

April 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

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No April SCAMPS meeting is scheduled as of this issue of the newsletter. If something is planned after distribution, an email notification will be sent to all members on the current roster.

SCAMPS 2023 Donut Schedule					
Mo	Day	Responsibility	Mo	Day	Responsibility
Jan	4	Phil Ronney	July	5	Bernie Crowe
Jan	11	Gary Vogt	July	12	Clint Brooks
Jan	18	George Walter	July	19	Rick Overlette
Jan	25	Linda Wrisley	July	26	Jeff Globerman
Mo	Day	Responsibility	Mo	Day	Responsibility
Feb	1	Roger Willis	Aug	2	Pat McMillan
Feb	8	Hal Cover	Aug	9	Jack Guiso
Feb	15	Bernie Crowe	Aug	16	Ted Horton
Feb	22	Clint Brooks	Aug	23	Bernie Crowe
			Aug	30	Fernando Ramos
Mo	Day	Responsibility	Mo	Day	Responsibility
Mar	1	Fernando Ramos	Sep	6	Randy Wrisley
Mar	8	Randy Wrisley	Sep	13	Eugene Drake
Mar	15	Ted Horton	Sep	20	Gabe Gonzalez
Mar	22	Richard Brooks	Sep	27	Richard Brooks
Mar	29	Eugene Drake			
Mo	Day	Responsibility	Mo	Day	Responsibility
Apr	5	Gabe Gonzalez	Oct	4	Linda Wrisley
Apr	12	Rick Ovellette	Oct	11	Gary Vogt
Apr	19	Jeff Globerman	Oct	18	George Walter
Apr	26	Clint Brooks	Oct	25	Hal Cover
Mo	Day	Responsibility	Mo	Day	Responsibility
May	3	Jack Guiso	Nov	1	Clint Brooks
May	10	Pat McMillan	Nov	8	Bernie Crowe
May	17	Phil Ronney	Nov	15	Rick Overlette
May	24	Gary Vogt	Nov	22	Jeff Globerman
May	31	George Walter	Nov	29	Jack Guiso
Mo	Day	Responsibility	Mo	Day	Responsibility
June	7	Richard Brooks	Dec	6	Phil Ronney
June	14	Linda Wrisley	Dec	13	Linda Wrisley
June	21	Roger Willis	Dec	20	Hal Cover
June	28	Hal Cover	Dec	27	Roger Willis

Donut Schedule Coordinator is Mayda McMillan 562-217-7025

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

President's Corner

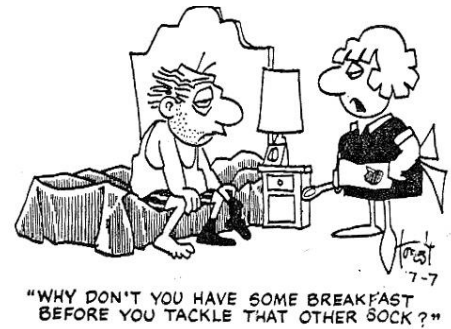
by Bernie Crowe

I don't want to go on about the weather, but this is getting old, like me. We managed finally to get *one* Wednesday where it wasn't raining like hell or blowing a gale, and quickly squeezed in a contest. But the next few weeks are not looking promising. We *are* considering changing the focus of the club to kite flying and model boat sailing... Meanwhile we have more pressing problems: -

The entrance to the field from San Jacinto has been taking more and more damage as the relentless rains take their toll, and it's reached the point where we run the risk of not being able to get onto the field at all. Some of you will remember the efforts made in past years to get repairs done at this point, and how frustrating the run-around you get dealing with the authorities. The root of the problem is that we are dealing with two organizations whose jurisdictions begin and end right at the point where the dirt road we use to access the field meets the edge of San Jacinto Road. Maintenance of San Jacinto Road is the responsibility of City of Perris Public Works Department. They have in recent years re-graded San Jacinto where it crosses the flood control channel and even raised the grade level of the road in 2021 to reduce the seasonal flooding of this area.

Maintenance of the flood control channel falls under the bailiwick of the Riverside Flood Control and Water Conservation District. They are charged with keeping the basin and areas like it open and free from debris and foliage, and for maintaining the access roads to these areas. They have from time to time sent crews with graders to flatten the dirt road and have done a great job. Several years ago, they made some repairs by dumping a truck load of concrete at the edge of San Jacinto, but that has now been undermined by rain erosion.

Roger Willis began contacting these organizations last year to try to get some action, and more recently has made a concerted campaign to raise awareness of the problem. The Flood Control folks initially said they would send someone out but when they realized where the exact location is they said that's the City's problem. Roger contacted the City and they said they'd fix it until they saw where it is, and then said that's the responsibility of the Flood Control folks. Classic jurisdictional underlap. Roger persisted however and now (March 19) has assurance from his contact at the Riverside Flood Control District that they will in fact send a crew out to repair the intersection. Stay tuned...



SCAMPS NEWS

by Clint Brooks

Picking up the theme of limited access to flying sites, I just completed the SCAT Annual weekend contest at Lost Hills. This fell right on the heels of a three day rain event that covered California and began clearing on Thursday. The drive up to Lost Hills on Friday was sunny with some hazy high cloud cover and pleasant temp-wise. Arriving in the area I was summoned by a fellow flier that he was stuck in the mud on the north entrance road. That was the first clue of problems. When I got there, I went in at the south entrance which had been severely churned by vehicles but had been graded somewhat and had a high ground path through the rough. It was soft, but passable, and I made it down the 300 yards or so of this with my trailer. Beyond that, the road seemed pretty firm but there were standing puddles that forced you off the path and onto the adjacent field area to get by. In essence, the road was barely passable at that point, but I managed to get to the flight line and unhitch the trailer. Off to the north I viewed my friend with his vehicle and trailer stuck in the exact same spot I was captured in some five years ago during a wet FabFeb event. I approached from the south, but there was no way to get close without getting stuck myself, so went back out to the south and came around to the north entrance and got close enough to pull him loose without too much trouble.



The following Saturday was nice with the temps getting near 70 deg F by early afternoon. I finally got the full flavor of flying all seven rounds of F-1Q and making it into a flyoff between Mike Richardson and myself. Mike won that one and I settled for second place. As there were only three fliers in Q, it was somewhat a minor victory-it was just as much fun to fly and socialize as anything else. However, during the late afternoon the gray overcast started to come in, and I packed up after the contest to avoid getting stuck on the field in the morning if the rains returned. Well, they did on Sunday morning, and the contest was cancelled. I heard on the way out that several vehicles were stuck in the mud at the south entrance, so the overnight rain returned the road to swampy conditions quickly. We sure don't enjoy easy access to any of our West Coast free flight venues, do we? Oh, I almost forgot-the nice grass carpet has turned into a mass of wildflowers and foxtails, anywhere from eight to eighteen inches tall. It was tough sledding riding a pedal bike through all that, and it's going to get worse with the additional rains on the way, then the dryout that will yield a barrage of stickers and other things that drive you nuts trudging through this. Bring on the sheep!



March SCAMPS contest report

by Bernie Crowe

FINALLY! We got a flying day... The contest was scheduled for March 15, but the forecast was again for winds and rain, so we pulled the contest up a week to take advantage of the better weather predicted for the 8th. And the forecast was correct! We had a good flying day, no rain, 50% cloud cover and lightish winds.

The events scheduled were Coupe (FIG), a *Sparky* one-design event, Golden Age gas, and E20 electric. Turnout was light, not surprisingly after the long rain hiatus, and changing the contest date at the last moment probably contributed too. As a result, maybe, there were no entries in Golden Age gas or in E20. The *Sparky* was designed by Ed Lidgard in the '40s, and I remember seeing him fly it at Taft more than once. It is a small rubber plane with performance that belies its cuteness. Fernando often flies his decades-old version, and recently more and more of them have been popping up at the field. We only had four entries though, and little actual flying in the end. Gary Vogt broke his motor early on and did not have a spare. Fernando had his in good shape but felt the drift was too strong to risk a long chase. Pat McMillan put up an 82 on his first flight but did not fly again. David Wade competed vigorously (as usual) and made two maxes after a disappointing first 107, to take a solid win.

I got out my *BeauCoupe* FIG and proceeded to break motor after motor. (I *really* gotta get a torque meter!) I finally got one to take about 380 turns and launched into what must have been good air (I couldn't see it!) but with an iffy DT. My grandson Nathan was acting both as my eyes and my retriever and the flight took him almost to San Jacinto in 3:45. I broke the next motor and decided to call it quits. David was flying his own-design *Perrisite* coupe but was not on his usual form, and scored a 106, a 66, and 100 to take second. Clint had his *Majetyk Coupe* in trim and after a disappointing 82 maxed the next two flights for the win.

The forecast for the next two weeks doesn't look good so it may be some time before we get to fly again. If we do make it the next contest is April 12 and calls for P30, bungee-launched glider, all hi-thrust gas, and AMA electric. Fingers crossed!





SCAMPS F-1G Coupe Club Contest

Date: 3-15-23

	NAME	MODEL	Round 1	Round 2	Round 3	Round 4	Round 5	FO-1	FO-2	SCORE	PLACE
1	Clint Brooks	Majestyk Coupe	82	120	120					322	1
2	David Wade	Perrisite	106	66	100					272	2
3	Bernie Crowe	BeauCoupe II	120	dnf						120	3



SCAMPS Sparky Club Contest

Date: 3-15-23

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	David Wade	Sparky	107	120	120			347	1
2	Fernando Ramos	Sparky	dnf						
3	Gary Vogt	Sparky	dnf						
4	Pat McMillan	Sparky	82	dnf				82	2

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	B. Crowe
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 Orbits 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



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