

March 2023



Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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

SCAMPS Club Officials

President	Bernie Crowe	(858) 204-7987	bcrowe42@gmail.com
Vice President	Hal Cover	(909) 591-3717	hcover3646@hotmail.com
Treasurer	Lance Powers	(714) 307-3040	lancepr@mac.com
Newsletter Editor	Clint Brooks	(562) 349-2672	scampsedit@yahoo.com
Safety Officer	Randy Wisley	(714) 204-7781	thewrisleys5@aol.com

No March 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.

SCAMPS 2023 Donut Schedule

Mo	Day	Responsibility
Jan	4	Phil Ronney
Jan	11	Gary Vogt
Jan	18	George Walter
Jan	25	Linda Wrisley

Mo	Day	Responsibility
July	5	Bernie Crowe
July	12	Clint Brooks
July	19	Rick Overlette
July	26	Jeff Globerman

Mo	Day	Responsibility
Feb	1	Roger Willis
Feb	8	Hal Cover
Feb	15	Bernie Crowe
Feb	22	Clint Brooks

Mo	Day	Responsibility
Aug	2	Pat McMillan
Aug	9	Jack Guiso
Aug	16	Ted Horton
Aug	23	Jane Cover
Aug	30	Fernando Ramos

Mo	Day	Responsibility
Mar	1	Fernando Ramos
Mar	8	Randy Wrisley
Mar	15	Ted Horton
Mar	22	Richard Brooks
Mar	29	Eugene Drake

Mo	Day	Responsibility
Sep	6	Randy Wrisley
Sep	13	Eugene Drake
Sep	20	Gabe Gonzalez
Sep	27	Richard Brooks

Mo	Day	Responsibility
Apr	5	Gabe Gonzalez
Apr	12	Rick Ovellette
Apr	19	Jeff Globerman
Apr	26	Jane Cover

Mo	Day	Responsibility
Oct	4	Linda Wrisley
Oct	11	Gary Vogt
Oct	18	George Walter
Oct	25	Hal Cover

Mo	Day	Responsibility
May	3	Jack Guiso
May	10	Pat McMillan
May	17	Phil Ronney
May	24	Gary Vogt
May	31	George Walter

Mo	Day	Responsibility
Nov	1	Clint Brooks
Nov	8	Bernie Crowe
Nov	15	Rick Overlette
Nov	22	Jeff Globerman
Nov	29	Jack Guiso

Mo	Day	Responsibility
June	7	George Walter
June	14	Linda Wrisley
June	21	Roger Willis
June	28	Hal Cover

Mo	Day	Responsibility
Dec	6	Phil Ronney
Dec	13	Linda Wrisley
Dec	20	Hal Cover
Dec	27	Roger Willis

President's Corner

by Bernie Crowe

Jane Cover: Hal Cover's wife Jane passed away January 29 after a short battle with an aggressive form of cancer. Hal said she died peacefully and was in no pain. SCAMPS will remember Jane for graciously hosting several club meetings at their home, and over the last three years for organizing the "donut list" and reminding those of us who needed it when it was our turn. Our thoughts go out to Hal and his family. There will be a Celebration of Life for Jane at the home of Scott and Gretchen Cover soon, details to be announced. Jane will be missed.

Trash removal: Early February guys at the field found an enormous pile of trash spread over the flying area. We contacted the Perris Public Works Department and they "opened a ticket"

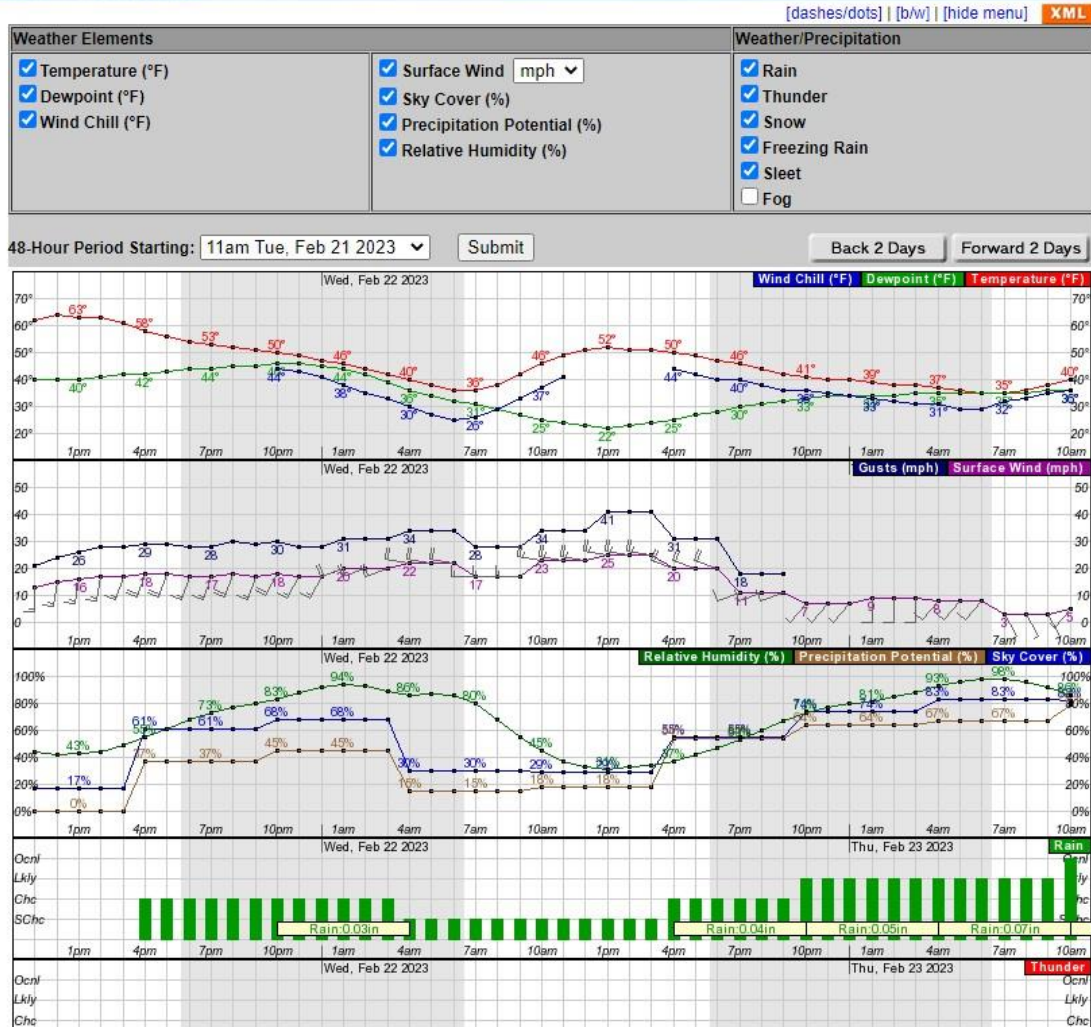


on the incident, classing it as vandalism. Based on two earlier instances I did not expect any real action, and searched instead for a commercial junk remover to clear the field. Bids came in at \$900 and \$650, and we selected the latter company. SCAMPS paid for the removal which was completed the next day by JDog Junk Removal of Temecula. It took two 16-foot trailers to haul it all away but they did a prompt and thorough job. We reached out to the other clubs using the field for contributions to help offset the cost.

Taibi resched: After suffering several annoying postponements, Joe Jones has selected April 30 as the date for the Taibi 10th Anniversary Fun Fly. Just in case we get rained out *again*, the make-up date will be June 4. Several SCAMPERs are readying their Sal Taibi designed planes to participate, so blow the dust off yours and come on out and join in the fun!

Club Contest cancelled again! We have had to cancel both January and now February's club contests due to weather. In January it was because of rain; this month it was because the forecast called for winds upward of 25 mph on the scheduled morning. We use the most accurate weather forecasting tools to check each week: The National Weather Service app is

Hourly Weather Forecast Graph



the most detailed, though it sometimes overplays the severity a little. The other source we use is Weather Underground, an IBM subsidiary. Less detailed, this site has the most accurate predictions in my experience. These apps typically only “see” a couple of weeks into the future, so do not help in long range planning. Quite often though, especially of late, we get good weather the day before or the day after our Wednesday club day, and these resources do allow us to see that is happening. But the club has traditionally met on Wednesdays (does anybody know why??) and we have resisted changing the flying to another day. As the weather becomes more and more unsettled, it would be greatly advantageous if we had the flexibility to move the event backwards or forwards to avoid being closed out. It may be inconvenient, but would allow us more flying. What do you think? Please give us some feedback so we can see if this option is worth considering.

SCAMPS NEWS

by Clint Brooks

We are having a real winter season aren't we? Cold temps, wind, rain. Gotta admit it's still one of the best places in the world to live, and we should be thankful. Except for the Perris trash elves, the flying field is looking good for the upcoming season. That should be taken care of now, thanks to the SCAMPS and hopefully some of the other clubs using the site. Question: how do we keep this from happening again? It seems we are fighting an uphill battle as costs rise for everyone and going to a dump or trash transfer station is costing too much for some. Or maybe they are just lazy and don't give a damn about their mess and long lasting scars to the landscape.

As you will see at the end of the newsletter, the Taibi Fun Fly has been pushed out to the end of April. This should clear all the weather and other contests already scheduled for the site and other locations. Hopefully we will be having a beautiful green spring and this will be the perfect thing to do.



I just finished my 2023 participation for FabFeb week at Lost Hills. Weather was cold and cool, with periods of warm for the times I was there. My goal this year was to fly F-1Q in all the FAI contests offering it. As a secondary event, I planned to fly F-1S which is the E-36 standards flown in five rounds and flyoff if needed. Contests to fly in were the Kiwi Cup, North American Cup and the MaxMen International. First weekend, midweek and last weekend respectively.

I arrived Friday the 10th at mid-day and the field was a vast green carpet, with clusters of flyers all over the entire area, practicing and just relaxing in the wonderful conditions. I picked a spot near the middle of the flying area and set up my Q model for some test flying. It still needed some fine adjustments of course, and I set out to do this.

Things proceeded well-I was impressed with the climb pattern, transition and glide after three flights. I decided to give one more tweak of the rudder and fly again before putting it away for the Kiwi F-1Q event the following day. All went well for the flight-I saw what I wanted to see and DT'd the model to avoid a long bike ride for retrieval. It settled into the short grass without a problem. When I arrived to pick it up, I was shocked to see the tail boom had broken away from the



forward fuselage. Of all the things I never expected see, this was it. I couldn't believe it-I was out of the Q competition and had only made four test flights. To say there was some frustration and anger was an understatement. I can relate to Charlie Brown and the kite eating tree, from the Peanuts comic strip. F-1Q was starting to take on a similar vibe as I had been having trouble with the other Q model I bought from Bernie, and ruined it by my own hand trying to string a new DT line. So there I was, the beginning of the series of contests with nothing to fly.

As I drove off the field, I wasn't sure if I should just leave or stay. I decided to stay and flew F-1S on Sunday, finishing second in a field of eleven fliers. Turns out the company and excitement of being there outweighs the remorse over the broken Q model. However, I left Sunday evening and did not return until Thursday, having been given use of another Q model to use in the MaxMen contest on Friday. This seemed good, but I was skeptical about the trimmed state of the model, as it had been sitting in a box for several years. Plus I had to replace the broken trip line for the rudder, something I had failed miserably at with my first Q model. This time I had an understanding of what to do, and after multiple attempts finally got the line installed and the model ready to fly. But it was dusk, and this would need to wait until the morning, start of the contest. Perfect.

First flight began with the model pitching up and rolling quickly to the left. This is NOT what you want to see, and I RDT'd the model, only to watch the wings fold as the carbon tube wing rod let go. Luckily it wasn't very high so no damage occurred, and the broken tube bits were easily removed from the wing panels. Why was this tube given to use? I have no idea, but it was completely the wrong application. A 4 MM diameter steel rod was installed, but in the mean time I was offered use of a duplicate model, so I went after it thinking it might be in a better state of trim, and I wanted to make the first round as the window was already open. I launched this model, a wandering rolling climb and a transition to a glide that had a deep stall as part of it's characteristic. "It has a little stall...." was stated, but really, is that what you think, 'little'? Now I was under the gun to get the climb and glide sorted out, and I hurried to do so. No joy for the first round-I posted zero for a score. Nevermind, I kept after the trim, slowly getting the model to respond the way I wanted it to. On the second round, I thought it would be good enough to make an official, so went after it. There was good altitude attained after a still right and left wandering climb pattern, but the glide stall

wasn't solved, so we watched the model drift downwind in a series of stalls that I finally ended before the model could get damaged by ground contact. Dropped the max for that round, but I had some numbers on the board. Some more trimming tweaks, and the third round is open. I launch again, this time the model pitches up and rolls on it's back and starts a downhill power dive that all knew would end in a crash. Saved by the RDT, but over the limit for an attempt. So I dropped my second max attempt.

By now, I had given up making fine adjustments on the glide, and resorted to larger movements to get it under control. Bingo-it was gliding serenely after the power phase. Problem solved-now to get the spiral climb consistent and holding a right hand climb. Rudder tab tweaks finally got the model looking sweet for the fourth round, and this time it hit paydirt. As it did for the remaining rounds, but it was too little and too late. I finished at the bottom, which I expected. But, the sense of relief flying those remaining rounds was great, and I really enjoyed the Q competition, so I will be sticking with it. In case you wondered, the broken Q is on it's way back to the builder for some warranty repairs. Hopefully I get it back as Ukraine enters the second year of battling the invader neighbor.

Below are some views of the Lost Hills flying area taken from the top of the F-1E hill. The first picture is showing the south end of the field and you can see a large swath of the pistachio trees have been removed. There is still a row going south to north, but those appear dead and ready for removal. There is still a newer orchard of trees remaining to the south of the cleared area, but the DT drop zone for us has increased considerably. The second picture is showing more to the west, and you can see a row of dark mounds along the west edge of the field. These are mulched trees that are being trucked out. The entire orchard is cleared except for the remaining mulch piles and a pile of trees yet to be put through the chipper. This pile was horrible if you drifted over the area and somehow came down on it. Hopefully it's gone soon, and we gain a considerable drop zone to the west. We all assume the orchards will be re-planted with new saplings of some sort eventually. These things tend to run on 20 year cycles from what I heard, so stand by for whatever follows.

And finally, there is the matter of the Tootsie Roll Pop. It appears the wrapper of the teeth rotters is still adorned with the simple life activities children enjoy. How unusual that it still shows a boy launching a model airplane. How many kids would understand what that is these days?





Trees removed from this area on the south end of the flying field boundary



Mulch piles on the west side of the field boundary. Area looks clear behind it; for now.

Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise

SCAMPS Monthly Club & Sanctioned Contest Schedule 2023 V 1.0					
Mo	Day	Rubber	Power	Electric	CD
Jan	8	Sal Taibi Memorial			J. Jones
Jan	18	OT Small Rubber (combined)	Perris Special	E-Nostalgia	B. Crowe
Feb	22	Andrade and 24 inch Stick	AMA Gas and Electric (comb)	E36	C. Brooks
Mar	15	Coupe F1G and Comet Sparky	Golden Age	E20	TBD
Apr	12	P-30 and bungee launch Glider	All High Thrust Line Designs	AMA Electric	C. Brooks
May	7	SCAMPS Lotto Contest			H. Cover
May	17	OT Large Rubber (combined)	Nostalgia all gas Combined	E Nostalgia	TBD
Jun	14	Mulvihill and Jimmy Allen	Vintage FAI	E36	TBD
Jul	12	OT Small rubber (combined)	Perris Special	F1Q + AMA Elec	TBD
Aug	16	Nostalgia Wakefield	AMA Gas and Electric (comb)	E20	TBD
Sep	17	SCAMPS Fall Contest- reserve day			TBD
Sep	20	P-30 and bungee launch Glider	Golden Age	AMA Electric	TBD
Oct	18	Andrade and 24 inch Stick	All High Thrust Line Designs	E36	TBD
Nov	15	Coupe F1G and Comet Sparky	Nostalgia all gas Combined	E Nostalgia	TBD
Dec	13	OT Large Rubber (combined)	Perris Special	E20	TBD

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2023					
Mo	Day	Rubber	Power	Glider	CD
Jan	29	P-30	Any-Gas or Electric	Any	Mike Pykelny
Feb	19	Coupe (2/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	19	OT/Nostalgia rubber (3/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	16	P-30 Oldenkamp Mem. (4/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	28	Coupe (5/28 rain date)	Any-Gas or Electric	Any	Mike Pykelny
June	11	OT/Nostalgia rubber (6/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
July	16	P-30 (7/23 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Aug	20	Coupe (8/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Sep	17	OT/Nostalgia rubber (7/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	15	P-30 (10/22 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	10,11,12	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
Nov	19	Coupe (11/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	17	Make-up events	Any-Gas or Electric	Any	Mike Pykelny

San Diego Scale Staffel Outdoor Schedule 2023				
Mo	Day			CD
Apr	22-23	Flying Aces Club	Perris	TBD
Sep	9-10	Flying Aces Club	Perris	TBD



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.

SAN VALEERS 74th ANNUAL & 40th ANNUAL 7 ROUNDER

April 13,14,15, & 16th 2023 - LOST HILLS, CA.

AMA Sanction 14177

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST

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

All AMA and Nostalgia events may be flown any day. Finish clean on all flights can continue the next day. Thursday-Saturday 8:00am to 5:00pm Sunday 8:00am to 3:00 pm.*

1/2A GAS

A GAS

B GAS

C GAS

D GAS (includes Super D)

E-36

1/2A Golden Age

P-30, HLG, & Catapult

1/2A Nostalgia

A Nostalgia

B Nostalgia

C Nostalgia

Small Rubber Stick & fuselage combined

Large Rubber stick & fuselage Combined

Nostalgia rubber

Texaco Combined

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

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

F1G – F1H – F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am.

Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights then tie breaker flight determines winner.

VINTAGE Wakefield

THURSDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

VINTAGE FAI

FRIDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 11 second VTO, 9 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

**NOSTALGIA per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7sec HL & 9 secs VTO on flight 4 and all additional flyoff flights.

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)(requires 3 contestants min)

Raffle Prize "K & B 6.5" (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)

* Any AMA record attempt must be completed on the same day you start an event.

AMA/NOST CD: Terry Thorkildsen (805) 495-6135 ALT CD Frank Menanno (719) 271-5232

FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

2nd SAL TAIBI FUN FLY



Taibi Field, Perris, CA
Sunday, April 30, 2023
(Rain date: June 4, 2023)



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

DT fuses 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