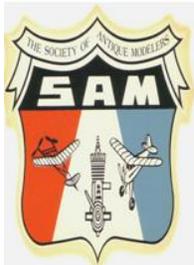
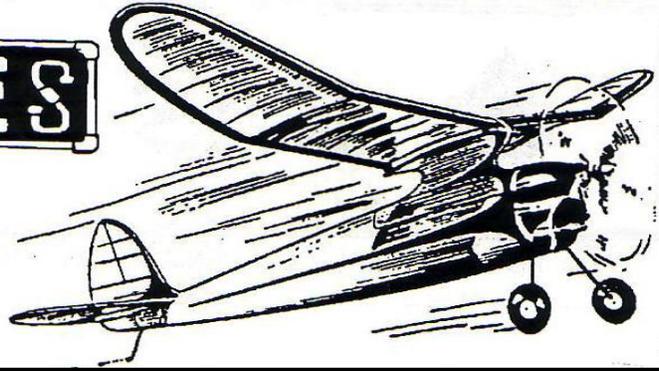


GAS LINES

July 2022



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

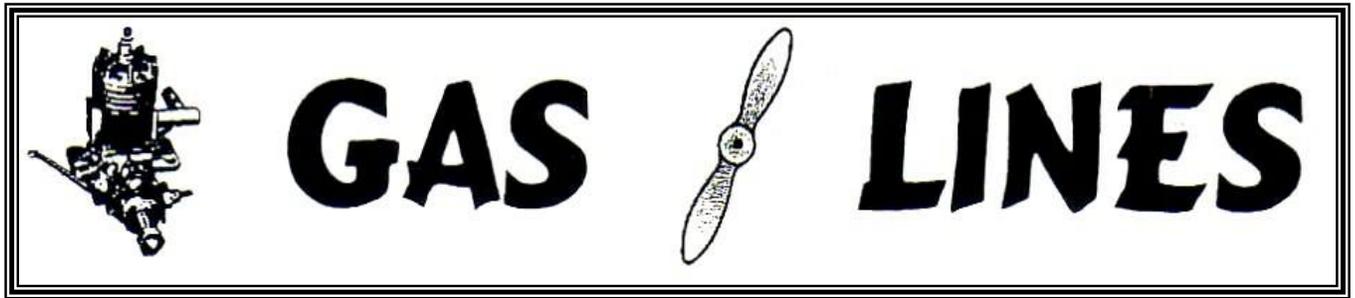


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

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

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SCAMPS 2022 Donut Schedule

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

No July 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 6/21/22

President's Corner

by Bernie Crowe

Orbiteers President Mark Chomyn found documents showing the owners of the fields on and adjacent to where we fly have a long-standing agreement with the City of Perris for residential development. The plan has been around for several years and was renewed recently. SCAT member Bill Booth, who is an architect by profession believes there is little likelihood of the plan being executed in the near future due to cost constraints and other practical issues. We'll keep you posted.



COVID really threw a wrench in the works over the past two years, but there is some light at the end of the tunnel. Our Lotto contest, postponed from May due to weather, is planned for this Fall, so watch this space. In the planning stages is a special event to honor one of the greats, Sal Taibi; probably in December or January, we'll let you know. And though we haven't had a Club meeting at all this year, we are planning for one in October, so keep y'all's calendar free!

SCAMPS NEWS

by Clint Brooks

I seem to be finding more airplane projects to work on than I can keep up with. As the cost of auto fuel has curtailed some of my long distance flying activity, it has translated into build time instead. One of the things recently completed for bungee launch towline is a semi scale model of the French *Avia 152a*. A secondary glider is merely a primary glider to which a streamlined nose pod has been added to surround the pilot and possibly afford better glide performance. The aft end of the craft looks like a piece of house roof truss was used to provide the fuselage boom for attachment of the tail feathers. These were simple to build aircraft that were used heavily in the heyday of post WW1 flight training-mostly in Germany but obviously a lot of other countries where people were bitten by the gliding bug. The Avia design was a commercial built product that was probably sold mainly to military customers looking for a simple basic aircraft to develop pilot stick and rudder skills at low cost. Oh, the term 'glider' is used to describe an aircraft that glides from a high point to a lower point without the ability to do much else. The ride is to expose newbie pilot candidates to basic flying skills. The term 'sailplane' is used to describe an unpowered aircraft that can actually gain altitude and soar for extended periods. All modern "gliders" are actually sailplanes. No doubt, some of the early experienced primary and secondary glider pilots had long flights if the conditions were right to soar in lift and the pilot was skillful enough to exploit it.



As for my Avia glider model, it's scratch built from a French model drawing downloaded from the Aerofred internet website, a large vault of model aircraft designs people have scanned and contributed to the collection. It spans forty eight inches with a six inch constant chord. It has a lot of character and I have had the urge to build it for a year or longer. So, before I dove into other projects, I cranked out my version of the design, and had it ready in mid-June for test flights. Initial hand glides demonstrated extreme decalage issues, and with shimmed under the stab leading edge, it was soon starting to look like it would glide okay. In the process, it did some stall based nose pounding that the "deep" grass couldn't overcome, and a few of the wing strut fittings broke free. I could still hand glide it, but didn't dare try the bungee with some of the wing attach points not secure. So it returned to home base for some improvements, and is waiting for probably greener days at Perris to fly again.



This project has whetted my appetite for a scale category in our bungee launch glider event. There are some better design subjects that would make excellent projects for this. My next attempt will probably be an example of the Grunau Baby glider from the 1930's which is one of the most duplicated and famous of the German sailplane designs to emerge from the Wasserkuppe era of flying that launched the soaring sport for the world. Please join me for some interesting free flight techniques and builds.

Bill Ervin is a Las Vegas free flyer who recently attended the Scale Staffel contest in May. He has been writing to me about an new Flying Aces Club mass launch event for unlimited air racers ('bout time...) of which the Curtiss XP-40Q was one in the 1947 Cleveland Air Races, where it caught fire in flight and crashed (pilot bailed out). That may have been the reason the Cleveland races ended, not sure. In short, he wanted some shots of my rubber powered XP-40Q to use in promotions for the FAC unlimited air race events coming up. He also shared a few pictures of a new flying field it looks like the group may have access to near L.V. I can't believe how perfect this

could be if it's true and can be utilized for free flight contests. I really hope this field of dreams can become the home of some really cool free flight contests in the future:

Sandy Valley is about 45 minutes south of Las Vegas, it's actually right along the NV/CA border. It's a typical rural desert town with nothing to offer, anyway that's what I thought for 35 years. Turns out there's a huge sod farm on the west edge of town and the farm manager is cool with us flying off the grass! I will be out there tomorrow with a couple friends for an informal flying session. Our club thinks it will be perfect for FAC contests. We are in the process of "getting in the good graces" of the manager so we can possibly host a contest in the future. I'll keep you updated on our progress. I included a couple pics of us flying off the sod.



Club Contest Report for June 2022

by Bernie Crowe

Postponed one week from the 8th to the 15th, our June contest encountered slightly better weather but there was still a lot of drift. Seems to be the norm any more... The events planned were: Gollywock Mass Launch, OT Small Rubber, All Hi-Thrust Line Gas, and AMA Electric/Gas combined.

We set the Gollywock mass launch for 8:30 to give everyone chance to get ready. Probably not the best choice; by 8am the breeze was getting up, and by that time we had lost two of the entrants; Fernando had a bent prop shaft, unfixable at the field, and Lance had a motor blow which damaged the fuselage. The remaining three entrants lined up and launched at 8:30, and obviously found lift right away. George Walter maxed, and my plane was down after three minutes and change. David Wade's plane was serenely floating around for better than four minutes to take the win.

In OT Small Rubber we had a great turnout with seven entries. Three were FAC planes, and two others were not your typical OT ships, but all were legal for OT Small. Fernando entered his venerable *Sparky* but was unable to get in any official flights. Linda Wrisley entered her "English Lightweight" design by John Barker, the *Hepcat*. And only two actual *Gollywocks!* George Walter (*FAC Moth*) and Rick Ouelette (*BA cabin*) each made flights of just over a minute but did not follow up with additional flights. I made a terrible launch and had my 'Wock almost power stall, and was down in 76. My next flight looked like a sure max but it went far past the RC field in less than two minutes and I was out of it. Pat McMillan, flying his beautifully trimmed BA Cabin put up two maxes and had the lead, but did not make a third flight. Linda Wrisley had the venerable old *Hepcat* flying well but not catching lift. She scored a 59 and 63 but then closed out with a max to take second place. David Wade's *Gollywock* was on form, and though he dropped five seconds on his second flight, the other two were maxes to take the win.

Though the power fliers requested an all hi-thrust event only two entries showed up, both flying Stardusters. Hulan Mathies had his *Starduster 900* humming and scored three maxes. Jeff Carman entered his *Starduster 600* which was on song and he maxed out too. Neither elected to fly again as the drift was up by then and so they shared first place.

AMA Electric allowed gas entries too, but there were no takers, so Phil Ronney (electric *Texan*) and Clint Brooks (own-design *Super J*) fought it out. Phil chalked up flights of 100, 106 and 118 to total 324. Clint spent time trimming his new bungee-launched glider early in the day, and found the drift was up by the time he flew electric. His first flight didn't DT on time and landed way beyond the RC field. Turned out he had a malfunctioning timer, and his next flight finished up over 1.5 miles downwind beyond the sod farm. Both maxes, but by the time he returned with the plane too late to put up another, so Phil took the win.

Next month: Coupe, Bungee-Launched Glider, Perris Special, E36 and E20. July 13. Get those planes ready!

Editors note: it was a long day chasing a model that had never failed a DT input for hundreds of flights. On this day, the morning test flight operated normally with a DT on command. The first official flight went off and when I tried to DT at altitude, there was no response. Luckily, I had my

GPS tracker on board and watched the meters meter roll up on it as the model drifted to the south. Somewhere around 543 meters downwind it finally came down across the ditch near the end of the RC strip. Easy enough-I hopped in my vehicle and went on an air-conditioned retrieval instead of a hot dusty hike. Another good reason to have a GPS tracker! Upon retrieval, I noted the DT band appeared to be snagged on the auto rudder tripwire which seemed to indicate in the release it had snagged again before clearing the area and letting the stab pop up. At least that's what I thought I was looking at. I ground tested the system again to confirm all was working properly and headed back to the flight line. With a newly charged lipo installed, I set the *Super 'J'* off on another sortie, this time into a strong thermal that once again offered a retrieval position to the south. As I watched the clock come up to two minutes, the expected DT never materialized. Drat! Again??--what the heck??!!

This time the model was not showing any desire to come back to earth. I watched for about 30 seconds, and hopped back into the truck to set off after it. The drift had gotten a lot stronger in the 20 minutes since the last retrieval, and the model was well out over the south field when I caught up to it. It was starting to sink back to earth as it went over the green alfalfa or whatever is being grown beyond the paved road you eventually hit if you go south across all the farm fields. Good-it was close and I could probably get over the fence if needed to retrieve it. But no, it drifted a little toward the east over a bone-dry dirt area and the model found renewed energy in the lift generated off the dry area. I watched it climb slowly-at least it wasn't booming lift and would probably let go-but where? It was heading toward the driving range and amusement park area in Romoland, and when I got under it again it was to the left and over a small neighborhood of homes. With trees all around. Dang—now it had slid a little more to the south to clear all the trees and was heading into an open area, definitely setting up for a landing. I drove along the road and came to a horse racing track and watched the model disappear somewhere into the center of it. I went into a new subdivision just south of the racetrack thinking there must be another road leading into the track, but it was all cul-de-sacs. On the way back out I noticed a low slump stone wall near the fence line around the track, and decided it would be an easy access point for getting over the fence. Well, sort of-I'm starting to feel too old for this kind of thing now. I got into the track and found the model out in the center field area, on it's back. This time I looked closely and saw the DT tripwire end had become lodged against the plastic servo housing, which meant the tripwire had never been in contact with the servo wheel for the release. How the heck did I miss that? The wire had woodpeckered a small burr into the plastic over time, just enough to trap the end of the wire if in the right position. So, my finding was I engaged the tensioned DT line to the trip wire which under no tension had become trapped in the little burred area against the servo. With tension applied, it held, and I guess I perceived it as good to go under the servo wheel as normal. But it wasn't, and I looked at it and never caught the discrepancy. How complacent we get when doing a preflight check-you have to mentally confirm each feature before letting it go-not be daydreaming about lunch when you do.

The fix: file off a little bit of the wire end to clear the servo case, and we are golden again! Talk about I.O. errors! (Idiot Operator for those not familiar with the term) To finish the morning, we lost Harrison Jordan's *Top Kick* glider to the south, somewhere near the beehives. Keep an eye out for it in your wanderings!

**SCAMPS Gollywock Mass Launch Club Contest Date: 6-15-22**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Lance Powers	Gollywock II	dnf	bfw					
2	Bernie Crowe	Gollywock II	197						2
3	David Wade	New Gollywock	243						1
4	George Walter	Orig. Gollywock	140						3
5	Fernando Ramos	Gollywock II	dnf						

**SCAMPS OT Small Rubber-Combined Club Contest Date: 6-15-22**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Fernando Ramos	Sparky	dnf						
2	Rick Ouelette	B A Cabin	67	dnf				67	5
3	Bernie Crowe	Gollywock II	76	114	dnf			190	4
4	David Wade	New Gollywock	120	115	120			355	1
5	Pat McMillan	B A Cabin	120	120	dnf			240	3
6	George Walter	FAC Moth	66	dnf				66	6
7	Linda Wrisley	Hep Cat	59	63	120			242	2

**SCAMPS Hi-thrustline AMA Gas Club Contest Date: 6-15-22**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Hulan Mathies	900 Starduster	120	120	120			360	1
2	Jeff Carman	600 Starduster	120	120	120			360	1

**SCAMPS AMA Gas and Electric-Combined Club Contest Date: 6-15-22**

	NAME	MODEL	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLYOFF 1	FLYOFF 2	SCORE	PLACE
1	Phil Ronney	eTexan	100	106	118			324	1
2	Clint Brooks	Super 'J' elec	120	120				240	2

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

SCAMPS Monthly Club & Sanctioned Contest Schedule 2022 V 1.1					
Mo	Day	Rubber	Power	Electric	CD
Jan	12	Coupe (F1G)	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Feb	16	Nos Rubber/Nos Wakefield and P30	Nostalgia all gas Combined	E20	C. Brooks
Mar	16	OT Large Rubber (comb) + Bungee-launch glider	TBD	AMA Electric	B. Crowe
Apr	8,9,10	San Valleers & SCAMPS Spring Annual Dual Meet			D. Heinrich
Apr	13	24 inch stick + Andrade Rubber	Perris Special	F1S + E20	B. Crowe
May	1	SCAMPS Lotto Contest			H. Cover
May	11	Nos Rubber& Wake plus all Jimmy Allen Mass Launch	AMA Gas & E Combined	E Nostalgia	B. Crowe
Jun	8	Gollywock Mass Launch + OT Small Rubber (comb)	Hi-Thrust line gas	AMA Electric	B. Crowe
Jul	13	Coupe (F1G) + Bungee-launch glider	Perris Special	F1S + E20	C. Brooks
Aug	10	P-30 & OT Large Rubber (OT only comb)	AMA Gas & E Combined	E Nostalgia	
Sep	14	Classic Coupe & Nos rubber and Nos Wakefield	TBD	E36	
Oct	12	OT Small Rubber (comb)+ Bungee-launch glider	Perris Special	E20	
Nov	9	24 inch stick + Andrade Rubber	AMA Gas & E Combined	E Nostalgia	
Dec	14	P-30 & OT Large Rubber (OT only comb)	Nostalgia all gas Combined	AMA Electric	

San Diego Orbiters Monthly Club & Sanctioned Contest Schedule 2022					
Mo	Day	Rubber	Power	HLG/CLG	CD
Jan	23	P-30 (1/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Feb	20	Coupe (2/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Mar	20	OT/Nostalgia rubber (3/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Apr	10	P-30 Oldenkamp Mem. (4/24 rain date)	Any-Gas or Electric	Any	Mike Pykelny
May	22	Coupe (5/30 rain date)	Any-Gas or Electric	Any	Mike Pykelny
June	12	OT/Nostalgia rubber (6/26 rain date)	Any-Gas or Electric	Any	Mike Pykelny
July		Fun Fly- no contest planned			
Aug		Fun Fly- no contest planned			
Sep	11	P-30 (9/25 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Oct	16	Coupe (10/23 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Nov	11,12 & 13	SDO/FGMC FF Bonanza-Lost Hills			Don Bartick
Nov	20	OT/Nostalgia rubber (11/27 rain date)	Any-Gas or Electric	Any	Mike Pykelny
Dec	18	Make-up events	Any-Gas or Electric	Any	Mike Pykelny

OASIS Squadron FAC-20 Outdoor Schedule 2022				
Mo	Day	Events	Location	CD
Mar	23	Greve race M/L; Modern Military; OTRF, TOTF (ROG)	Perris	Roger Willis
Jul	20	Jimmy Allen TOTF (ROG), Golden Age Multi Wing M/L, 1/2 Wake H/L TOTF	Perris	Roger Willis
Oct	19	WW2 Combat M/L, FAC Rubber Scale, Embryo Endurance (ROG) TOTF	Perris	Roger Willis

San Diego Scale Staffel Outdoor Schedule 2022				
Mo	Day			CD
May	14-15	Flying Aces Club	Perris	J. Hutchison
Sep	10-11	Flying Aces Club	Perris	J. Hutchison



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.