

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

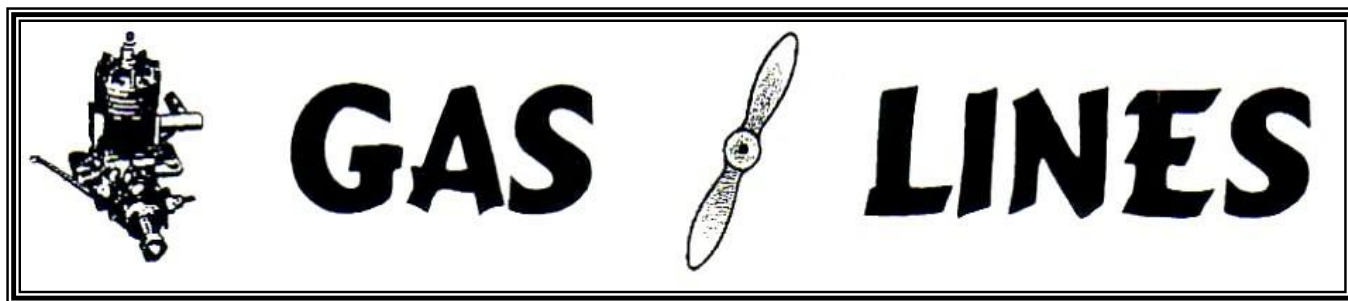


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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President's Corner

by Bernie Crowe

- The senior farmer who leases the tract of land we fly on died in early May. His son Jason told me his father had had an undiagnosed brain tumor for some time, and went in for surgery to have it removed. The surgery apparently went well, and Gene was in recovery when he suffered a stroke as a result of a blood clot. I passed on our condolences from our Club and the other clubs that form the Perris Free Flight Alliance.



- I had contacted Jason to get his OK for us to create a couple of passages through the piles of mulch from the flying area towards San Jacinto Road. As these piles have started to rot, they are becoming increasingly difficult to traverse due to their softness; and moving between the rows has become nearly impossible due to the tangle of weeds there. Jason gave us the OK to create these cuts using a rented skip-steer front loader on the understanding that we limit it to three passages and keep them as narrow as practicable. Lance initiated this effort and led the effort on May 14. Now it's easier to get through those pesky mounds.
- Paul Guiso has been taking a shot at 2019 total flight time champion. In April he had a flight of 14+ minutes with his Red Buzzard OT Large Rubber when the DT hung up. That one he got back after a long walk! Then in May he put his Casano Stick OT Small Rubber ship in a thermal of impressive proportions, as we watched his plane bouncing around at about 800 ft. Keeping it in sight was further complicated because the sky was full of swarms of migrating

Painted Lady butterflies, accompanied by dozens of sky divers from Perris making a record attempt. I saw the plane DT at high altitude in my binocs, but it still floated around for a long time and almost certainly went down on the other side of the freeway. Sadly, this time Paul was not able to find it.

- I was fortunate enough to “inherit” two of Bob White’s rubber models at Christmas. Some of you have already seen his “Torontonian” Nostalgia Wakefield flying at Perris. The other ship is his “Smith Stick Mulvihill”, sometimes referred to as a Big Gollywock. It takes over 100 grams of rubber, and as I made up a motor for it a couple of weeks ago it occurred to me that, at \$37/lb, each motor is costing me over eight bucks! Better last more than one flight!

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	8	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
June	5	Clint Brooks
June	12	Don Chaption
June	19	Jeff Carman
June	26	Hal Cover

The SCAMPS will be meeting at the home of Scott and Gretchen Cover beginning at noon on Saturday June 8th. Chili is in the works along with other goodies I’m sure. The address is 171 Rose Avenue, Fullerton CA 92833. Come enjoy the nice setting for some good conversation and sharing.

SCAMPS NEWS

by Clint Brooks

Since the last newsletter we've had two club contests, the 31st Lotto contest and the SCAMPS/San Valeers Spring annual at Lost Hills.

My observation is the Wednesday club contests and general flying sessions are becoming larger and better attended than some of the traditional annual contests. Maybe it's the donut event and the witty humor that makes it so, but in any case it's a lot of fun to arrive at the field and see almost the entire edge of the field filled with the vehicles of flyers.

Weather has been a factor for the Perris contests. The drift seems to be consistently to the north and into the no-mans land of mulch and shoulder high weed growth. It's starting to hit me that a tracker system is going to be a worthy investment if I plan to continue flights longer than a minute when there is drift like this. Both the Lotto contest and the May club contest were spent searching for my models rather than flying. I'm starting to recognize pieces of rubble in my search pattern and should soon have the topography well memorized if it keeps up.

I went to the Spring Annual at Lost Hills. On Friday afternoon the winds were gusting to 18 MPH, averaging about 13. I just set up base camp and left for dinner with my daughter.

Saturday morning was not much better, and most people were waiting for conditions to improve, except for the FAI group which had moved further west to fly their planned rounds in the prevailing conditions. I was the first of maybe one or two SCAMPS members signing up for an event with Daniel Heinrich, our CD for the contest. I saw Jeff Carman, Phil Ronney, Bob Scully and Mike Mayea flying Nostalgia Gas with the small group of San Valeers and others who were trying to make the most in CAT 3 conditions to stay away from the quarry pit and oil fields. Brad LeVine and his wife were also on hand, flying Texaco by themselves. Brad had a great flight with a 1/2A powered Clipper (I think), majestically orbiting the area as only Texaco models do.

Around 10 am the wind diminished and started to shift from east to west. I had my Large OT rubber entry set to go and wound for my first attempt at a five minute max. Calm, but just didn't get taken away by anything and landed within 100 yards of the launch point. My second attempt proved to be my best flight of the whole weekend, with the *Miss World's Fair* orbiting directly overhead in a moderately strong thermal with weak drift to the west, which allowed me to contemplate the flight slowing following on my bicycle until it landed in a clearing near the temporary sheep corral about 1/4 mile from the contest line. No problem with the max on that one. My last flight was almost a repeat but didn't quite make the grade. I don't know if anyone else entered OT rubber or not-I thought Mike Mayea might have launched something that went down under power in the parking area but I was not paying much attention. I was the lone entry in E-36, so flew three attempts and put it away. Similarly, I was the only one on the field flying P-30 and didn't finish the event as the winds came back on around 1:30 and pretty much ended the day. Feeling rather bored, I elected to pack up and head home. It really is a contest oriented to gas power flying more than anything else. I noticed one SCIF guy with a couple of Taibi *Dodgers* sporting ignition engines he spent all day trying to get



started. I heard them pop once or twice, and in spite of all the help he was getting, never managed to get them running. Antique and OT models are becoming scarce to observe, and the need to conduct this SCAMPS contest is really questionable now.

April SCAMPS Club contest report

by Clint Brooks

April 24th dawned with dense fog along the Long Beach shore as I headed east to Perris. Soon enough, the sun broke through as I made my way out the 91 freeway through Carbon Canyon. Already the morning air was starting to feel warmer than it had been, so spring is starting to be more like summer.

I arrived at the field around 0730 only to find the entire west edge of the field nearly all occupied with free flight participant vehicles. It was more like a regular weekend contest day and I had to find a spot at the far south end of the flight line to set up.

Contest events for the day for power were Old Time Sport Glow conducted with Hulan Mathies, Perris Special, E36/F-1S electric and E-20 Electric. On the gum bander side, we flew P-30 and a new category for the club contest format; Andrade Rubber, which used to be known as Small Mulvihill. This entails an increasing max time for each flight of the three attempts flown, so it quickly separates performers in an almost fly-off fashion from the get-go. Getting a four-minute max on the Perris field had to be done before the drift became too strong, so it was a considerable challenge.

This was a lot of events for the day and even at that, it resulted in at least one entry for each event, so a good spread on interest and participation. A total of 10 flyers participated in the contest, and there were at least 10 others on the field trimming and doing other FAC-ish type things typically attended to on the Wednesday flying sessions.

Contest flying started at 8 am, and the drift was toward the west, forcing retrievals in the west side field, across the canal. Robb Cobb put his *Perris Special* up and I think it was this model that overran the engine cutoff timer and resulted in a lost model for a period of time. Later in the morning I saw it back in Phil Ronney's van so it was finally recovered. Hal was going to use his drone to search but I think Robb found it with his tracker.


Lift was a bit difficult to find early-there was a fairly turbulent layer about 100 feet up which seemed to be the height of the mini-thermals starting to form. Above that it was dead air and models would come down and hit the top of the turbulence and stay aloft longer than you would expect. I managed to make 3 minutes plus on my first Andrade attempt, only 2 minutes was needed. Of course, the next flight resulted in the 2-minute max I needed in the first attempt, and I dropped my 3-minute max target. Oh well, start flying electric and wait for conditions to improve, which they did as the temperature began to rise.


Hal Cover and myself contended in the E-36/F-1S battle although I don't think we were paying too much attention to each other. Hal was getting ripping flights on his *Lightning Rod* model, and I had added a touch of wash-in on my *Joulebox* wing that restored the tight vertical spiral climb it had seemed to lose over the last few sessions I had flown. So, I was quite delighted with it and was soon hiking through the dense brush and mush to the north of the field. One of my flights caught up to Fernando Ramos's red *Joulebox* which had found a boomer thermal and was in the process of going OOS. Something malfunctioned on the DT-most likely the stab didn't release due to a hang-up on


the lanyard or something. George Walter and Paul Guiso were trying to track it visually but it eventually specked into nothing and was gone. After all the fussing Fernando had with the model it performed admirably but had a mind of its own.


Aside from the fly-away action there was not too much trouble for the day. Phil Ronney broke the engine mount on his *Champion* and had to put it away. I saw Bernie demo his E-36 model which made a majestic inverted swan dive into the ground from about 100 feet for some reason. I hope not too much was hurt-it looked like the wing popped off and was in one piece.


Eventually the temps got to around 87 degrees and fliers began to wilt and pack-up. I was done with the trudge through the mulch and weed field so I quit after my fourth E-36 flight. It was a good day, lots of company, great donuts and chatter as always, and happy fliers leaving the field. See you at the May contest.


 SCAMPS P-30 Club Contest - Perris 4/24/19									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	L. Powers	Majestyk	120	77	DNF			197	2
2	D. Wade	Boomer	120	120				240	1

 SCAMPS Andrade Rubber Club Contest - Perris 4/ 24/19 Cat III rule									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	C. Brooks	Super 'Y'	120	166	360			646	1
2	L. Powers	Yardstick	111	60	DNF			171	2
3	G. Walter	Modified Wren	36	36	DNF			72	3

 SCAMPS O.T. Sport Glow Club Contest - Perris 4/24/17									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	H. Mathies	Strato-Streak	120	120	97			337	1
2	P. Ronney	Champion	120	120	DNF			240	3
3	Ron Thomas	no-name	120	78	120			318	2

 SCAMPS Perris Special Club Contest - Perris 4/24/17									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	R. Peel	you guessed it....	120	120	120			360	1

 SCAMPS E-20 Electric Club Contest - Perris 4/24/19											
	NAME	MODEL	Round 1	Round 2	Round 3	Round 4	Round 5	FO-1	FO-2	SCORE	PLACE
1	B. Crowe	Mini-E	78	42						120	2
2	D. Wade	eLips	90	90	84					264	1

 SCAMPS E-36 Club Contest - Perris 4/24/19									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	H. Cover	Lightning Rod	120	120	120	62		422	2
2	C. Brooks	Joulebox Mk3	120	120	120	120		480	1

2019 Lotto/Twin pusher contest report

by Hal Cover

First, I want to thank all of you that supported the contest. Thanks also go to everyone that donated prizes. The weather was cool and a bit breezy but flyable. The difficult chasing conditions limited the number of official flights. It was good to see Ralph Ray back flying with us.

The most popular event was “small OT rubber” that was won by Dave Wade flying a Jimmy Allen design the “Sky Raider”! Rob Cobb won the Dick Drake perpetual plaque for winning the first Lotto pick. Carl Redlin won twin pusher with a flight of 4 minutes +. Hulan Matthies and Ron Thomas both had 4 maxes (480 Sec) in their wins.

Hal Cover

CONTEST RESULTS (2 min max)

Small O.T. Rubber

1st Dave Wade 332 sec
 2nd George Walter 295 “
 3rd Mike Pykelny 237 “

Perris Special

1st Hulan Matthies 480 sec
 2nd Ray Peel 224 “
 3rd Fernando Ramos DNF

Nostalgia Power

1st Ron Thomas 480 sec
 2nd Bernie Crowe 325 “
 3rd Phil Ronney DNF

Modern Power

1st Phil Ronney 359 sec
 2nd Ron Thomas 211 “

Catapult Glider

1st Jim Lueken 322 sec

2nd Lance Powers 108 “

Twin Pusher flyoff

Carl Redlin

Actually, the prize selection for the Lotto contest was quite good. A lot of kits I hadn't seen in long time were on the table and were all quality as far as the designs. Some happy winners left the field that day-I think Robb Cobb could easily start a small hobby shop with what he took home!

May 2019 Club Contest Results

by Joe Jones

The SCAMPS Contest on May 15 originally included Nostalgia Wakefield/Nostalgia Rubber, AMA Gas, and Electric Nostalgia. Early indications of a light turnout for the Nostalgia Wakefield/Nostalgia Rubber event led to the addition of an Old-Time Small Rubber event. During the drive into Perris, the weather looked like we would see fog. At the field we found a heavy overcast, but ground-level conditions were suitable for flying. The overcast burned through during the donut break. Both drift and lift picked up following donuts.

Chase conditions were dramatically improved as a result of Tuesday's day-long effort to cut paths through the surrounding mulch mounds. Lance Powers and a team of volunteers worked all day to improve our ability to "walk the line." Their efforts were appreciated by all the entrants.

Nostalgia Wakefield/Nostalgia Rubber is based on NFFS Nostalgia Rules, open to models from 1943 to 1956. SAM Old-Time Small Rubber is open to SAM-eligible models designed prior to 1951 with 150-square-inch or less wing area.

There were two entries in Nostalgia Wakefield/Nostalgia Rubber. Bernie Crowe brought Bob White's beautifully constructed Torontonion. Unfortunately, a test flight incident, probably due to a loose rudder tab, resulted in a bent propeller shaft that eliminated the possibility of any more flights. Fernando Ramos brought a Boxall, an English design by Fred Boxall. His flight was plagued by an out-of-trim stall that produced a 46-second flight. That was sufficient to win the event.

1	Fernando Ramos	<i>Boxall</i>	46	46
	Bernie Crowe	<i>Torontonion</i>	DNF	

There were six entries in Old-Time Small Rubber. Four flew. Bernie Crowe won the event flying his Gollywock II. Fernando Ramos was second with his Sparky, and Pat McMillan was third flying his Black Bullet. There was only one Gollywock entered in this event that is often dominated by Gollywocks. It was fun to see the Jimmy Allen models and the participation of Roger Willis' Cactus Squadron FAC members.

1	Bernie Crowe	<i>Gollywock II</i>	92/120/72	284
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2	Fernando Ramos	<i>Sparky</i>	82/64/51	197
3	Pat McMillan	<i>Black Bullet</i>	85/32/52	169
4	Gary Barton	<i>BA Cabin</i>	58/50/36	144
	David Wade	<i>JA Skyraider</i>	DNF	
	Linda Wrisley	<i>BA Cabin</i>	DNF	

The AMA Gas + Electric event was intended to allow AMA Gas designs to fly with either gas or electric power using the same engine runs and maximum time. Ron Thomas was the only entry with his K&B 2.5-powered Astro Star. He made a single flight, posting a 120-second flight to win the event.

1	Ron Thomas	<i>Astro Star</i>	120	120
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The electric event was NFFS Electric Nostalgia, open to any NFFS Nostalgia legal model with electric power. Bernie Crowe and Clint Brooks were the only entrants. The event originally was to be flown with 3-minute maximum times. Because of the field conditions, they agreed to reduce the maximums to 2 minutes.

Clint made the only flight, posting a max and leading to a nearly two-hour chase in spite of the paths cut into the mulch mounds. The airplane settled into deep weeds only slightly off Clint's line. Lee Hines also had a Ram Rod 250. He lost it out of sight in a thermal on a test flight. He had no signal from his tracker with the airplane in the air.

1	Clint Brooks	<i>Ramrod 280</i>	120	120
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Thanks to all who participated. See you and many more next year!



Bernie Crowe with *Torontonian*



Pat McMillan with *Black Bullet*

The Big Dig

by Bernie Crowe

The constant hassle of crossing the rows of mulch to retrieve our planes, coupled with the increasing difficulty in moving between the rows as the growing weeds tangle around your feet, prompted Lance Powers to seek a way of making life a little easier for us all by cutting passages through the berms and cleaning up the areas between them. He priced out renting a medium-sized skid-steer front loader from a local (to the field) supplier and presented the Club with a proposal to do the job in a day for around \$750. A quick check with the other clubs of the Perris Free Flight Alliance showed general agreement and on Tuesday May 14 we conducted **The Big Dig**.

With Lance doing the organizing and the heavy lifting, a bunch of volunteers showed up armed with shovels and face masks for the event. The skid-steer (a Deere 318d) was delivered to the field as promised – the only problem being it was delivered half an hour early and at Dunlap Road, nearly a mile away. When I got to the field at 7 George Walter was standing beside Lance's truck looking bemused. Lance was nowhere in sight, and didn't answer his phone. After a while there were several of us wondering what was going down. Finally, we saw a couple of high-mounted headlights slowly approaching from the north at a blazing 3 mph. Lance had had to walk to get the machine, found it sitting at the side of the road unattended, keys in the lock, and no driver in sight. And then had to figure out how to start and drive the thing with no instruction!

Then the real work began. Armed with shovels and rakes, our brave lads walked alongside the machine to the point where we were going to cut the first passage. In a haze of smoke and rumbling diesel Lance drove the front loader into the 5-foot high wall of green waste. I had imagined the powerful little machine just plowing its way through the mulch wall and out the other side, then on to the next one. Dream on. It took nearly 45 minutes to break through the first berm, in part because it was a triple row. As Lance's skill developed, he moved material more quickly, but it was a laborious task even so. I soon realized my shovel was virtually useless; it couldn't cut through the tangled vegetation to move large amounts of waste. Those equipped with rakes fared much better, descending on the heaps Lance had moved to one side and consolidating the gap.

The first passage, from about the power flight line towards San Jacinto Road, took around two hours. The second cut, from the south-east corner of the flying area towards the RC field, another two hours. At around ten o'clock, we took a break for water and donuts, both thoughtfully provided by Lance, and Hal Cover took over the driving for this second segment. After a few quick pointers from Lance, Hal was soon churning away at our mortal enemy, but it was obvious that the controls, especially the foot pedals that controlled the bucket, were far from intuitive! Cutting a straight passage through the berms turned out to be near impossible. The different densities and heights of the waste dictated making the cuts where it was possible, not where we would have necessarily made them. Still, they provide an easier passage, even if you have to wend your way through. Hal had shown up with his friend Ben in tow. Ben had made the fatal error of calling Hal the night before to find out what he was doing Tuesday. Guess what Ben was doing? Though he hadn't planned on spending the morning working in the fields, he came equipped with the right clothing and a gas-powered weed whacker! As each cut was made, Ben followed up clearing the vegetation and flattening the way through. The bulk of the manual labor was provided by George Walter, Ron Thomas, David Wade, and Mike Pykelny.

After the break to avoid dehydration (the temperature was approaching 80F by this time.) Hal turned over the driving duties to Ron Thomas. Ron began cutting the third passage from the north east

corner of the flying area towards the Dunlap Road direction. His coordination was getting good and soon he was plowing up a storm and moving waste with alacrity. Until he hit some soft ground, that is. The front-loader dug in its wheels and ground itself into the ground. All Ron's attempts to free it from the cab proved fruitless. He was well and truly high-sided. The team, joined now by Gary Barton of the Oasis Club, went into rescue mode, gathering branches and sticks to put under the wheels while others dug away at the dirt around and under the machine. Lance jumped in the cab and ignoring the advice to pull forward, backed the skid-steer out of its hole and soon had it free and running again.

By two o'clock most of the team was ready to break off, and one by one we drifted away. Lance stayed to run the loader up and down between the rows of mulch to move and flatten the weeds to improve access that way. He also took the machine over to the eastern end of the field where the weeds had grown to shoulder height. By now he and Gary were the only ones on the field, and Lance had to wait until 3 o'clock for the equipment pick-up. Gary stayed with him the whole time. At three, the pick-up still hadn't arrived, so Lance called the office to find out where it was. He got the answering machine of the guy in charge, so tried to leave a message. He was told the answering machine was full! What an outfit.

We owe a vote of thanks to all who participated in this mammoth effort: George Walter, David Wade, Fernando Ramos, Mike Pykelny, Hal's friend Ben, and Gary Barton. And of course our three intrepid drivers, Lance "I've got the" Powers, Hal "duck and" Cover, and Ron Thomas "The tank engine". And a special thanks to Lance who honchoed this whole thing and worked all day.



Lance Powers operating the skip steer



Will work for donuts...PFFA members hard at it



Break time for Lance



What it was....October 2018: note the original field boundary. We've lost our footprint

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	24	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

San Diego Scale Staffel Outdoor Schedule 2019				
Mo	Day			CD
Feb	16-17	Flying Aces Club	Perris	J. Hutchison
June	8-9	Flying Aces Club	Perris	J. Hutchison
Sep	21-22	Flying Aces Club	Perris	J. Hutchison

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 fts), Greve/Thompson Race combined	Perris	Roger Willis



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.