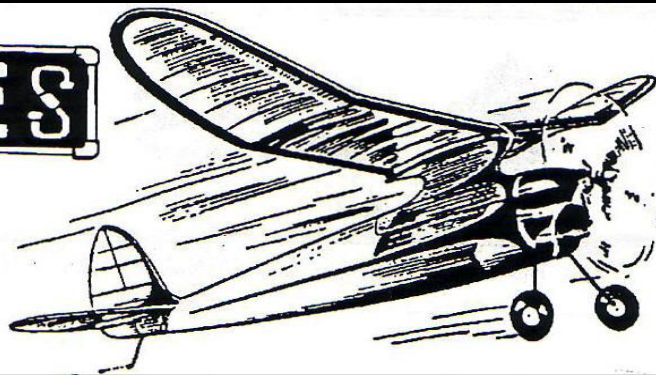


GAS LINES

January 2023



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

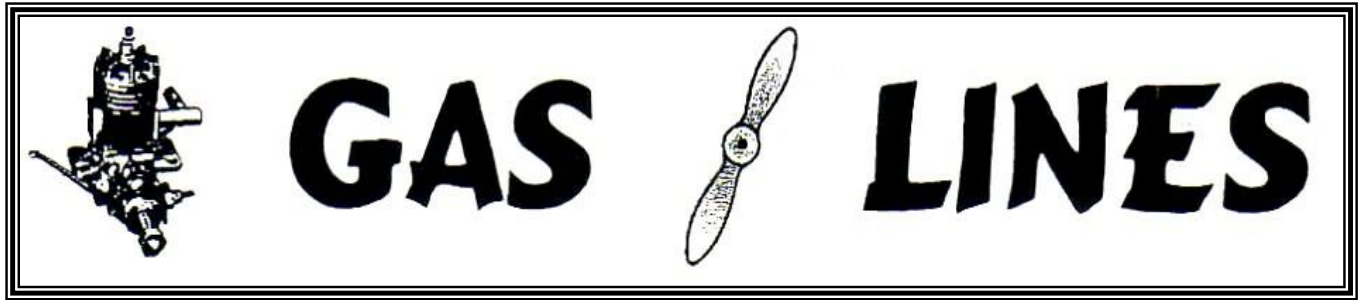


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

Return Address:
Lance Powers
1207 Trinidad Circle
Placentia, CA 92870



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

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Treasurer	Lance Powers	(714) 307-3040	lancepr@mac.com
Newsletter Editor	Clint Brooks	(562) 349-2672	scampsedit@yahoo.com
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SCAMPS 2023 Donut Schedule

Mo	Day	Responsibility	Mo	Day	Responsibility
Jan	4	Phil Ronney	July	6	TBD
Jan	11	Gary Vogt	July	13	TBD
Jan	18	George Walter	July	20	TBD
Jan	25	Linda Wrisley	July	27	TBD
Mo	Day	Responsibility	Mo	Day	Responsibility
Feb	2	TBD	Aug	3	TBD
Feb	9	TBD	Aug	10	TBD
Feb	16	TBD	Aug	17	TBD
Feb	23	TBD	Aug	24	TBD
			Aug	31	TBD
Mo	Day	Responsibility	Mo	Day	Responsibility
Mar	2	TBD	Sep	7	TBD
Mar	9	TBD	Sep	14	TBD
Mar	16	TBD	Sep	21	TBD
Mar	23	TBD	Sep	28	TBD
Mar	30	TBD			
Mo	Day	Responsibility	Mo	Day	Responsibility
Apr	6	TBD	Oct	5	TBD
Apr	13	TBD	Oct	12	TBD
Apr	20	TBD	Oct	19	TBD
Apr	27	TBD	Oct	26	TBD
Mo	Day	Responsibility	Mo	Day	Responsibility
May	4	TBD	Nov	2	TBD
May	11	TBD	Nov	9	TBD
May	18	TBD	Nov	16	TBD
May	25	TBD	Nov	23	TBD
			Nov	30	TBD
Mo	Day	Responsibility	Mo	Day	Responsibility
June	1	TBD	Dec	7	TBD
June	8	TBD	Dec	14	TBD
June	15	TBD	Dec	21	TBD
June	22	TBD	Dec	28	TBD
June	29	TBD			

No January SCAMPS meeting is scheduled as of this issue of the newsletter. If something is planned after, 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~
Schedule updated TBD

2023 Donut Coordinator Jane Cover (909) 851-2075
 Volunteers are responsible to coordinate with other club members if they cannot fulfill their assigned commitment

President's Corner

by *Bernie Crowe*

First, **Merry Christmas and a Happy New Year** to all of you, close and far. I hope the Holiday season finds you in good health and that you find nothing but thermals in your Christmas stocking! Regretfully, the news from our neighboring flying buddies in the RRCC club is not so good. I talked with their president Paul Rinde last week and learned that they have been told that the land they fly on has been sold and that they must cease operations there by April 2023. Neither the buyer nor their intentions for the field are known at this time as there is a NDA in place. As you can imagine this has come as a severe and unexpected blow to RRCC, and they are meeting tomorrow (Dec 17) to discuss their options. Please spare a thought for them as they go through this difficult process. At this time, we know nothing about the impact it may have on our area of the field. We do know that the two parcels of land are distinct and apparently owned by different entities. We will keep you posted.



On a **more cheerful note**, we had a visitor from the past at our Wednesday contest meet. Sherman “Fuzz” Patstone is a long-time SCAMPS member and I remember often flying with him a few years ago. Fuzz had gotten in contact with Kevin and after some talk he decided to come to the field with his wife Ruth to visit with the guys. He told me he no longer flies models but recalls his times at Perris fondly. One interesting note is the Nostalgia Wakefield “*Max Maker*” (now owned by Lance Powers) was originally built by Fuzz, and he remembered it fondly. It had been passed to Hal Wightman before he moved to Pennsylvania, and then to Jeff Carman, before making its way to Lance. It was great to see Fuzz’s eyes as Lance handed him his old plane to hold once more! Fuzz has a bunch of models, kits and engines that are looking for a new home. If you are interested call him at 760 446 4202.

SCAMPS NEWS

by Clint Brooks

After dodging Covid for the past two years it finally caught me in mid-December. I thought I had a small cold and a home test kit said I was negative, but a PCA test showed I was positive. At this point most of the symptoms had cleared up, but home testing kept showing positive for the next 10 days, so I have been camped out in the garage, and working on the Taibi 10th Anniversary tribute newsletter. I finally cleared the home test for negative on the 22nd, so I'm free to roam again! I have had all the vaccinations, and to just suffer a minor sneeze or two made it worthwhile given the history of this disease. I sure hope everyone is getting vaccinated as this continues to affect us all.



Green-ness is starting to come back to the open land areas again, and I'm looking forward to some plush testing surfaces to continue testing models I have put aside in anticipation of this. It will be interesting to see what sprouts up in the groomed field areas next to our flying patch, and if the farmers will try to keep it under control. I still have nightmares about the elephant grass season we had out there before the piles of mulch were installed. I sure hope we don't end up with jungle retrievals again.

The 2023 contest season is ticking closer, and we have the Taibi Fun-Fly scheduled for January 8th at Perris. It should be an interesting event to participate in-I hope we can all make it and support. I would anticipate some out of town participation as well, so let's put on a good show.

After that, the Southwest Regional Free Flight champs is scheduled for Jan 14, 15 & 16 in Eloy AZ. There is on-line sign-ups for this which will help the organizers get a head count and sense of event participation levels. If you plan to go and fly, check out the link: <https://swregionals.org/> for contest information and registration. Organizer Peter Brocks asks us to register by December 31 to help make it a smooth effort on the weekend of the contest.

The Fab Feb is coming Feb 11 through 20, with a bunch of classic world cup FAI events, plus the Ike AMA blast on the first weekend. It looks like a full slate of events for the week, and possibly a lot of participation as the covid risk comes down and maybe the economy allows people to travel again. This contest week is probably as good as the outdoor FF NATS in many respects, and is usually worth the effort to attend. Fab Feb on-line registration is available using this link: <https://faifreeflight.us14.list-manage.com/> This entry form covers all the FAI events plus the Ike. If you want to keep up with the SoCal AeroTeam (SCAT) FAI activities use this link to go the website and enjoy: <http://sen.faiifreeflight.org/index.php/fab-feb-2023>

Our initial 2023 SCAMPS Club contest schedule is published at the end of the newsletter. I will update the SDO and other club contest schedules as I obtain input for 2023. Come out and enjoy the fun this informal competition flying presents.



At the left is a dramatic launch sequence of Kathy Buford's Apache 2 E-36 model last year in Australia. Malcolm Campbell took and sent this image to me and I keep forgetting to include it in the newsletter. So if you ever wondered what your launch pattern looks like here is a very dynamic look at a good one. Kathy has done very well in competitions with the Apache over the past five years or so. It just keeps on going like a favorite record. Isn't that the truth-our most beloved, well trimmed models we fly to tatters because they perform so well and consistently. I have a Joulebox that is still winning that first started flying in 2016, and still going strong. At some point I'm going to need a wing recover, but I'm afraid of ruining the trim if I do. So it's a well patched wing as long as I can keep it airworthy through another contest season.

SCAMPS Club contest report December 2022

by Bernie Crowe

Dodging the rain from two days before, we started out dry but pretty chilly. However the skies were clear and soon after the sun came up it got warm quite quickly, and we finished up with one of the nicer flying days in recent memory. Lift was hard to find and thermals sporadic, but the drift stayed away from the river in the catch basin. Scheduled events were P30, OT Large Rubber, Nostalgia Gas, and AMA Electric A.


The only active gas flier on the field was Pete Coker, and he was flying AMA gas so no entries in the Nostalgia Gas event. As always, P30 turned to be the most popular with five entries! There would have been six but David Wade found he had left his P30 at home! I flew my *Majestyk* first and it did OK in the still air for an 82. I made a small "adjustment" and the next flight went straight up, power stalled, and came right down again under power. Result: bent prop shaft and no more flying! Clint flew his own-design (and kitted) *Boomer*, with more electronics in the pylon than the Zaporizhzhia nuclear reactor, it seemed. His normally sure-fire max-er struggled in the indifferent air and pulled a 101. Next flight was a max plus a 107, and enough to take the win. Lance had his *Speckled Bird* on form and racked up a 97, an 86 and an 85 to take third place. Pat McMillan, playing hooky from the Oasis FAC group, flew his first P30, a Clint Brooks-kitted *Super 'Y'*. He


scored a respectable 83, 72 and 85 to slip into fourth behind Lance. Fernando once more flew his trusty *Geezer Pleaser* and was truly on form. He got two maxes and a 72 to take second place! Way to go Fernando!


I was surprised at the low turnout in AMA Electric A, as the rules suit this event perfectly for E36s, and we have plenty of those around. As it was, only Randy and Clint entered, Randy flying his own-design canard *Cee Bird*, while Clint used his own design *Super 'J.'* Randy took "a little" incidence out of the plane and turned it into an effective post-hole digger; hence low score and no more flights! Clint went on to flawlessly score three maxes for the win.

The only other event was Old Time Large Rubber, usually of interest to several, but on this occasion, George was out of town and Fernando was focusing on P30 (to some effect!) so I was able to coast to a resounding win with my *Lamb Climber* by virtue of being the only entrant. That is it for 2022, a COVID and apathy-ridden year. Next year's tentative contest schedule is listed further on in the newsletter.

Editors note: I observed the Cee Bird flight after Randy made his adjustment. I have never seen a free flight airplane go through more gyrations trying to right itself after the power shut down while in a steep climb attitude. I want to say it did a lomcevak, followed by a tail slide and a snap roll into a good flying attitude for recovery, then hesitated as if deciding it was time and just went straight down into the ground. If ever a model airplane could be thought of as seeking revenge, this appeared to be the episode where it came true. I hope Randy has recovered from his shock. -CB

		SCAMPS P-30 Club Contest				Date: 12-14-22			
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Clint Brooks	Boomer	101	120	107			328	1
2	Bernie Crowe	Majestyk	82	dnf				82	5
3	Fernando Ramos	Geezer Pleezer	120	74	120			314	2
4	Pat McMillan	Super Y	83	72	85			240	4
5	Lance Powers	Speckled Bird	97	86	85			268	3

		SCAMPS AMA Electric A Club Contest				Date: 12-14-22			
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Randy Wisley	Cee Bird	54					54	2
2	Clint Brooks	Super "J"	120	120	120			360	1

 SCAMPS OT Large Rubber-Combined Club Contest Date: 12-14-22									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Bernie Crowe	Lamb Climber	129	126	dnf			255	1

Taibi 10th Anniversary Tribute

by Clint Brooks

As you have been noticing, we have been running a series of articles about Sal Taibi since the Fall of 2022. This issue of the newsletter will finish the series of contributed articles of memories and also some more design record history for Sal's aircraft fleet. We also have the All Taibi Fun Fly January 8th of 2023 coming up fast. I want to encourage anyone coming to this event to please take photos of the people and airplanes that participate. We need a good February newsletter article to show how this event went off, and pictures go a long way to creating the essence of an event like this.

Don't miss the separate [Gas Lines](#) Sal Taibi tribute special addition newsletter that is scheduled to be distributed at the same time this newsletter goes out. There will be hard copies of the tribute newsletter available at the Fun Fly for those who would like a full color copy to take home.

Memories of Sal Taibi

Compiled by Joe and Linda Jones

The March 2013 issue of SAM Speaks was dedicated to Sal Taibi. The editor wrote: "Many of Sal's friends have written with stories about him and sent photos." A few of these "Memories of Sal Taibi" are included below. More were included in the November and December issues of the newsletter.

Sal Taibi - Modeling Legend

From Mike Myers - SAM President 2004-2008

Sal Taibi loved to tell stories about his life and his modeling adventures. Virtually everybody who ever met Sal has a "Sal Story", and a lot of those stories will appear in this issue of SAM Speaks, and in other parts of the modeling press over the next few months.

Ed Hamler, as President of SAM was asked to say something in his President's Page about Sal. Ed, showing executive delegation ability, promptly called me to ask if I would do that for him since I had known Sal for 30 years -- and I agreed.

Most of us know the basic outlines of Sal's life. He was born in Brooklyn in 1920. Times were hard for his family, and he dropped out of school at age 14 to earn money working in the fur trade in the garment district.

He started to fly model airplanes then, but it took him several years to master free flight. He won his first contest at age 18, and pretty much kept on winning until he was in his early 80's.

He was a SAM Champs Power Free Flight champion the year he turned 75. He flew in every AMA Nationals from 1937 on until the early 2000's. He flew in every SAM Champs from 1966 to 2004 or so and attended the rest of the Champs until ill health made that impossible.

From the *Powerhouse* and *Brooklyn Dodger*, through the *Spacer* and the *Starduster*, he designed successful competition FF models in the Old Timer, Nostalgia and Modern AMA categories. He helped his son Mike Taibi in the balsa wood business, running Superior Balsa for many years.

He was SAM President from 1985-1988 and Secretary Treasurer for two years. He was rightly selected as one of the first group of inductees into the SAM Hall of Fame, going into to the HOF in 1989 -- along with such other notables as Dick Korda, Chet Lanzo, Irwin Ohlsson, Bert Pond, John Pond, Max Bassett, Walter Good, Gordon Light and Frank Zaic. That is impressive company to be in.

But let me add a few of my own Sal Stories. I met Sal when he phoned my home one night in 1983. I of course knew who he was, but he didn't know me from Adam's Off Ox. I was a newbie in FF. I had had a plane fly OOS at a contest at Taft. An oil field worker found it a few days later. My AMA number was on it -- but not my name. Well heck, even the oil field workers knew Sal, so the person who found it called Sal in Lakewood (like my home in Glendale, a Los Angeles suburb). Sal took the AMA number down, and took the trouble to call AMA headquarters and get the name and phone number of the person who had that AMA number. So, my first impression of Sal was that he was a famous modeler -- who would take the time and trouble to help a modeling nobody.

There were other impressions over the years. Sal was devoted to his beloved wife Nan. She sometimes came to Taft for contests, and Sal would put up three flights in each event he was entered in for the day -- starting at 7:00 am (or earlier if the Contest Director would permit it) and then go back to the motel to be with Nan. Modelers will notice things like that and "The Italian Stallion" was one nickname for Sal.

He was good with engines. I have seen modelers wrestling with balky spark ignition engines that suddenly started cooperating with the modeler when Sal got within 20 feet of the model. Engines of all kinds seemed to know that it was time to straighten up and fly right when Sal was near.



Sal and Nan dancing at son Mike's wedding

Sal was good for SAM. To a free flight guy in the mid 1980's it seemed like Sal and his close friend Jim Adams were SAM. There was an overlapping period of 10 years or so when one of them was the President of SAM and the other was either Editor of SAM Speaks (hat tip to Roiand Friestad here -- the toughest job in SAM) or the Secretary Treasurer, responsible for membership and finance.

Sal and "Jimmie" as Sal called him would go sailing off to each year's SAM Champs in Sal's famous green and white 55 (or was it a 56?) Chevrolet pulling a big model trailer. These were long distance trips, and Sal would throw in a water pump, fan belt, and other spare or "break down" parts so he could make repairs on the side of the road. Sal was a master machinist -- and he kept that 55 Chevrolet going for nearly 40 years. He had two engines for the car, and when one wore out, he would pull it and install the second engine. Then he'd rebuild the worn-out engine getting it ready for the next engine change.



Sal and his Chevy

While Sal and I were both Free Flight guys (in the same sense that Derek Jeter of the Yankees and a 7-year-old in a T-Ball league are both "short stops") Sal belonged to the Southern California Antique Model Plane Society -- an Orange County based old timer club. I belonged to the Southern California Ignition Flyers -- a San Fernando Valley based old timer club. I'm not saying that the SCAMPS and the SCIFS were like the Hatfield's and McCoy's, but we did have a strong rivalry between the two clubs. And Sal and Jimmie could run up the score pretty good in the dual club contests. The SCIFs might have more flyers on the field -- but the SCAMPS had Taibi and Adams.

Sal was quiet, but he was a strong personality. For years the SCAMPS have had a regular Wednesday morning flying session at their club field in Perris. They start flying at dawn and break for coffee and donuts at 0900 or thereabouts, then resume flying. Why did they select that hour for a break? Well Sal's stomach liked a donut around 9 in the morning, and then Sal wanted to go home to Nan. So, the SCAMPS accommodated to Sal's wishes.

It was not uncommon for the SCAMPS to be photographed behind a large banner with the legend "The Taibi Tribe". And in some ways the SCAMPS were Sal Taibi's tribe. One member of the SCAMPS, who has since passed on, once told me that he was the only person in the SCAMPS club to ever oppose successfully something that Sal wanted. And I think maybe he was bragging when he said that his opposition had been successful!

One final Sal Story (and like everybody else who ever knew and liked Sal Taibi, I have a bunch more of them). I can say from experience that SAM Presidents by and large do not back down. If you are going to herd cats successfully, which is what a SAM President does, you need to be firm. Sal (an ex-SAM President himself) is the only fellow I ever saw make a SAM President back down.

SAM Champs -- pretty much from their start in 1966 -- were traditionally held in the summer, before school started again. That made sense when most SAM members had school age children, and the SAM Champs was a family summer vacation where Pop got to fly and the kids got to watch. But time -- and the school age children -- moved along. So, there was no reason not to schedule a SAM Champs after Labor Day. Tradition is a big thing in SAM and until the 2002 Champs SAM Presidents had held the line -- "never after Labor Day".

Well, the 2002 Champs in Claremore were hot and humid, and the field conditions were rough. When we held the annual membership meeting on Wednesday night the "natives" were definitely restless. The Contest Manager and Tom McCoy, then the SAM President, both pointed out that the Claremore Champs was being held at the "traditional before Labor Day time". Sal was not having any of it. He stood up and said, "Tom, you're killing us with this heat -- you have to move the date of the SAM Champs." We finished the Claremore SAM Champs -- and the next year SAM started the practice of having the SAM Champs after Labor Day when the weather cooled off a bit. Like everyone who ever had the privilege of meeting Sal, I'll miss him. Rest in Peace, Sal.

A Couple of My Sal Taibi Stories

from Al Richardson

In 1983 at the rock pile in Perris I was ready to flight test my new *Sailplane*. I asked Sal what to do. He said, "Put in two degrees down thrust and two degrees right thrust". The model climbed great then glided straight. I asked what do I do next? He said, "Add right stab tilt." I said how much? He said, "Whatever it takes." The model has flown well with only minor trim changes ever since. And, I have passed on his advice many times.

In 1985 Jim Adams and David Baker (a Brit) had set the first commemorative Old Time Wakefield Contest in England. About a dozen American fliers, including Sal, Jim Adams and me, signed up to compete. After two rounds I was in first place (just lucky). On the final flight both Jim and Sal were right beside me making sure I did it right. With that kind of support, I got another max and won 8-ounce Wakefield. In accordance with his celebrity Sal awarded the prizes. I have had a picture of him handing me the trophy hanging on my wall ever since.

P. S. On the last flight my model (a 39 Korda) was found by somebody looking for his model. My model was minus a wheel. Then, miraculously, somebody found the wheel. Sal was so impressed he told the lost wheel story many times.

Sal's Dethermalizer

from Grant Carson

Sal told me that, before dethermalizer days, he had a model that was catching small thermals, staying only about 50-100 feet high, but drifting off the field. He threw a clod of dirt which punctured the covering of the wing without damaging the structure. The additional drag caused the model to come down. How can I doubt a figure in many Halls of Fame?

The Missing Car

from Ted Firster

Per Sal's own words, he was night flying at Taft on a very dark night and chasing with his car. Got out of his car, picked up his plane and it was so dark he couldn't find his car. He had to walk back to the flying field following the bon fires and then went out to pick up his car in the morning.

Also, in the late 50's early 60's Sal and I were members of the Long Beach T Bugs. I dropped out of FF for about 30 years and when I started flying again, Sal recognized me right away. As we were talking with some friends one day, he said he recognized me right away by my smile. He said that was how he remembered people....by their smile.

Sal Taibi Designs Part 3

by Joe Jones

In the November newsletter, we included the initial version of the Sal Taibi designed models list. In the December newsletter we included a list based on Sal's 1991 reminiscing recorded by Mel Houch's wife Sheri. There were some differences in design dates and a few models that Sal did not include.

Below is our current best attempt to list Sal's designs. If you have any updates or corrections, please send them to Joe Jones at bjones@socal.rr.com.

Sal Taibi's Model Designs

Model Airplane	Design Year	Publication	Notes
Powerhouse	1938	MAN 11/39	
Willie III	1939	None	R/C design for Joe Raspante
Hornet	1940	MAN 7/40	
Pacer	1941	MAN 2/41	Bay Ridge Models Kit
Brooklyn Dodger	1942	AT 1/42	
Winged Yankee	1942	MAN 12/42	
Cadet	1946	MAN 8/46	
Comet	1947	AT 4/48	
Zenith A	1951	MAN 2/52	
Zephyr	1951	MAN 9/52	
PAA A	1952	Zaic 1953	
Taibi 1000	1952	Zaic 1953	
Racer	1953	None	
Spacer	1953	MAN 12/54	Competition Models
Flamingo	Circa 1955		
Starduster	1958	AM 9/58	Competition models
Hydro Star	1960		Competition models
Starbuster	1962	MAN 7/62	Competition Models
Eaglet	1962		Competition Models
Skystreak	1968	FM 1/71	
Orbiteer	1970		Competition Models
Perris Special	Circa 1995		

MAN: Model Airplane News	AT: Air Trails
AM: American Modeler	FM: Flying Models
Zaic: Frank Zaic's Model Aeronautic Yearbook	

In 1939, Sal designed a radio-controlled model for Joe Raspante. The SAM design list refers to this model as *Willie III*. In his AMA autobiography, Sal describes the model as follows:

“I met Joe Raspante sometime in 1937. He was flying a *Buccaneer* standard and was just finishing *Snow White*. We flew together in all the New Jersey and Pennsylvania meets. Sometime in 1939, I designed a 12-foot Radio Control model for Joe. It really looked like an enlarged *Buccaneer*. We would go out to Hicksville to fly it. It weighed in at 17 pounds, ready to fly and had an O.K. Twin in the nose. This airplane was so heavy that the O.K. Twin would just barely fly it. I would get the engine running, pick it up, run as fast as I could and throw it.

“It would settle down to about two or three feet off the ground and then start a very slow climb Joe would kill the engine at about 200 feet and gently fly it back to earth.

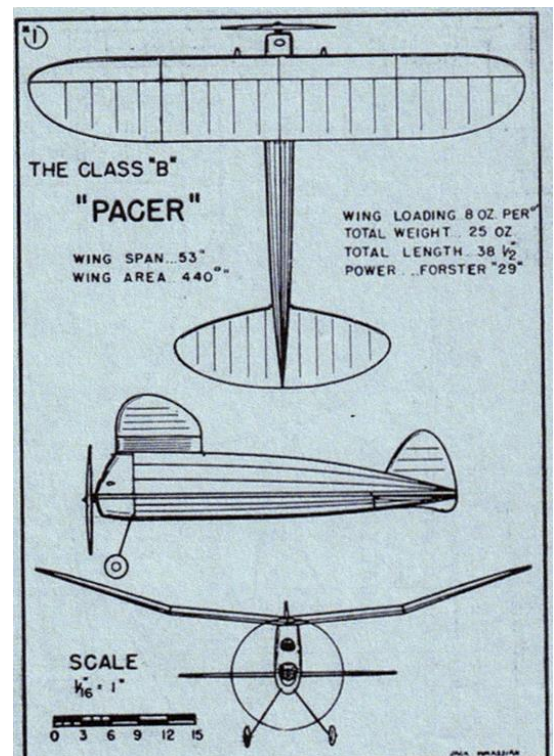
“We flew it in the 1939 and 1940 Nationals (Nats), always second to the Good boys. They were the first ones to complete the 1/2-mile upwind and return. It only took about four or five minutes, but seemed like an hour - what a struggle.”

Sal designed the *Pacer* in 1941. The design was published in the February 1941 issue of *Model Airplane News*. In the beginning of the article, Sal writes:

“This model is a sleek, fine performing ship that is very easy to build, developed from a design which was first flown at the 1940 Nationals.

It is a most consistent flyer as well as one which is capable of great duration. Up to the present time the best flight is 13 min 20 sec which was made at Poughkeepsie, NY. The plane was first flown at the Flying Dutchmen Contest at Valhalla NY, where it was lost and not returned until the contest was over.”

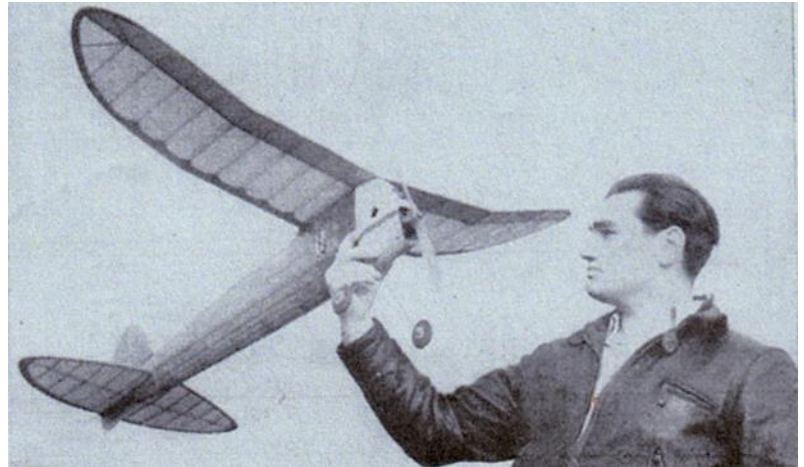
Sal's *Pacer* is also known for its “upside-down” stabilizer. The curved part of the stabilizer airfoil points down. Sal's explanation was that he was trying to trim his new model and found that inverting the stabilizer was the most effective way. That feature became part of the design and is shown in the *Model Airplane News* article without comment in the text.



Pacer B 3-View from February 1942
MAN

Sal designed the *Comet* in 1947. It was published in the April 1948 issue of *Air Trails*. In the opening paragraphs, Sal describes the design:

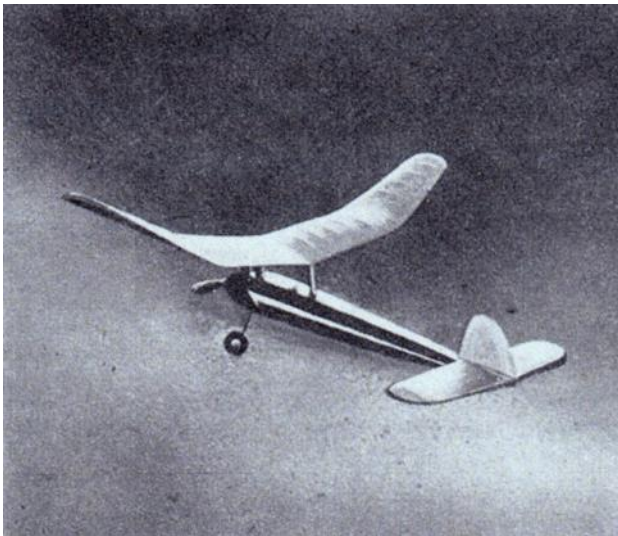
“Keep your eye out for the *Comet*! After eight long months spent between the drafting board and the testing field, this Class A free flight model-builders dream is here – ready to fly!



Sal and his Pacer B from February 1942 MAN

“The experimental model had a much thicker airfoil, which gave it no advantage over the one used in the perfected model. Using a thinned-out airfoil, the rate of climb was increased considerably, and nothing was lost in gliding ability.

“At first a four-percent rudder was tried, but the model lacked directional stability. Adding several square inches of rudder area worked wonders, and gave the *Comet* a lively, steady climb. The plane has a very slow, flat glide, and its speed is extremely slow. Consequently, it has an unusual ability to ride low ground-risers and gain those precious minutes which win contests. So, let’s get out the drawing paper, fellows, and get to work!



Comet from April 1948 *Air Trails*



Sal launches the *Comet*; from April 1948 *Air Trails*



Sal warms up the *Comet* for a test hop. April 1948 *Air Trails*



Zenith Article Heading from February 1952 MAN

airplane did not determine the angle and rapidity of climb as much as the total weight of the model. I figured that if a model could be kept light in weight it could climb right along with the smaller model and, properly adjusted, could certainly out glide it. The light wing loading of the Zenith, approx. four ounces per square foot gives the model a beautiful floating with excellent tendencies to pick up thermals low to the ground.”

Sal designed the *Zenith A* in 1951. It was published in the February 1952 edition of Model Airplane News. In the opening paragraphs, Sal writes:

“The *Zenith* represents my first successful free flight design since leaving Indiana and moving to the Utopia of model flying, the land of balmy breezes and round the year flying, Southern California.

“I had long been impressed with the large size of the free flight models flown on the West Coast, and along with some additional personal experience gained before I left Indiana. I’ve come to the conclusion that the size of the



Sal with *Zenith* ROW Trophies

Sal's son, Mike Taibi recently provided information on another model, the *Flamingo*. Mike's description is:

"The one airplane that you missed because it was never published, and was very uncharacteristically beautiful design call "The Flamingo", designed for the FF "Beauty Event", It was a completely elliptical wing and tail, full cowled beautiful model. It was painted red, black, and white. I remember it in our garage. It was beautiful. It was about 600 sq. inch and had a K&B Torpedo .29 I believe. My guess is 1955 when it was designed."

There are no known pictures of Sal's Flamingo. If anyone has a picture of Sal's Flamingo, please send it to me.



Sal and Dennis Bronco with their *Orbiteers*

The *Orbiteer* resulted from a collaboration between Sal and his neighbor Dennis Bronco in 1970. It was kitted by Competition Models. Dennis describes the process as follows:

"The model that eventually became the kitted 1/2A *Orbiteer* started out as a Class A/B model that flew well and was fun to fly with a .19/.20 Super Tiger motor combination. Collaboration with Sal led to the creation of the *Orbiteer* and his mentoring and support was instrumental in all my modeling endeavors."



Orbiteer Kit Box Label

Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise

SCAMPS Monthly Club Contest DRAFT sched 2023 V1.1					
Mon	Day	Rubber/Glider	Power	Electric	CD
Jan	8		Sal Taibi Memorial		J. Jones
Jan	18	OT Small rubber comb	Perris Special	E Nostalgia	B. Crowe
Feb	22	Andrade + 24 inch stick	AMA Gas/Electric comb	E36/F1S	TBD
Mar	15	Coupe F1G + Sparky	Golden Age power	E20	TBD
Apr	12	P30 + Bungee-launch glider	All Hi-Thrust	AMA Electric	TBD
May	7		Lotto Contest Perris		H. Cover
May	17	OT Large rubber	Nostalgia Gas	E Nostalgia	TBD
Jun	14	Mulvihill+ Jimmie Allen	Vintage FAI	E36/F1S	TBD
Jul	12	OT Small rubber comb	Perris Special	F1Q+AMA Electric	TBD
Aug	16	Nos Wakefield	AMA Gas/Electric comb	E20	TBD
Sep	10		TBD		
Sep	20	P30 + Bungee-launch glider	Golden Age Power	AMA Electric	TBD
Oct	18	Andrade + 24 inch stick	All Hi-Thrust	E36/F1S	TBD
Nov	15	Coupe F1G + Sparky	Nostalgia Gas	E Nostalgia	TBD
Dec	13	OT Large rubber	Perris Special	E20	TBD

Weekend contest



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 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.

2nd SAL TAIBI FUN FLY

Taibi Field, Perris, CA
Sunday, January 8, 2023
(Rain date: January 15, 2023)



Bring your Sal Taibi-designed airplanes and memorabilia for a day of relaxed flying, remembering, and sharing.

DT fuzes will be permitted.



Contact:	Joe Jones	714-968-1982	jjones22@socal.rr.com
	Kevin Sherman	951-893-0616	julykevin@aol.com
	Dan Heinrich	909-223-7643	AeronutD@CS.com