 ROUNDER
APRIL 27th & 28th, 2019 - LOST HILLS, CA.**

**A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich 909 593-5789)**

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

SATURDAY 8 TO 5

1/2A GAS

B GAS

C GAS

1/2A Nostalgia**

E-36

SUNDAY 8 TO 3

A GAS

D GAS

ABC Nostalgia**

BOTH DAYS

P-30, HL & Catapult Glider

1/2A Golden Age

Nostalgia Rubber

(all flights same day for each entry)

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

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

F1G – F1H – F1S 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 than tie breaker flight determines winner.

VINTAGE FAI

SATURDAY 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. 15 second VTO, 12 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 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.**

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.)

*****NEW SUPER TIGRE X-TYPE .25 donated by Ted Hiding (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Ted Hiding (602) 316-4430 FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST 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"