

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

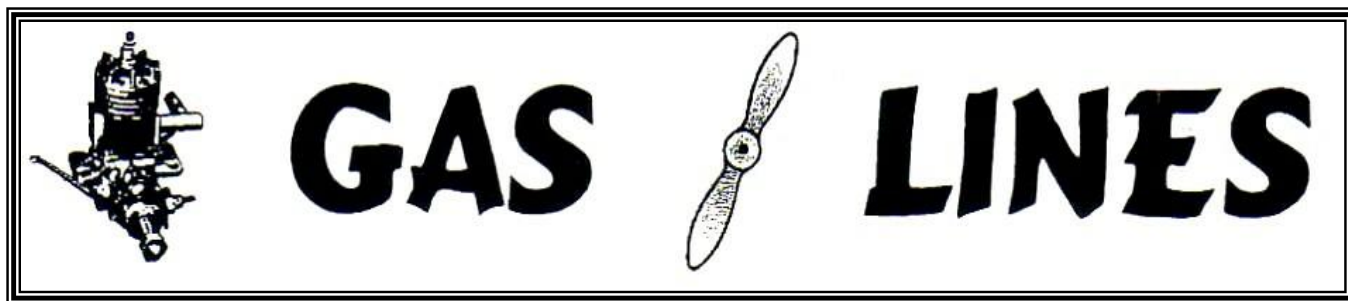


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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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
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President’s Corner-November 2019

by Bernie Crowe

- Nancy Kaiser has announced that there will be a **celebration of Ken Kaiser’s life** on November 3 at her house, 5784 Maxson Dr., Cypress at 1 pm. All Ken’s flying friends are invited. Nancy asks that you RSVP to her at nlkaiser@sbcglobal.net or to donkaiser55@yahoo.com so they know how many to cater for. Most of the major contest flying is over by this date, so let’s plan on making this a celebration worthy of a great flier and a true friend.



- The Club meeting October 5 at John Powers home was lightly attended, possibly due to many of us attending the various contests this month. Thanks to both John and Lance Powers for their hospitality. We had a good discussion on **light weight RDT systems**, and Carl Redlin displayed a couple of his rubber models fitted with these devices. Carl has found a very light servo (1.9 grams!), and at \$12 this is the only component that has to be fixed to each model. The rest of the system can be moved from plane to plane to hold down the overall cost.
- I talked to the farmer who leases the field we fly on and asked about the status of his plan to knock down and dig in the **green waste piles**. He says they are still playing catch-up with the business following his father’s death, and that has set them back a couple of months. Jason says the plan still is to plow the field this winter, but it will have to wait until the melon crop across San Jacinto is picked, and then the follow-up crop is planted.

- We are still looking for someone to host the **SCAMPS Christmas party** at their home in December. Last year as you'll remember Jane and Hal Cover hosted the party and most agreed it was the best Christmas get-together we've had in years! We'd like to do the same thing again this year, and so are looking for someone to play host for this event. Last year was on a contribution-per-person basis to defray the cost, and we plan to do the same this year. Ideally the host site will be centrally located, so if you feel you could be the host, please contact me or Lance.

SCAMPS 2019 Club Meeting Schedule		
Month	Day	Host
January	TBD	Open
February	2	Hal Cover
March	TBD	Open
April	6	Ken Kaiser
May	TBD	Open
June	8	Scott Cover
July	6	Clint Brooks
August	10	Joe Jones
September	14	Fernando Ramos
October	5	John Powers
November	10	Cancelled
December	TBA	Christmas Party

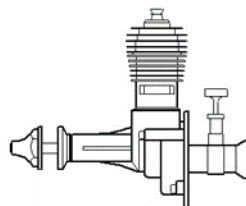
SCAMPS Monthly Donut Schedule		
2019 Donut Coordinator: Jane Cover (909) 851-2075		
Volunteers are responsible to coordinate with other club members if they cannot fulfill their assigned commitment		

Mo	Day	Donut Bearer
Nov	6	Clint Brooks
Nov	13	Don Chapton
Nov	20	Jeff Carman
Nov	27	Hal Cover



The planned November 10th Club Meeting has been cancelled out of respect for the luncheon planned to celebrate the life of Ken Kaiser, scheduled for November 3rd.

This leaves just the December Christmas party left to go for 2019-we are still looking for a host or public location suggestions to have it. It would be best to have something more or less central to the SoCal membership area, so if you have ideas let Hal, Bernie or any of the club officers know. The Cover's graciously hosted this last year and it was a very nice event. Let's bring down the house for 2019 end of the year festivities.



SCAMPS NEWS

by Clint Brooks

By the time you read this I will be deep in the mire of being a timer for the 2019 FAI World Championship at Lost Hills. This will be the largest free flight contest I have ever witnessed-with something like 250 contestants planned. Lots of help with timing is being sought and I hope we can cover all the bases when things start to happen.



The October club meeting may have been lightly attended, but the demo hosted by Carl Redlin has sparked a lot of interest in tiny stand-alone RDT systems for use in rubber powered models and gliders. By stand-alone, I mean a closed loop system that does not utilize a timer to control the D/T function, as done with electric powered models that have both motor and D/T functions under control by an electronic timer.

What the stand-alone system can do is eliminate the on-board timing device and put that operation into the palm of your hand. So, you can omit fuse, viscous timers or whatever mechanical method typically used to bring down your rubber powered pride and joy and take command when you want to. It's pretty amazing to see this technology starting to creep in to model designs that you never thought could be improved beyond the traditional light weight methods to save them from loss.



As Carl went through the demo, you could see light bulbs coming on, with Bernie pointing out the most obvious

and dramatic advantage these systems offer. And that's when your rubber model decides to embarrass you by heading into a series of deep stalls that never end well for the front end of the model. Instead of hoping the stall cycle results in impact with the ground at near level attitude, or just knowing your fuse or viscous timer is not helping during an emergency, you can simply stop the show and retrieve the model for another attempt, front end still intact. Having used an RDT for years

now on my electric models, it makes no sense to fly without one now. It saves a lot of stress and time with repairs and makes flight trimming a lot faster.

The stand-alone system includes an airborne receiver that the servo plugs into and also the small separate lipo required to operate the servo. It's a one function system, so bear that in mind. You are the "timer" in this operation-when you are ready to stop the flight, push the button and the servo lets the tail pop-up. Not recommended for electric power as you can D/T the model with the motor running, something a "host" version does not allow, based on the electronic timer functionality used on these models. A strong running rubber motor may offer some issues if the model is D/T'd during this phase of flight, but not likely to fold the wing as a power model would under the same circumstances. It's a new day dawning for the rest of the outdoor free flight models that have not been a focus of the miniature electronic timing and D/T equipment application. Here is more from Bernie on the subject.

Light Weight RDT Systems

by Bernie Crowe

RDT (radio de-thermalizer) systems have been around for at least ten years, and many of us use them in our gas and electric models. The principal is simple: at the press of a button, a small transmitter sends a signal to the plane to operate the DT release, usually controlled by a micro or sub-miniature servo. They aren't cheap. Typical set-ups cost about \$400 for the basic system, with perhaps another \$50 in specialized chargers and connectors. Most of these are designed to work with electronic timers (another \$40 or so), which are almost mandatory on electric models and becoming more common on gas models.

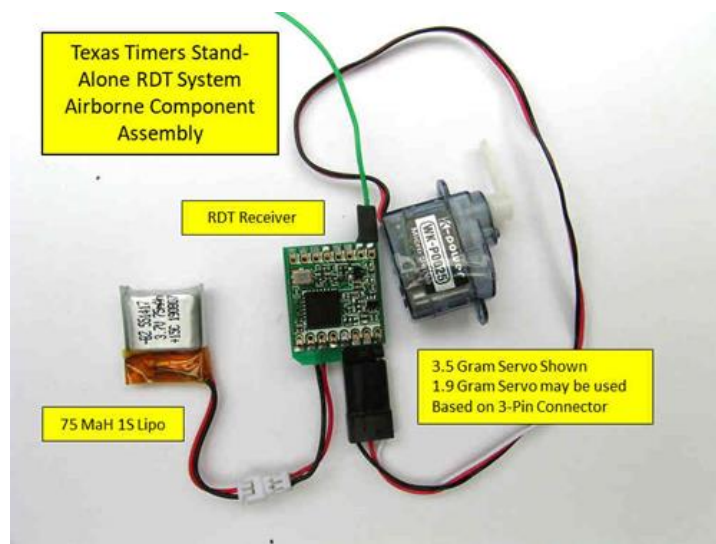
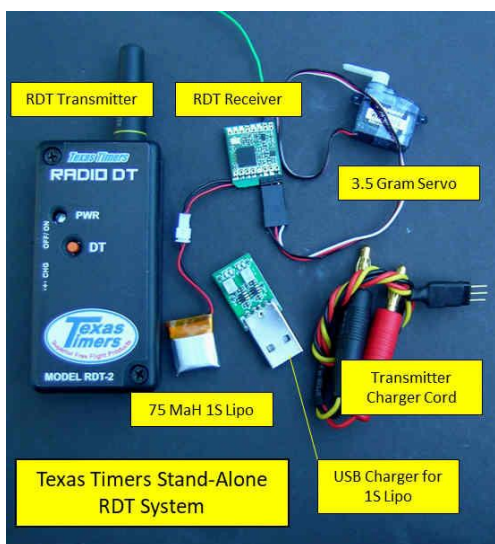
If you don't have an electronic timer, and don't carry a battery aboard, you were out of luck - until recently. Now there are so-called "stand-alone" systems that require just the receiver and a small battery, plus a servo of some sort, on board the plane. And these systems are becoming lighter. The total on-board equipment is now around 3 grams. And while they still aren't cheap, the system can be moved for plane to plane, so that the only piece of equipment you need to buy for each plane is the servo, or some other electronic release mechanism. Carl Redlin recently turned up a servo weighing a mere 1.9g, and costing \$12 a pop. At a recent Club meeting he showed us how to hook up his RDT system a couple of different rubber models with a fuse DT backup. He installs a servo in each model, so all he has to do is transfer and hook up the receiver/battery pair he uses for all his planes.

There are now several manufacturers making such equipment, and you can put a system together from any one of them. The only caveat is that you need to be sure your *plugology* (new free flight term!) is compatible. Different makers sometimes use different type plugs for the receiver connector and the battery connector. Here are some of the available systems:

Airtek: Stand-alone Receiver \$125 Transmitter \$175
Ken Bauer 2481 Club Drive, Gilroy, CA 95020 airtekfla@gmail.com 669-205-2808

Texas Timers: Stand-alone receiver plus transmitter \$262
Hank Nystrom txtimer@tn.net 423 282-6423

MicroFlierRadio: Micro servo 1.9g \$12 plus many other micro RC components incl receivers
Nick Leichty microflierradio.com 941 377 9808



SCAMPS Club contest Wednesday October 16 2019


by Bernie Crowe


We had pretty good weather for our October Club contest, with fair skies and moderate winds. At first the drift was towards the freeway, and retrieving across the creek was easy. Later the drift switched towards the north and the later chases were into the dreaded waste piles. I expected a low turnout as there were contests at Lost Hills (US Free Flight Champs) and at Buckeye AZ (WESTFAC XII) drawing away some of our regular fliers, but in fact we had almost the usual number turn up. A surprise visitor was a sky diver from Perris, who landed near the RC field. Turned out one of their number had had a problem and caused our visitor to overfly the field. He told Paul Guiso that they were a team of Navy Seals and that there was also a team of Canadian divers performing a mass paraglider stunt. I suspect they were just trying to get some of the maple bars Paul had brought as donut man! Our events for the day were OT Small Rubber, Perris Special, OT Sport Glow, E36 electric, and E20 electric. We were missing some of our better competitors in some of these events due to on-going contests elsewhere, but still had a ball on our “home” field. Paul Guiso was our CD and donut man.


As always, OT Small Rubber drew the largest number of entries, though as is often the case, not all were able to fly. Paul entered both his Wren and his Gollywock, but only had time to fly the Wren. Lance had his Gollywock flying well, but while he was winding for his first flight the propeller shaft let go and the fully wound motor comprehensively dismantled the back end of his fuselage. Linda Wrisley maxed her first flight with her Jabberwock, but had an unfortunate motor mishap and did not fly again. Paul’s Wren was flying well but couldn’t nail down the maxes. I got two maxes with my first flights, then dropped seven seconds on the last. David once again put up his Jimmy Allen Sky Raider against the duration rubber models and maxed his first flight. The second was another easy max but the plane DTd early and he was down in 106. His last flight was a doozie, high in a thermal for another max, leaving me to squeak out the win.

Perris Special usually garners more entries than on this occasion, and Fernando Ramos did valiantly step up to compete with Ron Thomas and Ray Peel, but a field of three is still disappointing. Fernando didn’t make the first max by 25 seconds and decided not to fly again. Ron and Ray battled it out, both maxing their three flights and going on to the fly off, but Ron got too aggressive on his


timer setting and had an overrun giving Ray the victory. E20 had only two entries, David Wade and myself. I had recently gotten my trusty E20 back after three months lost when Hulan came across it two weeks ago. Having spent a lot of time refurbishing it I was looking forward to flying it in contest. I had checked it all out the night before and had added a tracker socket to avoid losing it again, and it seemed perfect. Alas, on the day the timer would not cut off, letting the motor run until it emptied the battery – about 2-1/2 minutes! David gamely offered me his spare timer so I could compete, but it required surgery to install it so I declined. David flew his own-design “eLips” and got two flights over a minute and a 90-second max on his last to take the win. I was disappointed that neither Hal Cover nor Clint Brooks was able to make it, but decided to put up a token flight with my “Fugette” design. Just before I flew, I broke the antenna on my tracker receiver so had a blind chase to the plane.

 SCAMPS Electric E20 - Perris 10-16-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FO 1	FO 2	SCORE	PLACE
	Bernie Crowe	Mini-E	dnf						
	David Wade	eLips	64	68	90			222	1

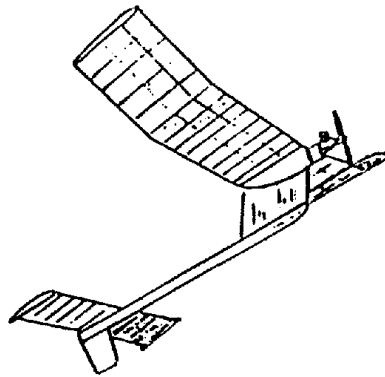
 SCAMPS F1S(E36) - Perris 10-16-19											
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	ROUND 4	ROUND 5	FO1	FO 2	SCORE	PLACE
	Bernie Crowe	Fugette	118	dnf						118	1

 SCAMPS OT Small Rubber Club Contest - Perris 10-16-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Paul Guiso	Wren	94	79	66			239	3
2	Paul Guiso	Gollywock	dnf						
3	Bernie Crowe	Gollywock II	120	120	113			353	1
4	Linda Wrisley	Jabberwock	120	dnf				120	4
5	Lance Powers	Gollywock	dnf						
6	David Wade	JA Sky Raider	120	106	120			346	2

 SCAMPS OT Sport Glow Club Contest - Perris 10-16-19									
	NAME	MODEL	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1			No Entries						

 SCAMPS Perris Special Club Contest - Perris 10-16-19									
	NAME	MOTOR	ROUND 1	ROUND 2	ROUND 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Ron Thomas	Veco 19 spl	120	120	120	O.R.		360	2
2	Ray Peel	Veco 19 spl	120	120	120	83		443	1
3	Fernando Ramos	K&B greenhead	95	dnf				95	3

Continuing with contest reports, the recently completed USFFC at Lost Hills was one of the best. The weekend weather was superb with the wind never exceeding 4 MPH in any direction. Thermals were plentiful but a little hard to pick, and the drift was very reasonable. In addition to the USFFC there were two FAI contests in play as well as people on the field getting ready for the World Champs coming up the following weekend. So everywhere you looked it was a free flight festival. Hulan Mathies did very well indeed and won the Sweepstakes prize for the USFFC. I don't have the scoring, but the SCAMPS representation did well in the contest. I flew F1S in the two mini events held on Monday for the Kotuku and Sierra Cup contests, placing third and first respectively. It was another perfect day for flying and we all enjoyed it. On the down side, my prototype Super J managed to get away in strong lift when the D/T failed. Hopefully there will be enough people scouring the surrounding fields this coming weekend it may return. As it happens, I have the second prototype ready to fly and should be back in action with testing after the October heat dies down.



2019 Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

SCAMPS Monthly Club & Sanctioned Contest Schedule 2019 V 2.3					
Mo	Day	Rubber	Power	Electric	CD
Jan	9	P30	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Jan		Haggart/Bowden-Perris (cancelled)			
Feb	27	OT Small Rubber (comb)	Nostalgia all Combined	E Nostalgia	R. Peel
Mar	10	SCAMPS 15th Annual Taibi Contest-Perris			K. Sherman
Mar	13	OT Large Rubber (comb)	Golden Age Small & Large	AMA Electric	B. Crowe
Apr	24	P30 + Small Open Rubber (Andrade)	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Apr	27-28	SCAMPS/SCIF Texaco-Lost Hills			D. Heinrich
May	5	Lotto/Twin Pusher-Perris			H. Cover
May	15	Nos Rubber/Nos Wakefield	AMA Gas & E Combined	E Nostalgia	J. Jones
Jun	12	Gollywock Mass Launch + OT Small Rubber (comb)	Golden Age Small & Large	AMA Electric	L. Powers
Jul	17	Coupe (F1G) + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Aug	14	OT Large Rubber (comb)	AMA Gas & E Combined	E Nostalgia	G. Drake
Sep	11	P30 + Moffett	Golden Age Small & Large	AMA Electric	R. Thomas
Oct	16	OT Small Rubber (comb)	Perris Special, OTSG Sm/Lg	F1S + E-20	P. Guiso
TBD	TBD	SCAMPS/SCIF+San Valeers Nos-Lost Hills			cancelled for 2019 FAI World Champ field use
Nov	13	P-30 + Small Open Rubber (Andrade)	AMA Gas & E Combined	E Nostalgia	C. Brooks
Dec	11	OT Large Rubber (comb) (add: Bungee-launch glider)	Nostalgia all Combined	AMA Electric	B. Crowe

San Diego Orbiteers Monthly Club & Sanctioned Contest Schedule 2019					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	27	P-30 (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	24	OT/Nostalgia rubber (no rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	17	Coupe (3/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	14	P-30 Memorial (4/29 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	18-19	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
May	26	OT/Nostalgia rubber	Any-Gas or Electric	Any	Mike Pykelny
June	23	Coupe	Any-Gas or Electric	Any	Mike Pykelny
July		No Contest Planned			
Aug		No Contest Planned			
Sep	15	P-30	Any-Gas or Electric	Any	Mike Pykelny
Oct	13	OT/Nostalgia rubber	Any-Gas or Electric	Any	Mike Pykelny
Nov	17	Coupe	Any-Gas or Electric	Any	Mike Pykelny
Dec	15	P-30/Make up for cancelled events	Any-Gas or Electric	Any	Mike Pykelny

San Diego Scale Staffel Outdoor Schedule 2019				
Mo	Day			CD
Feb	16-17	Flying Aces Club	Perris	J. Hutchison
June	8-9	Flying Aces Club	Perris	J. Hutchison
Sep	21-22	Flying Aces Club	Perris	J. Hutchison

OASIS Squadron FAC-20 Outdoor Schedule 2019				
Mo	Day	Events	Location	CD
Apr	17	BLUR race, Jim. Allen (ROG), 1/2 Wakefield H/L	Perris	Roger Willis
Jul	24	Sky Chief M/L, OT Rubber Fus (ROG), WW2 Combat Mass Launch	Perris	Roger Willis
Nov	6	FAC Rub. Scale, Modern Military (total of 3 flts), Greve/Thompson Race combined	Perris	Roger Willis



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 Scale Staffel has their FAC contests also noted above. These are typically conducted over two day periods to get in all the event categories normally flown. Flying usually starts 7-ish and ends late morning depending on winds. There is a larger group that flies on Wednesday as well if you would rather make a mid-week trip. Come join us-see the map above for an idea on directions-it's on the east side of the 215 freeway, off San Jacinto Ave.-there is a dirt road entrance on the right.