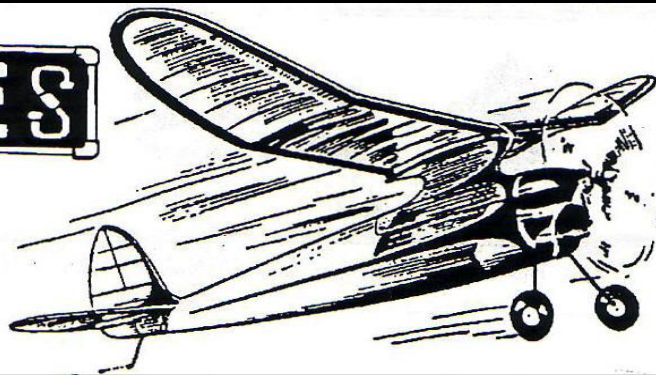


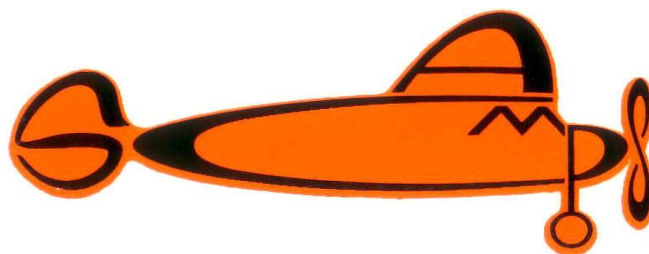
GAS LINES

December 2021



S.A.M. Chapter 13

AMA Charter #158

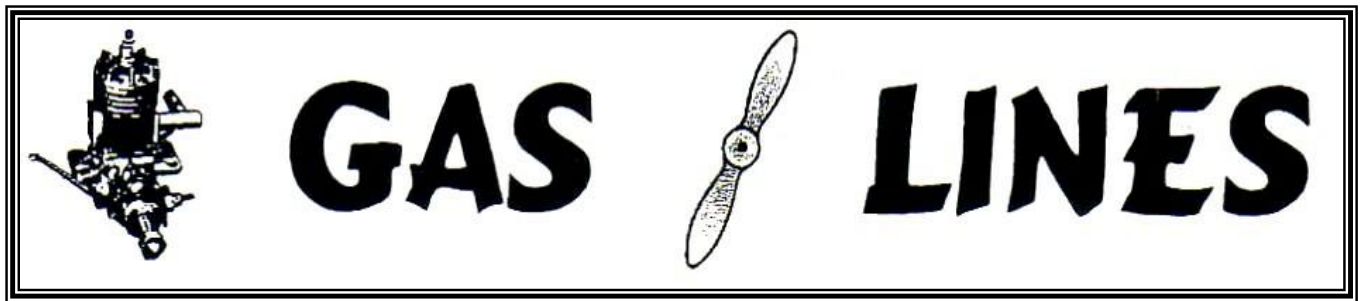


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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

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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

No December SCAMPS meeting is planned as of this writing of the newsletter. If something is planned an email notification will be sent to all members on the current roster.

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- December 2021

by Bernie Crowe

Looks like I'm headed back for crutches again after 20-some years, to get my right knee cleaned out December 14 just in time for Christmas! I hyperextended the knee sometime in July, and have been walking around on a torn meniscus and strained ligaments since then. After X-rays and an



MRI, it has been decided that there's something wrong in there that needs fixing! Shouldn't keep me off the field though!

Our **November Club meeting** was at the home of Jack and Patricia Guiso in Lake Forest on November 20 at noon. I did not make it, so Lance has a report on the event elsewhere in this issue. Our quickest way from Temecula to the coast is SR 74 from Lake Elsinore over the mountain. There's construction work going on, so I checked with AAA and CHP to make sure the road was open, and we set off at 10:30. 14 miles along the winding mountain road we came to a barrier announcing the road was closed all weekend! Grumbling, I retraced our route and eventually set off north on the 15, only to find the traffic moving at 15 to 20 mph. By 12:45 we were still only at Dos Lagos so we quit and had lunch there. Bummer! Sounds like I missed a good meeting too. My apologies to Jack and Patricia.

Here are the November meeting notes from Lance:

Jack and Patricia Guiso welcomed a few SCAMPS'ers (Hal Cover, Randy Secor, Fernando Ramos, George Walter, David Wade, Clint Brooks, Ray Peel and Joe Jones) to their lovely home in Lake Forest for lunch and a chat. Joe Jones brought some of the last remaining items from Allan Arnold's free flight collection. Clint brought some plans from another collection. The early part of the meeting was spent in Jack's garage looking at his assortment of model aircraft. We then adjourned to the patio to eat lunch and swap stories. I presented a certificate signed by the SCAMPS officers to Joe Jones for the effort he put into to finding good homes for Allan Arnold's stuff. I was able to get all attending to sign a card for long-time Scamps member Ted Firster in sympathy for the recent passing of his wife Sondra.

Editor notes:

An altogether pleasant and small group attended. Jack and Patricia were very gracious hosts and we thank them for their consideration to have the meeting. To augment the flavor of the moment, a low rumbling from the south was heard at one point, and we all stopped talking to observe the low, slow and majestic flight of a Grumman Albatross seaplane heading east about a mile from where we stood. Such a rarity to see something like this anymore, and it had quite the effect on the nostalgia nerves to see it go by. Thanks again for hosting this activity! -CB

SCAMPS NEWS

By Clint Brooks

Well, here we are, down to the end of 2021. Luckily, all of us have fared well during the COVID hardship. Our flying field remained in good shape throughout the season, in spite of the occasional trash heaps. Our past efforts to groom the area obviously helped, and probably the drought conditions did the rest to keep the larger bushy things from taking over the area. I only lost one model this year to the norther fringe, and that's because it was a small HLG that did it's best to ditch me.

One of the things I'm personally interested in now is focusing on improving our contest planning and execution strategies. I'll probably be working with Bernie and a few others to plan the schedule for 2022 and add some more structure to it to gain more interest from the community flying at Perris. We have a good size group most weeks, and it seems like there is a higher potential for better contests in front of us.

I would also like to offer the newsletter position to someone in the club. I've been doing it for quite awhile now, and would like to take a break and do other things besides the newsletter. If you feel compelled to do something like this for the club, talk to Bernie or myself for a transition plan. You will need to have basic computer skills and MS Word or something equivalent to generate the newsletter each month. It's not terribly hard to do, just requires a time-out each month to put it together.

And in other news.....

SDSU Aeronautical Engineering students get a taste of Free Flight *by Clint Brooks*

Instead of heading to Perris CA for the usual Wednesday morning free flight session, I headed toward San Diego on a mission to support the SDSU AE123 class effort to learn the nature of basic aeronautics using AMA Alpha simple stick models. Professor and noted local aviation author Gary Fogel along with Ross Jahnke had worked with Tim Batiuk to get community volunteers from the SoCal Free Flight organizations to mentor with the SDSU students as they worked their class projects. This consists of two projects, the first an introductory phase using the simple rubber powered AMA Alpha, and a second phase using a more advanced design called the AE24. In theory, the students get a taste of flying the Alpha design, and then move into building the more advanced AE24 which allows the students to do whatever they want as a rubber powered concept limited to a 24-inch wingspan. The key element is working in teams to solve problems and learn the concepts we are all so ingrained with as experienced free flight modelers.

The field practice day for the Alpha's was October 6th. The weather looked good on the drive down from Long Beach-I didn't see much evidence of the usual onshore air flow developing as the day was mostly overcast and calm. I was skeptical that the 1 PM start of the session would also coincide with the wind development, but I kept my fingers crossed we would get a good session.

Upon arrival, I met up with Don and Arline Bartick, also mentoring with the group and we made our way to the SDSU soccer field. Of course, as soon as we started the trek the wind began to show, but

there we were. The soccer field was of course large, and surrounded by campus building structures and foliage. Wind was probably 3-4 MPH and turbulating over all the obstructions. It was going to be tough to trim these models with a group of people who had not a shred of an idea about what to do or look for. It would be interesting.

Soon, students began to show up, some with assembled airplanes, others with the models still in the kit box as received. For most, they didn't open the boxes until they were on the field, and were soon engrossed in trying to understand the assembly, and most of all, what the heck to do with the length of FAI rubber stock included. The rubber motor questions and resolutions took up a good portion of the class time but the mentors eventually got them all sorted out and motors on models.

Ronnie Espolt kicked off the session by giving a demo with a Sky Bunny type of model, and then quickly briefed the gang on what to be looking for in the flight and how to launch the models. After that, things started to get wild as students learned how to wind, launch and make adjustments for CG. Some decent flights were observed right off, along with a lot that were clearly overpowered to start and suffered structural damage. None of the students had repair materials with them. I had brought a box of repair materials, and a small amount of 3/32 rubber which turned out to be what was included in the Alpha kits. No motor lube was being used, and soon the rubber motors started to break down and needing repair. I observed the main failure mode of the Alpha is at the front end of the stabilizer slot which would allow the upper portion of the motor stick to split off in a cartwheel landing or other shock load which the small cross section could not handle. I put my CA to use over and over fixing tails. Another issue was the weakness of the foam wing panels which tended to buckle in the wind as the students held them up for launch. A lot of tape began to appear across wing upper surfaces to help resist the downward failure mode these wings developed. Other than that, most of them flew well with the exception almost all need to be reassembled after each flight due to the wings coming free of the clip when landing and fins falling off consistently.

In reality, the wind made it nearly impossible to observe the effect of trim changes. The main challenge was to get the wing into the right location that resulted in a mostly even climb and a modest glide pattern. The fine art of rubber flying techniques are still in need of development, and hopefully the curiosity hook is in most of them now to get up to speed for the next phase that is coming up fast on November 17th. We will return and help with the planned waves of mass launches of the various creations-it should be very interesting indeed.

For me, it was the biggest crowd of people asking questions about rubber powered models I have ever experienced. It was overwhelming to try and get to each student, so the ones that appeared to be getting the concept I left alone and went after the ones who still seemed befuddled about what to do. Unfortunately, there was not enough time to give them all the attention required, but I think they were still happy to be involved with their friends and having a good time. There were a few I think who will eat this up, and I would love to get them into a P-30 session to see where their enthusiasm goes. For all of them, I'm sure this was the first exposure to model flying they ever had. I saw only smiles, no frowns.

Many thanks to Tim Batuik, Don and Arline Bartick, Mike Pykelney, Linda Piazza and Ronnie Espolt for getting this fresh crew of future engineers and aviators off the ground. And to Professor

Gary Fogel who has the vision to see the need for hands on experiences like this for the future confidence in development of these young people.

Part Deux-November 17th, 2021



The second phase of the AE123 class build and flying session took place on a fairly calm Wed afternoon. Arriving early, I made my way to the soccer field armed with a box of FAI 3/32 rubber and scissors. No repair materials this time-the students were supposed to be on top of it for this phase.

Some Guillow's *Arrow* and *Lancer* models had been constructed by a few teams already on the field trying to get things in order for their mass launch attempts. Some other step-up designs were also evident, but I didn't recognize them. Quite a few of the *AMA Alpha's* were still being deployed.

The stick and tissue build obviously presented challenges to these newbie flyers. Covering jobs were crude but acceptable. The severe warps most displayed were not, but they had already noticed problems with trim and were very anxious to learn what might be the problems affecting their success. Free flight keeps us all humble, and this was another taste of it for them. Lessons of the day were observing wings from rear to front, discussing the effect of tip washin on one side and not the other, severely warped vertical fins and how that contributes to the flight characteristics. Warped stabs, lack of down or side thrust, lack of incidence, etc. Also, the need for a freewheeling prop as most now flyers seemed focused on getting a high-power flight on a tightly stretched motor that locked the prop at the end of the run. And what happens then...you get the picture.

Team mass launches began at 1 PM. Ten teams at a time stepped to the line, Professor Fogel did his countdown to launch, and the rest of us tried to keep an eye on the five most likely high time fliers. I started a time on the group at launch, and then tried to stop at the last one down. Other mentors were doing the same, but it was fairly hard to get anything accurate out of the process. So eventually we just kept an eye on things for the best fliers in each grouping.

As you might expect, it was a hoot for everyone to have the mass launches. The *Alpha's* continued to show their propensity to shed flying surfaces in the air. Some of the stick and tissue models put up some short but reasonable flights. One of the more advanced stick and tissue jobs actually circled up and found some air, the motor depleted and an excellent freewheel was exhibited, which helped the model to achieve one of the longest flights of the day. Lots of ooh's and aaaah's accompanied this one as the bar was set for the rest that followed. A few made similar flights so there was a pretty good distribution of performance demonstrated this day.

The class session ended with the show being thrown over to the FF club mentors to demo things we had brought. Tim Bautuik had brought a 12-inch CLG with him, having spent hours trimming it the

day before at Perris. Primed and ready to REALLY show how it is done, the steam was taken out as Mike Pykelney managed to step on the glider and break the wing off the fuselage before Tim could give it a shot. Damage was not severe, and the wing was quickly CA'd back on and Tim started trimming again in front of the student body. After a few corrections, it was circling for some decent flights. The students seemed more impressed with the launch speed than the glide though, you can tell where their mindset is. Ronnie Espolt put his Sky Bunny up for a few solid flights, and Mike put up a P-20 model which flew far downfield to finish in front to the campus building near the field.

Hopefully all the students really got a lift out of this activity. I doubt we will see any of them visiting Perris, but I hope I'm there if some decide to do so. There is no instant gratification with free flight as we know. Maybe the challenges will attract future fliers for the sport.



Moving on-at the recent Dual Club event at Lost Hills Hal Cover and I were the only ones doing battle in the Electric A/B event. Hal had maxed out and had one flyoff max under his built. He was waiting for me to catch up, flying my much-repaired *Super 'J'* prototype. We finally got to the same score about 8 minutes before the end of the contest. It was going to be a classic shootout. Hal had put away the *Long Tom* he was using earlier to fly the challenge with his new *Blue Flame* model. I was more than pleased to see this development, as I love the look of the *Blue Flame* design. Up until this contest, Hal had been trimming it at Perris with some good and bad results. However, things looked good at Lost Hills as I observed it on a long power pattern earlier in the day. Hal wasn't sure it would do well with a five second flyoff motor run, so that was going to add even more interest in the shootout.

Hal and his team launched first, the big model looking like it wasn't going to get very high with the five second limit. It transitioned nicely and started scratching in the buoyant air. I was standing nearby, waiting for some signs of air, and realized I had about one minute left in the contest, so advised Eric Strenge to time my launch and went for it. Unfortunately, the model twisted in my hand and went out flat for about one second before starting to climb. It finished about 100 feet up, but clearly not going to make the two-minute max. In the interim, the *Blue Flame* had found some

good air and continued to hold altitude and drifting slowly to the west. My *Super 'J'* tried to scratch, but each downwind part of the glide circle let it drop down more and more. I finally RDT'd it about ten feet off the ground, conceding the flight and contest to the *Blue Flame* and Hal. All Hail-the *Blue Flame*!

Blast from the past! (or; Old Airplanes Never Die)

by Bernie Crowe

Some of you will have noticed Hal Cover flying a large blue plane at Perris the last couple of weeks. There's a story behind this one. Hal actually designed this plane for gas power way back in 1953 (at age 14), and the design was published in *Flying Models Magazine* in October 1957! In a burst of abject nostalgia, Hal decided it was time to build another *Blue Flame*, but this time for electric power!



by Hal Cover

A Civy-type, king-size Free-flight that's built to last and keep flying

• The prototype of the "Blue Flame" came about in 1953 mainly to test the effect of a short nose moment on power pattern and transition to glide. This plane was a 650 square inch wing area cabin model with a 50% stabilizer. The short nose seemed to make it very stable and consistent under power with a good transition from power to glide, and the long moment and large stabilizer gave it a slow, floating glide.

The next version was built to fit the F.A.I. rules. The main difference between these two planes was the construction of the fuselage. With the success of the '15 version, we decided to build another large model which could be flown in classes A-B-C. This plane had a 700 square inch wing with a 42% stabilizer and a 52% tail

moment. In over two years of flying, no changes have had to be made in the original built-in adjustments.

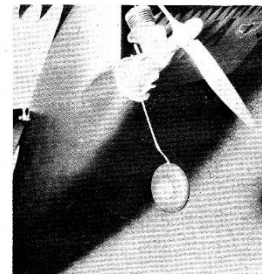
The "Blue Flame" should weigh about thirty ounces finished, but since it has a short nose and a long tail moment, care should be taken to keep the stabilizer light, otherwise, lead may have to be added to the nose. We have found, for best results, that a Johnson 29 or 32 mounted on a B&B timer tank works best. With the addition of floats it can be flown in four classes with equal success.

WING: The construction of the wing is simple but does not follow the usual pattern. Cut out all ribs from medium 1/2" sheet, then notch the trailing edge. Now, pin down the leading and trailing edges of the inner

panels. Cement the ribs in place. When dry, remove from the plans and drop the spars in place. Add the 1 1/2" dihedral in these panels and set them aside. Now, form tips out of 1/4" and 1/8" sheet parts as shown, add these to the inner panels of the wing along with the leading and trailing edge dihedral braces.

The total dihedral should be seven inches. Locate the tip spars and drop these and the ribs in place. The 1/2" x 1/4" capstrips are now added. Sheet the center-section as shown with 1/8" sheet balsa.

RUDDER: The construction of the rudder is very straight forward and is clearly shown on the plans, but be sure the wood used is very light. (Please turn to Page 16)



Above: A close up of the beautifully faired nose section of the author's model. Silk was used for the fuselage covering.



Below: Hal releases the fuel cut-off just before launching the "Blue Flame." His big ship spirals up, almost vertically, to the right and glides in wide, left-hand circles.

FLYING MODELS for October 1957

13

The result is a beautifully streamlined Nostalgia power model that climbs and glides just like its predecessor but with just a quiet hum!

Quick field repair tool – Bondic

by Bernie Crowe

Fernando Ramos pointed me at a useful glue system and I've already found it valuable at the field. It's called **Bondic** and it uses UV light to cure the liquid adhesive, much like the one your dentist uses for tooth repairs.

The system comes in a handy aluminum case about 7 by 1-1/2 inches. The glue “gun” is in two parts: a liquid glue dispenser, and a blue light curing head. To use, unscrew the handle of



the “gun” and squeeze to apply a small dot of viscous adhesive to the repair site. Then, switch on the UV light in the “head” of the gun and direct it at the adhesive blob for a few seconds. The glue hardens quite quickly to a solid that appears to be stable and permanent.

I had a problem recently where the nylon loop on my viscous timer DT came off of the extension spring, making it impossible for me to continue flying. At home a quick touch of Bondic adhesive fixed it permanently in place with little chance for an occurrence of the problem. I now carry Bondic in my flight box ready for field use. One caveat: If you use it at the field either finish the repair quickly and put it down, or move out of the sun while you fix it. There's enough UV in sunlight to cure the adhesive in a few seconds, and when it cures it gets hot – trust me, I know!

Tales from the LTA world

by Clint Brooks/Bernie Crowe

Following is a scanned article of a special project Allen Arnold was involved with back in the day. It was an LTA heavy lift concept that employed some unique design features to make it distinctly different from traditional airship designs prior to this. When discussing this project at the dog park one day with Allen, I was under the impression he was involved with another tri-hulled airship design that was developed in New Jersey. In that case, a principal engineer was also an aeromodeller who focused mainly on control line speed activity. There was a series of articles about the project published in the *New Yorker* magazine in the Feb 10, 1973 (Part 1) and Feb 17, 1973 (Part 2) issues. The project was named *Aereon III*.

When I opened up this email from Bernie, I was very surprised at the configuration of the airship Allen had worked on-I had been under the wrong impression all this time. As I recall, Allen told me the project was doomed to failure. It required an extensive ground crew to operate and would not be commercially viable-thus abandoned in the end. Also, the control system was a bit of a nightmare in the days before microprocessors that can be used in flight control systems. Probably a lot of the commercial downside could be mitigated using current technology to overcome the mechanical deficiencies encountered on the first go-around.

Here is the blast from the past (verbatim copy from the SAM "ECHO" newsletter from the UK):

FROM ACORNS - Mighty oaks do grow!

By Phil Smith.

This creative and fascinating hobby of Aeromodelling leads many Lads to better things in later life, and oftimes leads to realms of virtual fantasy in what can emanate from the creative human mind !One such saga is detailed herewith, in fact the continuing saga of Allan Arnold, who past and present readers of 'SAPI Speaks' (see July 1990 and March '91 features) will recall designed the Keilkraft Petrol engined Flying Wing which was advertised but never kitted, in 1947.

Other model lists have ventured on from designing models and airfoils, like Roy Marquardt who in the U.S.A. went on to design Ram-jets for the **full-size** aviation industry Allan Arnolds collaboration with others helped produce an 'Aerodyne' comparable with anything from a Jules Verne saga. That the machine was ever built and flown successfully beggars belief - but it does*

no precis the story, Allan moved to Los Angeles as a stress analyst with an American Aviation giant, took up sailing as a hobby and designed a series of very successful mono-hull and catamaran craft, forming his own company to produce them in C.R. P. This business was eventually sold to Paul McCready of 'Gossamer Condor' fame, the man-powered cross-channel wonder

Allan's present day hobby is full-size gliding and owns his own Libelle% flying with another fellow gliding club member, Dick Korda (who sadly died recently) best remembered for his pre-war Wakefield successes!

Allan, now semi-retired, proceeded in the Aviation Industry as a Consultant and became involved as 'Vice-President Engineering' in an aerodyne concept which has been built and flown and proved in development To anyone who doubts this concept, it is fully detailed in Janes All the Worlds Aircraft % 1989 Its in most good libraries!

Let me try and simplify the concept in layman's words, Firstly, it's a helium filled dirigible called the 'Aerolift Cyclocrane', Devised, built and tested as far back as 1984 It was promoted by a consortium of Gas and Oil Companies, Western Adera Ltd together with Canadian logging companies. First constructed and housed in

the Tillamook airship hangar in Oregon, the largest man-made wooden structure ever built.

The aircraft combines fixed-wing and **rotating-wing** techniques.

The blimp-like envelope with a structured axle right thru from fore and aft with projections each end, Further structure. (Duralumin girder-work within the envelope supports four external aerofoil surfaces, known as blades, spaced around the outside centre of the envelope. These can be rotated to vary the angle of attack in relation to airflow past the envelope - as in forward motion an articulated symmetrical aerofoil surface is mounted atop each blade, and at the intersection of each blade and aerofoil. is an engine, four Lycoming 150 h, p. AE. 10-350 ^ts with three blade airscrews, the whole aircraft is 178 feet long!

On the front projection axle is a streamline control box running on free bearings through which the blades and airfoils are controlled - and of course, the engines on the rear projecting axis (axle) supported on wires, is a multi-faceted annular structure for directional stabilization, just like the spokes of a bicycle wheel and rim. This is not controllable and rests on free bearings.

Suspended beneath the envelope on cable is a gondola housing crew and controls, with of course, connections to the main control box on the front projecting axis. No matter what the attitude of the blimp, the gondola will always be directly underneath - hanging on the cables !The theory is that when in the hover mode, the whole envelope and centre body can rotate around its axis propelled by the four engines, at about 13 or more r. p.m. which in effect gives a speed of 52 knots (60 m.p.h.) over the top aerofoils to produce extra lift to the helium support. Rotation of the blades and tilting of the aerofoils also produces forward backward or directional control, and the aerofoils, having cyclic and collective pitch control height and lateral control.

All this creates a lifting propensity - slung on cables beneath the gondola - is a considerable payload, which in the case of the illustration in ^t Janes ^t is a six-ton lorry !!!!

Forward flight is attained by rotation of the envelope and blades to create the necessary lift, whilst the blades are gradually turned to a forward setting 3 rotating also the aerofoil s @ engines in the forward direction, whence the envelope will cease to rotate. Thence directional control is maintained by vectoring the engines, blades and aerofoils!

The preliminary development of the Cyclocrane was supported by the U.S. Forest Service (for logging) and the Defense Advanced Research Projects Agency (DARPA). Larger versions of this machine are envisaged for commercial use on Vancouver Island in the early ⁸ 90 ^ts with a sling load of 16 tons. In the meantime, Allan has received a contract for a proof-of-concept model for the U.S. Army Aviation

Systems Command to evaluate its Military Mission effectiveness. For this, he has formed his own company, aided by his Wife Francis and his son, to build this 36-foot model, for which he received a grant of half a million dollars in his latest letter, he tells me the model is now ready for testing, but few details are given,

However, Allan did provide photos of the original Cyclocrane One shows the mobile mooring mast on a huge-wheeled pan technicon, on which can be seen workers dwarfed by the huge envelope containing 330,000 cu. ft of Helium. This enables the whole 'blimp' to be controlled and supported on the ground. Also shown is one of the four 'blades' with aerofoils and engine, huge also against the size of the mechanic beneath

They tell me Ronnie Moulton has a model helium filled 'Blimp' which he demonstrated at the M.E.? How about it Ron - a model of the Cyclocrane, complete with Radio and four Cox engines to boot. But Allan Arnold, is still a diehard model flyer and has resurrected his tail-less flying wing (powered by an O. S, 15 and radio) which he flies and soars over the California deserts to great effect.

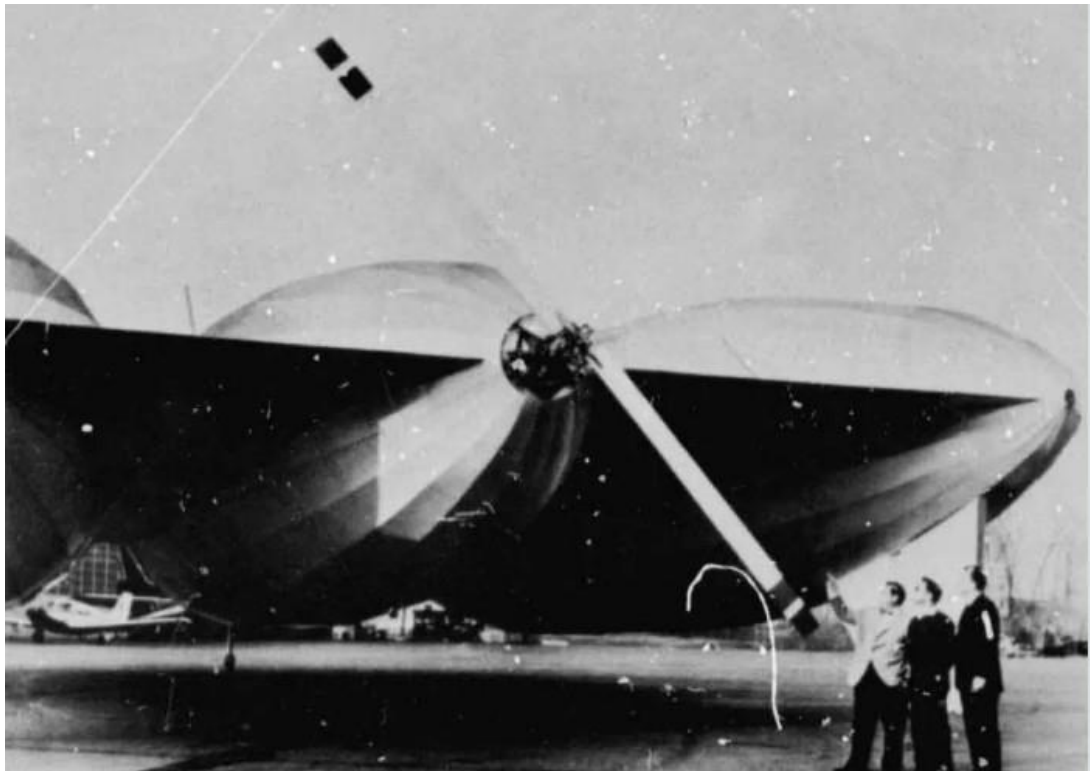
Forgot to mention, that Allan is now a multi-dollar millionaire through his business ventures and investment portfolios 's, Thats a success story in itself. Where was I when brains were handed out?

Phil Smith.

Please note that this article was first written about four years ago, so one or two points no longer ring true. Firstly, in that Allan no longer does any full-size sailplaning. Allan and his Son did build the model of the Cyclocrane in a shed they had built in their own garden and the Model was successfully flown with electric power and radio control- as approving concept for the U.S. Army Aviation Command. Most years Allan is over here and flies regularly with his old club, the Bournemouth M, A, S, at Middle Wallop Vintage rallies using two or three vintage type Wakefield models such as Lynx and Conqueror.



AEROLIFT CYCLOCRANE project-early 1980's



AEREON III project-early 1960's

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	L. Powers
Jul	14	Coupe (F1G) + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E20	B. Crowe
Aug	11	OT Large Rubber (comb)	AMA Gas & E Combined	E Nostalgia	C. Brooks
Sep	TBD	Lotto/Twin Pusher-Perris			H. Cover
Sep	15	Classic Coupe	Golden Age Small & Large	E36	C. Brooks
Oct	13	OT Small Rubber + Bungee-launch glider	Perris Special, OTSG Sm/Lg	E20	B. Crowe
Oct	23&24	SCAMPS/San Valeers Fall Annual	Lost Hills		D. Heinrich
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	S. Claus

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	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		Fun Fly- no contest planned			
Aug		Fun Fly- no contest planned			
Sep	4 & 5	Scale Staffel			John Hutchison
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	13 & 14	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
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

Happy Holidays to you all!

I look forward to continued flying with you in 2022

Clint Brooks

Editor



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.