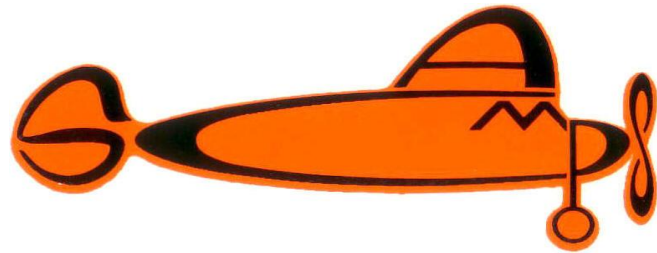


May 2023



**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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<b>Perris Field Schedule Coordinator</b>	George Walter	(714)-528-0774	GeorgeWalter@alumni.pitt.edu

## 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	Bernie Crowe
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	Clint Brooks

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	Richard Brooks
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

**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*

Last month we reported on the difficulty of getting any action on repairing the dirt road transition from San Jacinto. After experiencing the same frustration again, we decided to go ahead with a temporary fix ourselves. Lance bought every bag of gravel he could find at the



Perris Home Depot and with volunteer help brought them over to the field and used them to fill in the right side of the trench that had formed due to the rains. Leaving the gravel in the plastic bags helps retain the fill, and once covered by dirt the entrance transition is much safer and easier to negotiate. Lot of work, and many thanks to all that volunteered their help, especially Clint and Lance.

The other problem growing at the field is the height of the weeds covering the flying area. Each year we have paid to have the field mowed, but the contractor usually wants to wait until the weeds have turned brown before mowing. This year, because they have grown so fast, and because we have the Taibi Memorial Fun Fly coming up we arranged to have the weeds cut early. The cost of this exercise we hope will be shared by all the clubs that use the area. Note too that the area surrounding our flying zone has been seeded by the farmer who leases the field. The new crop of oat hay is already 10 or 12 inches high and it is easy to lose planes in there, so if you have a tracker, we recommend you use it. And remember, the farmer is OK with us tromping all over his crop on foot to retrieve our planes but not the use of bikes or cars to do the retrieval.

Remember, we are here with his permission and don't want to do anything to risk losing the field, so please respect his wishes.

And the Sal Taibi Fun Fly April 30, meticulously organized by Joe and Linda Jones was a great



success and enjoyed great weather and perfect flying conditions. See the full report by Clint in this issue.

## **SCAMPS NEWS**

*by Clint Brooks*

Finally, I flew my own F-1Q model in a seven rounder event this past weekend during the San Valleers Spring Annual. The model came back from repairs in the Ukraine the week before the contest, and I had just enough time to test fly it at Perris the Saturday before and finally got it to glide in a right hand circle. It looked really good through the climb and the glide, so I put it away, eager to bring it out and fly it the following Saturday at Lost Hills.



The SV contest started on Thursday, and I arrived late morning but there wasn't much action going on. Most were test flying and getting settled in. The Willamette Valley group was out in full force and it was great to see them there. Lot's of *Satellites* were being flown-there was a Bob Hunter Memorial contest planned on Sunday, and so it was there were so many beautiful examples of his design in the air. Bob DeShields and his son had a bunch, including a class D ship ( I think it was a *Saturn*) they were testing with great success all Saturday afternoon. What a monster and so elegant in the glide. Bigger really does fly better in my observations.

Friday felt more like a Saturday contest day with the SCAT Annual make-up rounds for the mini-events being carried over from the washed out Sunday in April they were originally scheduled for. The field had dried out considerably since the April contests, and the weeds had much less density this time and riding a pedal bike all over was really no problem this time. AMA action broke out too and pretty soon the field was in full swing with 70 degree F air temps and light drift most of the day. I dropped my first round F-1S flight, so ended up in third place at the end of the day. Larry Norval has a great pair of E-36 *Satellite* models now, his electric game has improved tremendously in the last year and now he's tough to beat. He did it to all of us that Friday in F-1S, so great win Larry!

Saturday rounds started at 8 am for F-1Q, and the four of us flying it all made it through the four minute max for the first round. The usual morning air temp inversion was in place over the field in the calmness, and if you got into it you just stayed there. Things went pretty easy until around 1 pm when the drift started to ramp up and it got harder to pick air. I launched three times into what seemed like strong lift and ended up outside the core and brought down in a hurry by the sinking air mass. Even the super high glide ratio of the Q can't overcome sink, and so I fell out of contention to finish third at the end of the day. At least I made it through all seven rounds so I was very happy to get that achievement in my logbook. And with no damage or problems with my airplane, which made me just as happy.

I held up this issue of Gas Lines to take in the Taibi Fun-Fly event which finally happened on Sunday April 30. Weather was perfect and turnout was great all things considered. Read on to take in a summary report.

Another news tidbit for everyone who uses the Perris flying site. For the past four years or so I have maintained a master schedule for field use among the free flight clubs. Now we are seeing the RC soaring clubs starting to use it for their competitions from time to time. Nobody has exclusive rights to the site, so the best thing to do is share openly and make sure we are all able to communicate and maintain an integrated field schedule we can all work from in planning activities each year. In support of that effort, George Walters has valiantly offered to take on the role of field schedule coordinator for the SCAMPS. In this role he will attempt to reach out and share schedule information for the SCAMPS and also be the focal point for incoming schedule details for the other clubs utilizing the site. I will then create the master schedule updates and publish it each month in the newsletter. Seem fair enough? I appreciate George stepping up to do this, as does Bernie who has been the spearhead of schedule coordination since this started. We all have our bit to play, and this helps keep the flying site activities cohesive and well managed for use. Please note George's contact information is now shown in the SCAMPS club officials table at the head of the newsletter.

The Oasis FAC group has a change in plan for their announced contest schedule for May. Roger Willis told me there were no pre-registrations for the schedule announced for the weekend of 5/19-21, so that was axed and a diminished set of events will be flown as noted below:

*Our planned tenth anniversary contest on May 19, 20, and 21 2023, has been cancelled.*

*We are replacing it with a contest on Wednesday May 17, 2023 beginning at 8 AM.*

*The flight contests will be*

*1, Thompson Greve Mass Launch*

*2. Jimmy Allen (ROG) TOTF*

*Old Time Rubber Fuselage TOTF*

*Hope to See you there*

*Richard Brooks*

It goes without saying that a donut round is included in the flying action on the 17<sup>th</sup>, so make the date now!

As noted earlier, the San Valeers Annual was recently completed at Lost Hills. This is the only SV contest for the year, so if you missed it and planned to go in the Fall, well plan again, as this is the new plan from now on. Of course, the fall season includes the SDO and FGC Dual Club meet in November, and the USFFC is September if you want to make an appearance at one of those. Personally, I think one three or four day contests a year with the traditional groups is plenty for most of us as it's getting pricey to attend at Lost Hills now. In any case CD Terry Thorkildsen has shared the Spring Annual contest report and I share it with you here.

### **2023 San Valeers Spring Annual Report**

*by Terry Thorkildsen*

*Photos courtesy of Arline Bartick*

This year we decided to have more events and run the contest for 4 straight days. Running the contest for more than a weekend would give everyone a chance to fly whatever they wanted to. We have really had a lot of rain in California this year. This impacted the contest just prior to ours by affecting the access roads but we had no problems at our event since they had dried out by then.

We also had easy chase conditions and they have now cut down and removed the pistachio trees at the south end of the field which really helps if you happened to get a fly away. The grass was high as a result of the rain this year. One of our contestants even dragged a tire behind his vehicle to tamp it down for the launching area.

The 4 days for the contest had great weather. On the first day Thursday we had a bit of wind but still flyable but a lot of the contestants used that day to test fly and check their trim. The other days were great for flying. It got quite cold at night with low 40's but the day time temps were pleasant in the low to mid 70's.

We had some great flying with 51 flyers and most of the popular events required decent times to place in the money.

In A nostalgia Don McNamee had 10 maxes to win the event followed by Bruce Hannah dropping his 7<sup>th</sup> max by 6 secs and Jim Kelly respectively with 6 maxes.



In C Nostalgia Randy Secor had a good string also and won it flying a *Hoosier Hot Shot* with 10 maxes followed by Don McNamee with 5+ maxes using a *Cresendo* again.

Jim Kelly Won 1/2A Nostalgia with 5 maxes flying a *Fubar* just ahead of Bob DeShields flying a cute *Monks Model* with Hornet power. Of course, everything Bob Deshields builds is beautiful!

Our most popular event was Vintage FAI with 10 contestants. Glen Schneider was the only one that stayed clean for 5 rounds but was closely followed by Bruce Hannah and Guy Menanno. The air was a bit tricky at times and in the last round 3 of the top flyers all dropped on the same choice of air when launching within seconds of each other.

We had 6 flyers in Vintage Wakefield and our friend from Oregon Bill Swift was the only one that was clean for the 5 rounds. Looking at the times the others weren't that far behind.

Our second most popular event was A gas with 8 flyers and Justin Martin won it and was the only one clean closely followed by his Father David Martin and then Pete Pfarr .

Neal Menanno won B Gas flying a *DP-11*. He had 5 maxes and is Guy's brother and they both fly hi-tech auto stuff in the modern gas categories that go like mad.

D gas was won by Bob DeShields flying a beautiful 1300 *Saturn Super D* model with Nelson .65 power. It is a handful for sure and his son Robert DeShields was 2<sup>nd</sup> with an 814 *Satellite* followed by Guy Menanno with his *Super Rock Star* with Nelson .67 power.

E-36 had 3 flyers and they all used *Joulebox MK3*'s for the event and BenTarcher won it with a max out followed by Clint Brooks, the designer of the *Joulebox* and Don Bartick.

The Bob Hunter Memorial was flown Sunday morning at dawn for best flight to the ground using 9 seconds hand launch or 11 seconds VTO. Terry Kerger won it with 7:05 minutes using an auto Super D *Satellite 1300* and a Nelson .65. Ed Decker was next with his *FAI Falcon* followed by Guy

Menanno with a *Satellite 788* to start but had an overrun so he then switched to his *Modelite 1000* with a Dubjet .67 for his recorded flight.

In our other rubber events P-30 was the most popular with 6 flyers and Rocco Ferrario our school teacher who has done so much to encourage kids in the hobby won it with 4 + maxes closely followed by Clint Brooks with 3 maxes and Glenn Grell and Don Bartick within 1 second of each other.

Glenn Grell enjoys flying rubber and flew most of the rubber events with maxouts in both small and large rubber stick.

We only had 2 flyers in Texaco combined but Jim Kruse won it with a ½ A *Powerhouse* at 10:27 beating out Brad Levine's larger *Clipper* by a little over a minute. Surprising since some 1/2A Texaco flyers didn't show up since they thought they would be at a disadvantage but Jim Kruse flew early in good air.

Surprisingly we had only 1 flyer in Catapult that Rocco Ferrario also won with a max out. We had no flyers in HLG.

The FAI events were run by Mike Thompson and seemed to have decent participation. We had the large events on Saturday followed by the minis on Sunday. F1C was the only FAI event that had no participation.

I want to thank all the 51 flyers that came out and made this a great contest. I especially want to thank Guy Menanno for all his help in setting up the contest and helping as needed, along with Mike Thompson for running the FAI stuff and help at the table.



Daniel Heinrich managing his scorecard

We gave away some great prizes at the end with a K&B 6.5 for the raffle along with engines, kits, wood, and fuel for the winners. Hope to see every one come back next year to enjoy good competition and have fun.





Phil Ronney putting up his *Ramrod*



Clint Brooks with *Joulebox Mk3*



Jeff Carman



Randy Secor

## The Second Sal Taibi Memorial Fun-Fly

by Clint Brooks

On April 30<sup>th</sup>, 2023 the sun finally came out at the right time for the long delayed Taibi Memorial Fun-Fly to finally launch. It sure didn't seem like it driving in from the coast under a heavy marine layer and passing over the hills to the west of the Perris area through extremely dense ground fog. As I crept along the country back road, I was sure hoping the fog wouldn't last much longer as it would be truly unfortunate after delaying this event twice already due to the heavy rain period. But as I came up on the 215 freeway the fog was thinning quickly and by the time I was near the exit for 4<sup>th</sup> street the sun was shining brightly.

I could see a lot of vehicles were already on the field and was pleased to see two rows of vehicles up against the access road with EZ-Ups and tables out and people milling around socializing. A full flight line was building and I claimed a spot and put up my meager equipment for gas flying. My focus for free flight has been rubber and electric, and my gas power infrastructure is limited to the equipment I use for control line and RC flying. So, I had the main things, but no starting stooge which is very necessary to handle the *Perris Special* I bought from Ron Thomas and the Class C *Dodger* with the Ohlsson .60 sparky of Joe Jones I had with me. Luckily, Ron was there with his starter and I quickly regaled him for use of his equipment. He was more than happy to oblige, so there were no more excuses for not being able to get airborne.

The flight line was like a who's-who of gas free flight in SoCal. There were people there from Arizona and Utah as well, plus family and friends of Sal checking out the airplanes and talking with some of the fliers. I was a bit nervous about flying gas, so my focus wasn't so much on who the observers were once I started getting the airplanes ready to fly. Suffice to say, there were probably more spectators than flyers which seems unusual at a free flight event these days. Everyone had a smile on their face though, so I guess it was worth the effort for all concerned.

Flying started in earnest about 8:30 with flights of *Stardusters* and other variations of Taibi glow engine designs filling the sky. It wouldn't be any fun without a crash or two, and Rob Cobb started the party with a destructive power dive end to his *Starduster 900* near the access road. The model was a rebuild from many earlier encounters with the ground, but this time it was doomed to the trash can as not much was salvageable from the airframe.

I started with the easiest to fly model of the two I had, which is the *Perris Special*. Built and trimmed by Ron Thomas, the only thing I needed to do was get used to the routine of the pre-flight, starting and launch technique. That's a lot at first, and having the model already safely trimmed took a lot of stress off me. With Ron letting me go through the motions and looking over my shoulder, I got it fired up. Ron needled it a tiny bit and I went into the launch position, tripped the timer, and let it go. A perfect spiral climb and flat transition at the top-what could be better than that? I think the other fliers were watching me as I am a stranger to the gas flight line for them. I think they were happy to see me finally fly a gas model and there was a lot of acknowledgment for it. That was fun, for sure.

I turned my attention to the big *Dodger* after that. While I appreciate the history or the model and the equipment, it does represent a level of frustration based on the complexity of a functional ignition system. Joe and I had tried flying it in October of last year in prep for the event in January. Initial starting was unsuccessful, and Joe got into it and discovered the points were not closing and thus no

spark was forthcoming. After fiddling with a small spring, it began to work, and we got it started for three flight attempts that lasted about 40 seconds each as the engine would sag and quit after about ten seconds into the flight. It was a hot day, and that combined with old fuel may have been affecting engine performance.

This time I had bummed fresh fuel from Jeff Carman, put in new batteries and went to check the ignition system for power. I saw there was at least five volts coming from the battery box, but trying to crank the motor it gave no indication of giving even a pop of life. Ron pulled the spark plug out and checked the gap and electrode, then tried to ground and see if a spark would show when cranking the engine. Dead cold-it appeared the points were probably at fault again. There really wasn't time to get into troubleshooting, so we replaced the plug and I parked the model back at the parking line to keep it out of the line of fire from crashes and went back to flying the *Perris Special*.

Late in the morning CD Joe Jones began to herd the cats for a group photo of airplanes and fliers. About this time, AMAGuy launched a big *Starduster* he had been trimming all morning. As it roared skyward, I heard a click from it, and a second later near the top the wing broke in half and the fuselage with screaming engine went into a rapid maple seed spinning descent with fuel and smoke spewing out to mark the path. It was a spectacular end to that flight, but I think the model could probably be rebuilt as it hit flat against the side of the fuselage in the grass. The wings took awhile to descend, but there were two full halves which makes me speculate the repairs should be minor to get it back into the air.

We finally had the group assembled for the pictures, and these were captured by David Wade using his drone to capture the best attitude for the large assembly. And that was it-a few more flights went up but people mostly mingled and started putting away models and equipment to leave. This was a fun event for everyone-there was no pressure to do anything but have fun and enjoy each other. And I think Sal was there the whole time watching with a smile on his face at the sight of his family, friends and admirers of his historic free flight model designs and the happiness they still bring to us.



Taibi Field parking line starting to build up



Sal memorabilia tables under Sal's old EZ-Up



Mike Taibi (L) with Joe Jones-host and planner of the event



David Wade-drone photo service for the event



Field of *Stardusters*-two of many



Clint Brooks and Ron Thomas contemplate the *Dodger* Ohlsson .60 condition



One of the Starduster casualties of the day prior to the end



Ray Peel sends his *Perris Special* aloft



Rob Cobb getting ready to send his doomed *Starduster* aloft



Ron Thomas cranking a 1/2A Starduster



Phil Ronney launches his 1/2A Starduster



Clint Brooks with the *Perris Special*

*Photos courtesy of Bernie Crowe and John Swain*

## **April SCAMPS Club Contest Report**

by Bernie Crowe

Looks like the SoCal weather is beginning to behave more normally, and we were able to hold our April club contest on the scheduled date. The weather was pleasant with moderate drift early and plenty of thermals around, but the rains have produced a fine (!) crop of weeds which are about knee-high all over the flying area. That, coupled with the burgeoning agricultural crop around the field made finding and retrieving planes a challenge to say nothing of the difficulty the bungee-launchers had laying out the tow lines!

Events on the menu were:

P30

Bungee-launched glider

All hi-thrust gas

AMA Electric

As usual, P30 had a good turnout, proving it is one of the more popular events. Linda Wrisley's *Tail-Firster* was looking good, but disappeared into the crop around the field. Randy marked the flight "107LIG" – lost in grass, and she and Randy were unable to find it to fly again. (happy note: see below) I flew my *Majestyk* to an 87 plus a max but was unable to fly again due to a broken rudder and finished up fourth. Lance Powers dusted off his *Speckled Bird* and put up a respectable 269 for third place. David Wade as usual was on fire with his own-design *Perrisite 30* and scored 95 and two maxes for the win. Fernando Ramos flew his unusual *Geezer Pleezer* and only dropped 30 seconds on his second flight, maxing the other two to take second!

One happy ending: the following week David Wade brought his drone and went looking for Linda's P30. He spotted it just a hundred yards or so out in the new crop, set the drone to hover over the spot, and walked out and retrieved her plane intact.

The only entry in All Hi-Thrust gas was Hulan Mathies, flying his *Starduster*, but it had a bit more thrust than he was expecting and it tried to take out the car line, comprehensively dismantling the plane in the process. He then flew his *Stratostreak* which isn't hi-thrust but since he was the only entry there didn't seem to be any objections for other fliers. Likewise, AMA Electric had only one entry with Phil Ronney flying his *eChampion* to a max and calling it quits.

Bungee-launch was dogged by changing wind directions and tall weeds tangling the tow lines, but I did not observe beyond that so I'll let Clint fill in on this event.

## **Bungee Launch Glider event report**

by Clint Brooks

With all the growth at the field I was happily anticipating a prime opportunity to finally get the *Avia 152* secondary glider scale model trimmed and flying. It's been sitting in storage since last year waiting for the deep plushness we have now, so I stepped up to the plate and brought it out for action.

After a few hand glides to see if it had any promise, I put it on the 1/16 rubber launch line and strode into the weeds and wheat field, getting a moderate amount of tension tugging at the tow hook. With my RDT in hand, and scanning the area for tall vegetation that would forestall any problems, I released. It pitched up steeply and went off hard to the left and down in a millisecond or two. The impact brought the wing panels forward against the rubber banded retaining hooks such that several of the wing strut attach tubes broke cleanly away from the fuselage anchor points, ending any thoughts of






further operation for the day. Clearly my ideas about wing attachment on the model are immature and need refinement, probably to permanent installation with stress deflecting features that only the most severe of crash impacts could overcome. That's the long way of saying 'back to the drawing board' in case you missed it. So back into storage it goes-aside from the detached strut attach points there was no other damage to the model, and it's still taunting me to try and fly it.

I also tried to make Randy and Linda Wrisley more at ease with the bungee launch process, and offered to bring the line to them for attachment to their glider, and I would mule the other end of the line to an upwind position to allow them minimal movement to launch. This worked well for one flight after I fought to get through the dense weeds and into position. Randy got off a good flight, but I spent the next 20 minutes trying to untangle the line and get it back into place for the next launch. During this process I decided it was a foolish mission that was going to

absorb all the time available, and declined to help any further in this regard. So, I pulled the carpet out from under the Wrisleys, but they were wise enough to recognize the futility of trying to fly the glider any longer given everything that was happening. I soldiered on to fly my favorite *Amathyst* towline glider, along with David Wade sneaking in between my launches with his flying wing glider which was proving difficult to find in the weeds.

Fernando Ramos also stepped up with a new *Lil Dip* towline glider for flight testing. We attempted several launches, but the towline ring kept fouling with his auto rudder linkage making it impossible to release the glider. No damages, but Fernando needs to revisit this setup before attempting flights again.

In summary, I spent the four hours threading a little piece of string and rubber strip through a bunch of vegetation for a grand total of three glider launches. Those were pretty good flights, but I think I'll wait for the rest of the growth to get cut down before trying this again!

 <b>SCAMPS P-30 Club Contest</b> <span style="float: right;"><b>Date: 4-12-23</b></span>									
	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3			SCORE	PLACE
1	<b>David Wade</b>	Perrisite 30	95	120	120			335	<b>1</b>
2	<b>Bernie Crowe</b>	Majestyk	87	120	dnf			207	<b>4</b>
3	<b>Lance Powers</b>	Speckled Bird	91	114	120			325	<b>3</b>
4	<b>Fernando Ramos</b>	Geezer Pleaser	120	87	120			327	<b>2</b>
5	<b>Linda Wrisley</b>	Tail Firster	107	lig*	-			107	<b>5</b>

**SCAMPS Open Class Bungee Launch Glider****Date: 4-12-23**

	NAME	MODEL	FLT 1	FLT 2	FLT 3	FLT 4	FLT 5	FLYOFF	SCORE	PLACE
1	<b>David Wade</b>	SPWing	dnf							
2	<b>Clint Brooks</b>	Amethyst	97	62	120				279	<b>1</b>
3	<b>Fernando Ramos</b>	Lil' Dip	dnf							
4	<b>Linda Wrisley</b>	Jetstream	60	dnf					60	<b>2</b>

**SCAMPS All Hi-Thrust Line Gas Club Contest****Date: 4-12-23**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	<b>Hulan Mathies</b>	Starduster	crash						
		StratoStreak*	105	dnf					<b>1</b>
		*non hi-thrust but OK							



## 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
Apr	30	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	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	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
<b>Nov</b>	<b>10,11,12</b>	<b>SDO/FGMC FF Bonanza-Lost Hills</b>			<b>Don Bartick</b>
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	cancelled	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.

## SCAMPS Membership Form



Want to join one of the nation's top free flight model airplane clubs? We are accepting memberships to the SCAMPS (Southern California Antique Model Plane Society) at this time. Our membership is for one calendar year, from January to December. Membership includes a monthly newsletter, with the latest information on contests, building projects, flying news from Perris, plus much more. We host several contest each year, plus have a weekly fun-fly at our Perris, CA field. These happen every Wednesday morning, weather permitting. There is another group of SCAMPS that fly on the weekends. Members also receive a membership card and SCAMPS decal sheet. All members are welcome to attend monthly meetings, where it is more a social gathering, than a formal meeting. Refreshments are served at all meetings and it is fun to catch up on the latest happenings with your friends. We hope you decide to join in on the fun. We fly all forms of free flight models from old timer to modern and FAI. All free fighters are welcome.

Dues are **\$30** for regular newsletter snail mailed, and only **\$15** for members who receive the newsletter via E-mail ONLY. All funds should be made payable to the SCAMPS. Please send your dues to: Lance Powers, 1207 Trinidad Circle, Placentia, CA 92870

Please circle all that apply

Renewal      New Membership      E-mail Newsletter      Regular Mail Newsletter

Name \_\_\_\_\_ Phone Number \_\_\_\_\_

Cell Phone Number \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

E-mail \_\_\_\_\_

AMA Number \_\_\_\_\_

If new, how did you hear about our club?

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