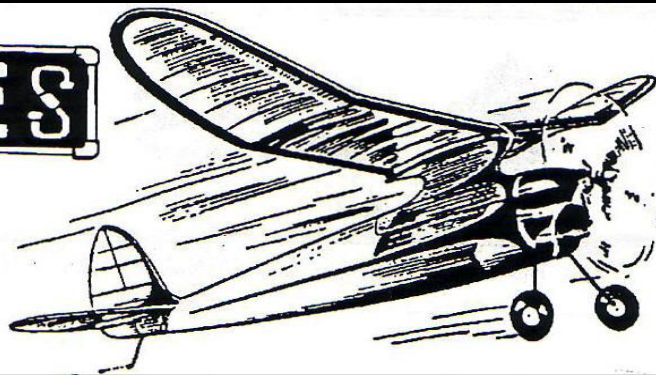


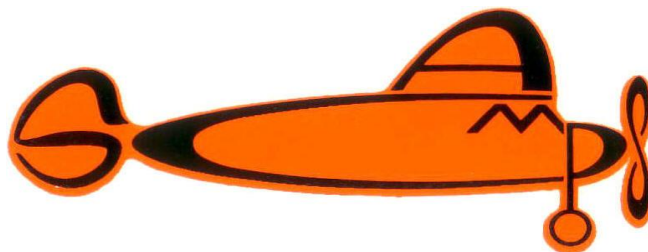
GAS LINES

June 2021



S.A.M. Chapter 13

AMA Charter #158

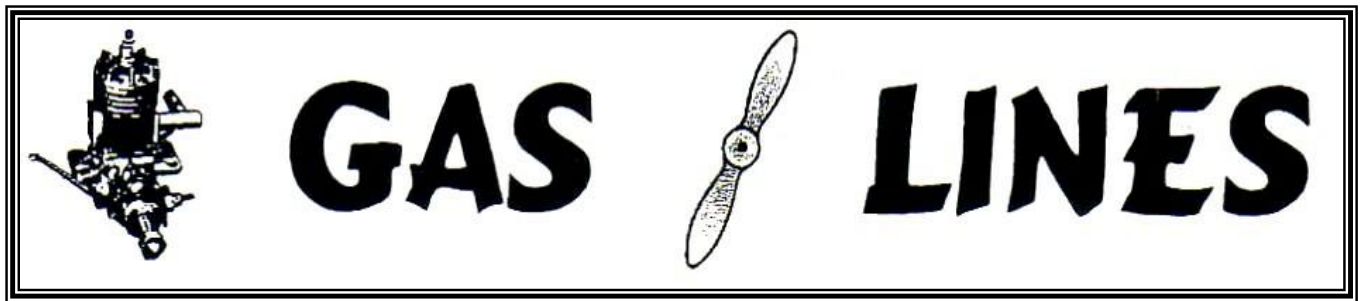


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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Lance Powers
1207 Trinidad Circle
Placentia, CA 92870



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

SCAMPS Club Officials

President	Bernie Crowe	(858) 204-7987	bcrowe42@gmail.com
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SCAMPS 2021 Donut Schedule

Mo	Day	Responsibility	Mo	Day	Responsibility
Jan	6	Clint Brooks	July	7	Jack Guiso
Jan	13	Don Chapton	July	14	Brian Sutton
Jan	20	Hal Cover	July	21	Jane Cover
Jan	27	Bernie Crowe	July	28	Pat McMillan
Feb	3	Richard Brooks	Aug	4	Ray Peel
Feb	10	Eugene Drake	Aug	11	Randy Wisley
Feb	17	Gary Barton	Aug	18	Fernando Ramos
Feb	24	Jack Guiso	Aug	25	Phil Ronney
Mar	3	Brian Sutton	Sep	1	Gary Vogt
Mar	10	Jane Cover	Sep	8	George Walter
Mar	17	Pat McMillan	Sep	15	Linda Wisley
Mar	24	Ray Peel	Sep	22	Roger Willis
Mar	31	Randy Wisley	Sep	29	Clint Brooks
Apr	7	Fernando Ramos	Oct	6	Don Chapton
Apr	14	Phil Ronney	Oct	13	Hal Cover
Apr	21	Gary Vogt	Oct	20	Bernie Crowe
Apr	28	George Walter	Oct	27	Richard Brooks
May	5	Linda Wisley	Nov	3	Eugene Drake
May	12	Roger Willis	Nov	10	Brian Sutton
May	19	Clint Brooks	Nov	17	Jane Cover
May	26	Don Chapton	Nov	24	Ray Peel
June	2	Hal Cover	Dec	1	Bernie Crowe
June	9	Bernie Crowe	Dec	8	Hal Cover 2
June	16	Richard Brooks	Dec	15	Gary Barton
June	23	Eugene Drake	Dec	22	Pat McMillan
June	30	Gary Barton	Dec	29	Ray Peel

SCAMPS Club meetings are going to resume starting in June/July. We are looking for hosts-please contact Bernie Crowe or Lance Powers about hosting a club meeting one of the months remaining in 2021.



Donut Schedule Coordinator is Jane Cover (909) 851-2075

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

President's Corner- June 2021

by Bernie Crowe

- OK guys and gals, your club officers met May 19 and decided it is now safe enough to gather indoors, so we are kicking off our (once) regular monthly club meetings. Unlike our buddies from the OASIS FAC club, we don't have the privilege of a nearby community center in which to meet, so instead we have historically met in the homes of other club members. John Powers has graciously offered to host the first of these post-COVID era meetings at noon on Saturday July 17 at his home in Tustin. Thanks John. We are looking for volunteers to host the subsequent club meetings, probably to be held monthly through November. In the past, the host has kindly provided a light lunch for the meeting, though that is not a requirement. Attendees typically number 10 to 20, and meetings usually run from noon to three o'clock. If you feel you can host a meeting like this, please contact me (858-204-7987) or Lance Powers (714-307-3040).



- And on that note, let us know what you would like to see and hear at the club meetings. It may be show-and-tell demos on how to carve a prop, make up rubber motors, or whatever interests you. It might be a presentation on some construction project, or way of improving your flying skills. Let us know what YOU would like see at these meetings and we'll dial it in.

SCAMPS NEWS

by Clint Brooks

May is coming and going fast! The best news in months for us is the fact the north side of the flying field has been plowed and spread out to match the earlier flattened areas. No more giant tumbleweeds and other bone dry heavy brush-you can see all the way to San Jacinto Road again! It's soft to walk on, but I'll take that over what was there before. We can probably look at three minute maxes again without too much trepidation.

We continue to see lots of turnout on Wednesdays and also on Sundays when the SDO team puts on their monthly contest. SDO has great participation in HLG and CLG, plus P-30 and Coupe. SCAMPS seem to have more turnout for gas and electric events, plus the OT and emerging Vintage Wakefield rubber interests. The Oasis group is out just as much as the rest of the other club members, and the focus is on scale and Jimmy Allen. So what does this seem to indicate? Any chance we could do some cool cross discipline contests at Perris? We have a large body of participants, but little glue between them aside from their own club pursuits.



Should we be putting together a contest/steering committee for the Perris site, shared between the three main free flight clubs using the field? Yes/No/Don't care? Let club leaders know how you feel about this if it gets your attention.

June Safety Report

by Randy Wisely

Hydration is your friend!

At the Oasis Squadron contest a short time ago my bride and I entered three events. Nine flights don't sound like a lot, but it is. Couple that with one of the first warm days of Summer and you have a recipe for disaster. As the morning flew by, I didn't feel thirsty, just a bit tuckered. I failed to drink enough fluids and it rapidly caught up with me. Had Rodger Willis' wife not recognized what was happening and got me down and drinking water, it could have been much worse; lesson learned!

Guys bring water with you and drink it! Gatorade is even better. It took me two weeks to bounce back from this day. No one wants to admit we ain't as young as we used to be but it's true. Let's do all we can to stay healthy. After all, its always better to be looking down at the daisy's then up at the roots!

April SCAMPS Club Contest Report

by Clint Brooks

Better late than never.

Better never than late?

That appeared to be the way it went for the April SCAMPS contest. The original schedule date was moved by one week, and we dutifully reported for business on the Wednesday the 21st. It was not to be; drift was marginal for flying (although it was noted as perfect flying conditions for a contest in the UK), with a fairly steady 5-8 MPH out of the south that was pushing toward the dreadful weeded no-mans land and San Jacinto road. This problem was enough to turn almost all the fliers off for setting up to fly, and instead we tried to wait it out until around 10 am for a hoped for wind direction change and a lull. When it became obvious this wasn't going to be, I declared the contest delayed until the following Wednesday the 28th.

The 28th dawned with low broken cloud cover and a bit less drift. It was more of what we hoped for, and with the Oasis flyers and SCAMPS on the field, we set about to run the contest. We had six events planned; E-20, E-36, Perris Special, Andrade Rubber, Old Time Sport Glow and P-30.

Bernie had announced in an email prior to the contest any rubber powered model within the wing area parameters and using no more than the maximum motor weight allowed under the Andrade Rubber event were welcome to enter. This created a minor stampede of fliers signing up their Jimmy Allen designs, one Dyna-Moe and a handful of purpose built Andrade contenders for a total of eight entries. We haven't seen this many sign-ups in quite awhile, and it was a pleasing development. E-20 and P-30 sign-ups were three in each event, and it fell off from there, with no entries at all for OT Sport Glow and only one for Perris Special, although two airplanes were on the field. Ray Peel flew his a few times, but didn't enter any flight times on the score sheet.


I notice a lot of the *Tail Firster* P-30 designs are being flown, and they are doing quite well in the performance department. I didn't start flying my *Boomer* P-30 until the others had flown and I had flunked out of the Andrade tests. My two P-30 maxes and token flight during the 20 MPH bluster that started later was still not enough to beat the TF flown by Brian Sutton. Linda Wisley also put her TF up for some good flights to finish third.


E-20 is becoming a must-do for some of the SCAMPS, bordering on the same fervor we see with E-36. David Wade was putting up impressive rounds with his all sheet balsa prototype *e-Late*, taking first place, followed by another Wisley backward flying design designated *McCann-Ard E-20*. Champion of the SCAMPS E-20 movement Bernie Crowe chased down third with his *Mini-e* design.

All the hoo-haw was happening with the Andrade fliers. My normally swell *Super 'Y'* P-30 with a folding prop was not having a good time during the power burst. I chose to run a 10 gram motor out of laziness, knowing the model was trimmed for 13 grams and higher torque than the 10 gram version. I spent three flights power stalling to my puzzlement, and attribute it to expecting a strong vertical climb when there was not enough power to pull through the steepest part of the climb. At least that's my excuse-I need to revisit the model and determine why it was having trouble in the power burst phase.

David Wade clobbered the rest of us with his own *Perrisite* Andrade design. Nice job David! Oasis flier Pat McMillan took second and yours truly managed third even with all the problems.

Most of the flying was done by 10-ish as winds were expected to pick-up later in the morning. And true to form, a 20 MPH wall came crashing in on schedule from the west around 10:30, pushing everyone to pack up and head out. Hey-at least we finished before the end of April!

 SCAMPS P-30 Club Contest Date: 4/28/2021									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Brian Sutton	Tail Firster	110	105	120			335	1
2	Linda Wisley	Tail Firster	120	71	80			271	3
3	Clint Brooks	Boomer	120	120	54			294	2

 SCAMPS E-36 Club Contest Date: 4/28/2021									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	Fugette							DNF
2	Linda Wisley	T.T.F.N.	65	101				166	1

**SCAMPS Andrade Rubber Club Contest Date: 4/28/2021**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Roger Willis	Black Bullit	25					25	7
2	Rick Ouellette	B.A. Cabin	50	55	66			171	5
3	Pat McMillan	Saphair	94	120	100			314	2
4	Bernie Crowe	No-Name							DNF
5	Brian Sutton	Dyna-Moe	115	81	83			279	4
6	David Wade	Perrisite	120	94	120			334	1
7	Fernando Ramos	Sparky	40					40	6
8	Clint Brooks	Super 'Y'	112	87	81			281	3

**SCAMPS Electric E-20 Club Contest Date: 4/28/2021**

	NAME	MODEL	Round 1	Round 2	Round 3	FO-1	FO-2	SCORE	PLACE
1	Bernie Crowe	Mini-e	28	60	90			178	3
2	Linda Wrisley	McCann-ard E-20	62	97	75			234	2
3	David Wade	eLate	77	86	90			253	1

**SCAMPS Perris Special Club Contest Date: 4/28/2021**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ray Peel	P.S.							DNF

**SCAMPS Old Time Sport Glow Club Contest Date: 4/28/2021**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
	No Entries								

In da Woiks

A few of the in-process models from the past few months have made recent debuts on the flight line since early May. Here is my rebuilt and recovered *Pujtas* A-1 glider I'm planning to use for bungee launch. It has a new Tatone tick-off D/T timer which is nice, but it really needs to activate when the model comes off the towline. Aside from allowing the timer to start at a more appropriate moment, it would save the model from the idiot operator who has more than once forgotten to start the timer as the model is released on tow. This was the case on my last flight of the test session, which had been going well and the model was seemingly trimmed. At least I realized my mistake as I released, and of course the model hooked into a nice thermal-the only one it found all morning. It circled nicely and was on a brisk climb-out to around 400 feet, heading toward Hemet. I was making tracks for my truck to try and get under it for as long as I could, but realized the folly of this move and instead turned around to watch in resignation as it continued eastward. After watching for about 30 seconds, it became apparent the model might actually be coming down. This was about two minutes into the flight, and my hopes soared I might actually get it back. Quickly I began walking toward the area it would likely touch down, and was pleased to see a series of shallow stalls starting. Normally this would be a disappointment for a trimming session, but now it was a godsend.



Anxiously, I watched as the model came to ground about 400 yards out, and knew the world was good again.

Here is Bernie sporting his recently completed XL-56 Nostalgia Wakefield model. Beautiful workmanship coupled with beautiful model lines make this a sure winner. So far, the trimming seems to be going well, although the first flight revealed the careful soldering on the front end had come adrift on the first low power attempt. Bernie did a temporary fix with CA and continued with low power explorations, which went well. Recent flights showed it wanting to go straight out under higher power, so it's an on-going saga to train it.



Great picture of Bernie too!

Club contest report May 17 2021

by Bernie Crowe

It started out breezier than predicted and blowing to the SW, and pretty soon changed to NE and “freshened” even more. Turnout was pretty good, so much so that Clint, our *Maitre d’Onuts* figured 1-1/2 doz wasn’t going to hack it and left immediately to supplement his stock! Events for the day were OT Small Rubber, AMA Gas and Electric (comb), Nostalgia Rubber/Wakefield, and Electric Nostalgia.

We had a surprise contestant in Pete Coker whom we don’t see often, and Pete got the adrenaline flowing with an early flight of his OS 15 powered *Texan*. The plane screamed vertically into the murk to collective *oohs and ahs* from the crowd, but these turned to *uh-ohs* pretty soon when the engine didn’t quit. Though we couldn’t see it, it was obviously going faster and faster and then we could hear the wings fluttering. There was a bang, and pretty soon the plane, without wings, came hurtling down out of the clouds under power and impacted the drainage channel. Sometime later first one, then the other half wing came fluttering down. Pete said he fumbled the timer start switch and took all the blame, but his plane was pretty much toast.


As usual the OT Small Rubber event was the popular one with six entries. Brian Sutton had his Jimmy Allen *BA Cabin* flying well and scored 206, and then went out and put up a 252 with his *Dyna Moe* to take second and third places! The rest of the field was flying *Gollywocks* or derivatives, with Fernando Ramos and George Walter getting a 54 and a 59 respectively on their first flights but electing not to fly again. Linda Wrisley’s *Jabberwock* rewarded her with a max for her first, but the plane landed almost at San Jacinto and discretion stopped her making any more flights. David Wade had his ‘Wock in fine shape and put up two maxes and a 98 to take the win handily.


AMA Gas/Electric saw Ron Thomas and Ray Peel represent the internal combustion crew, with Clint Brooks flying his own design *Super ‘J’* for the wired side. All three maxed their first flights and on the next Clint maxed again while Ron dropped one second and Ray dropped four. Ray decided to call it quits, while Ron and Clint pressed on. Both dropped a few seconds but when the totals were made Clint had beaten Ron by just two seconds to take the win! Clint said his plane was off trim and so he flew again trying to find the problem. He had seen a crack in the fuselage near the rear of the pylon and thought he had it fixed, but on this last test flight it let go resulting in a spectacular mid-air disintegration.

Electric Nostalgia had three entries: Hal Cover with his big *Eureka* model, Clint flying his trusty *Ramrod*, and Randy Wrisley with his electric *T-Bird*. Randy maxed the first flight but found the recovery too much and did not fly again. Clint and Hal maxed their first flights too but Clint uncharacteristically dropped his second due to poor air. Hal maxed out and put up a 73 for his fly-off flight to take the win. Hal has been trying to improve his launch technique with the *Eureka* and wanted to see if it could be launched vertically. He had helper Hulan Mathies launch for him so he could observe the climb-out, and it was near-perfect. Hal says he gets a significant height gain with this launch and will be using it in the future. We’d better watch out, ‘cos he took the win this day using the old launch method!

Nostalgia Rubber/Wake was supposed to have a field of five or even six entries, but Murphy showed up with his usual tricks. Fernando flew his Boxall a week before and decided to fly his Ted Evans

Jaguar instead. However, on a prep test flight the day before the contest he broke the prop and was unable to compete. Carl Redlin planned to be there but did not show up on the day. I was going to fly my newly-finished *Cisek XL-56* but on the day the prop mechanism was not working properly and I had to scratch it. We finished up with a field of just two: George Walter flying his old but trusty '55 *Bilgri*, and me flying Bob White's old *Torontonian*. We were flying to Cat III rules, a two-minute max which is an insult to these big planes. I made the max on my first flight but on the second the prop fell out of the fuselage and pulled the plane down fast for a measly 94. The motor was an old Bob White motor and I guess it had stretched enough that it couldn't hold the nose block in. Bob never used hooks (extra weight: ugh!) to hold the nose block, but he would have discarded the motor long before this. George got flying and put up two solid maxes, but on the second his plane went across San Jacinto Ave and after recovery he was out of time. I launched my third flight into very strong lift and the plane was soon high and out of sight. I thought I had a short DT fuse (yep, fuse! Bob again) but my Pyxis tracker said the plane it was 739 meters away which was certainly across San Jacinto. Lance and I took my car down to the road and were greeted by David Wade carrying both my plane and Georges Bilgri! SCAMPS Master Retriever!

 SCAMPS Electric Nostalgia Club Contest Date: 5-19-21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Clint Brooks	Ramrod	120	99	120			339	2
2	Hal Cover	Eureka	120	120	120	73		433	1
3	Randy Wisley	T-Bird	120	dnf				120	3

 SCAMPS OT Small Rubber-Combined Club Contest Date: 5-19-21									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Brian Sutton	BA Cabin	70	72	64			206	3
2	Brian Sutton	Dyna Moe	72	93	87			252	2
3	Davis Wade	Gollywock	120	120	98			338	1
4	Linda Wisley	Jabberwock	120	dnf				120	4
5	George Walter	Gollywock	58					58	5
6	Fernado Ramos	Gollywock	54					54	6



SCAMPS Nos Wakefield/Nos Rubber-Combined Club Contest Date: 5-19-21

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	XL-56	dnf						
2	George Walter	1955 Bilgri	120	120	dnf			240	2
3	Bernie Crowe	Torontonian	120	94	120			334	1
4	Fernando Ramos	Ted Evans Jaguar	dnf						



SCAMPS AMA Gas and Electric-Combined Club Contest Date: 5-19-21

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Clint Brooks	Super 'J'	120	120	114			354	1
2	Ron Thomas	Astrostar	120	119	113			352	2
3	Ray Peel	Tartar	120	116	dnf			236	3

From the X-Files

Before we had the X-Files television series, we had the occasional newspaper and magazine reports of airborne phenomenon that could not be explained. This was in the period of our history when there were frequent sightings and special interest groups were formed to explore reports of UFO's outside of official government agencies.

Going back to the 1970's, there were sightings of a boomerang shaped flying object in Southern California in broad daylight. It was fairly small and completely silent in flight and was reported by multiple witnesses and investigated by the "UFO Research Institute." Herewith, the article as it appeared in what appears to be a company newsletter publication.

As it turns out, the alien in control of this highly advanced flying object was none other than our own Hal Cover. In a moment of madness in his model airplane career, he designed and built an R/C flying wing glider, which was published in Flying Models November 1972 issue. This article

by The Phantom

Newbury Park's Mysterious UFO

G/C/S Management Club members attending the group's dinner meeting last month heard a thorough exposition on the subject of "flying saucers" and "UFO" phenomena presented by Stanton T. Friedman. The nuclear physicist told his audience: "I am convinced, after 13 years of study and investigation, that the earth is being visited by intelligently controlled vehicles whose origin is off the earth."

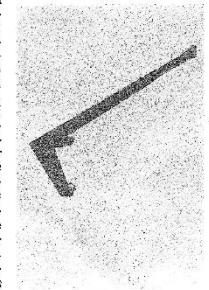
The following article offers LINK readers a seemingly plausible explanation for a recent reported local UFO sighting, which incidentally led to Friedman's presentation before the Management Club.

The following item appeared recently in the "Letters" column of the Consejo News Chronicle:

"At about 10 p.m., Wednesday, May 18, two witnesses in Newbury Park, west of Thousand Oaks, both observed an unidentified flying object moving from east to west and directly overhead. One of the witnesses, himself a licensed private pilot, described the object as roughly in the shape of a boomerang flying quite rapidly, without any sound, no running lights, a shimmering near the surface, and roughly the size of a DC-9 wing at an altitude of about 1800 feet. As the director of the UFO Research Institute I would be most grateful if any of your readers who might have observed this object or any other non-light-in-the-sky UFO would send in a report; the address is UFO Research Insti-

tute, FOB 941, Lawndale, CA. 90220. (All witness identities will be protected.)"

Does the picture below look like the UFO sighting reported?



G/C/S engineer Hal Cover thinks it just might be. Hal, last featured in LINK two years ago for his trophy-winning hobby of building and flying authentic, free-flight (non-radio-controlled) model airplanes, is now perfecting a radio-controlled thermal soaring glider of his own design. Weighing only 18 ounces, the glider features a light-reflecting chrome mylar strip on the leading edge of the 10-foot sweepback wing span. Using the two channel radio controls, Hal can fly the glider at speeds from 10 to 30 mph, depending on the trim and thermal weather conditions.

On the evening in question,

STOCK QUOTE

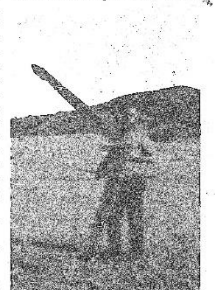
Employees acquiring Lifton stock through the Company purchase plan paid \$11.82 a share for July. Average price for the month was \$13.78, with the Company contributing the \$2.78 difference.

he was flying his invention in an open field in the Portrero Hills area and estimates the glider was making an east to west pass over the nearby houses at an altitude of from 350 to 400 feet. But he quit flying about 8:30 that evening when he could no longer clearly see the light reflected from the glider's leading edge.

Alerted to the letter in the paper by G/C/S Al Curral, Hal sent a Royfax copy of one of the boomerang-shaped in-flight pictures he had previously taken to Stanton T. Friedman, the writer of the letter. This got Hal a prompt phone call from Friedman, a Redondo Beach nuclear physicist who doubles as director of the UFO Research Institute.

"He asked me if I had taken the picture that day," Hal said. "When I said no, that really threw him." Hal then explained about the glider, and the two generally agreed that possibly it was the sighting reported. "The sighting was reported by a couple who may well have been somewhat preoccupied," Hal says, accounting for the time difference.

The inventive G/C/S engineer is shown below with his glider, believed to be Newbury Park's mysterious UFO.

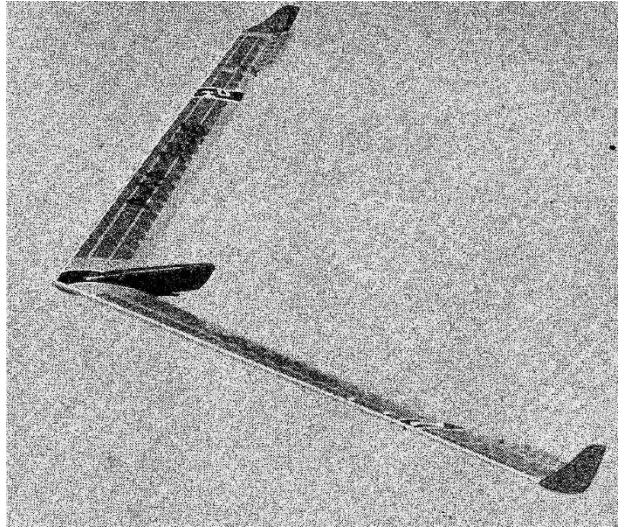


Author of several previous articles for model plane magazines, Hal Cover has submitted a technical article scheduled for publication soon describing his glider's development and flight performance. But he says the article doesn't emphasize the glider's UFO characteristics.

includes the prelude to the UFO sightings this model generated when it was witnessed in flight by unknowing observers.

Although an excellent radio-controlled soaring machine, it was very hard to slow down and land, and would become trapped in lift which was difficult to escape without a spoiler or airbrake system on board to create enough aerodynamic drag.

Eventually this led to the loss of the model as a fly-away in strong lift. Where have we seen this before? It can happen even with the basic control functions as part of the aircraft configuration. Alas, Hal never developed a spoiler system or built another. Is it time to re-create history?



No Easy Days!

By Bernie Crowe

Following some satisfying flights at our club contest Wednesday, I decided to fly Bob White's Torontonion Nostalgia Wakefield in the Orbiteers contest the following Sunday. The plane was flying well so I looked forward to a stress-free day of flying with my friends from San Diego. It was a gorgeous day, clear blue skies and very little wind. I got set up early but decided to wait for better air as the temps went up.

Randy Secor timed my first flight, and I was unhappy when the plane climbed to the left, not the right. But it got good altitude, and I thought it would max. The prop folded and something fell off; it was one of the prop blades! My heart sank; not only would this ruin the glide, but the flight was disqualified because a piece had come off. Worse yet, I would lose the prop blade and would never be able to reproduce Bob's superb workmanship. Immediately, San Valeers president Guy Menanno yelled "I'll keep my eyes on the blade, you guys track the plane." I couldn't see anything, but Guy tracked it to the ground and gave Randy an exact line to where it had landed, and an estimate of how far out it was. It took Randy and I, with David Wade helping, quite a while to find it but it was exactly where Guy said it was!

It was clear why the blade came off; the nut securing the blade had gone. Bob White used to thread the tips of the piano wire prop hangers and secure the blade with a small, 1-72 or 0-80 nut. I thought here's no way to repair this at the field, but Dave Wade came over with a pack of 1-72 nuts and I was back in business. This guy has everything! I carefully checked the plane and all seemed OK so I launched with Mike Pykelny timing for me. The plane again seemed to want to go left in the climb, but eventually settled into a reasonable but steep glide. I could see it was marginal, and indeed it landed with 2:05 on the clock. Squeaked one in! I trudged across the field ("trudge" is my fast retrieval pace) and picked the plane up. The left rudder (it's a twin-fin, of course) was lying flat on top of the stab, hanging on by a thread! How it didn't come off in flight and get lost I don't know. Another near-death experience!

I hot-stuffed the rudder back in place and wound for another flight. It was getting pretty warm by this time and the thermals were popping. I wasn't even looking for lift, but when I let go the plane it leapt upwards and went into a near-vertical left climb. The thermal tossed it around and it eventually hung on the prop for an agonizing moment before flipping on its back and coming straight down under power. It hit hard, and I figured the whole plane was a goner, but amazingly the only thing broken was the prop; the blades were in

pieces and the prop shaft was bent. At this point I decided someone was trying to tell me something. Besides, I had no more planes to fly! Not one of my better day's flying...

2021 Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

SCAMPS Monthly Club & Sanctioned Contest Schedule 2021 V 1.0					
Mo	Day	Rubber	Power	Electric	CD
Jan	13	P30	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Feb	17	OT Small Rubber (comb)	Nostalgia all Combined	E Nostalgia	C. Brooks
Mar	TBD	SCAMPS 13th Annual Taibi Contest-Perris			cancelled
Mar	17	OT Large Rubber + Bungee-launch glider	Golden Age Small & Large	AMA Electric	B. Crowe
ATTENTION!! The date of the next SCAMPS club contest has been changed to April 28					
Apr	28	P30 + Small Open Rubber (Andrade)	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Apr	10 & 11	SCAMPS/SCIF Texaco-Lost Hills			D. Heinrich
May	12	Nos Rubber/Nos Wakefield	AMA Gas & E Combined	E Nostalgia	B. Crowe
Jun	16	Gollywock Mass Launch + OT Small Rubber (comb)	Golden Age Small & Large	AMA Electric	TBD
Jul	14	Coupe (F1G) + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Aug	11	OT Large Rubber (comb)	AMA Gas & E Combined	E Nostalgia	
Sep	TBD	Lotto/Twin Pusher-Perris			H. Cover
Sep	15	Classic Coupe	Golden Age Small & Large	E36	
Oct	13	OT Small Rubber + Bungee-launch glider	Perris Special, OTSG Sm/Lg	E20	B. Crowe
Oct	TBD	SCAMPS/San Valeers Annual??	Lost Hills		
Nov	10	P-30 + Small Open Rubber (Andrade)	AMA Gas & E Combined	E Nostalgia	C. Brooks
Dec	8	OT Large Rubber (comb)	Nostalgia all Combined	AMA Electric	

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2021					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	24	P-30 (1/31 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	21	Coupe (2/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	21	OT/Nostalgia rubber (3/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	18	P-30 Oldenkamp Mem. (4/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	15-16	SDO/FGMC FF Bonanza-Lost Hills			
May	30	Coupe	Any-Gas or Electric	Any	Mike Pykelny
June	13	OT/Nostalgia rubber (6/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
July		No Contest Planned			
Aug		No Contest Planned			
Sep	19	P-30 (9/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	17	Coupe (10/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	21	OT/Nostalgia rubber (11/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	19	Make-up events (12/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny



Note to guests interested in observing or flying free flight models at Perris:

The usual time to catch us in the act is in the morning. Most Saturday mornings are when people come out to test fly or tune up their models and skills, and just have a good time. You can observe the Southern California Aero Team (SCAT) FAI rubber and glider flyers along with with others flying a range of model types-mostly endurance rubber powered and electric or gas powered. Scale free flight models are flown when the San Diego Scale Staffel has their FAC contests-check their website for schedules. These are typically conducted over two day periods to get in all the event categories normally flown. Flying usually starts 7-ish and ends late morning depending on winds. There is a larger group that flies on Wednesday as well if you would rather make a mid-week trip. 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.