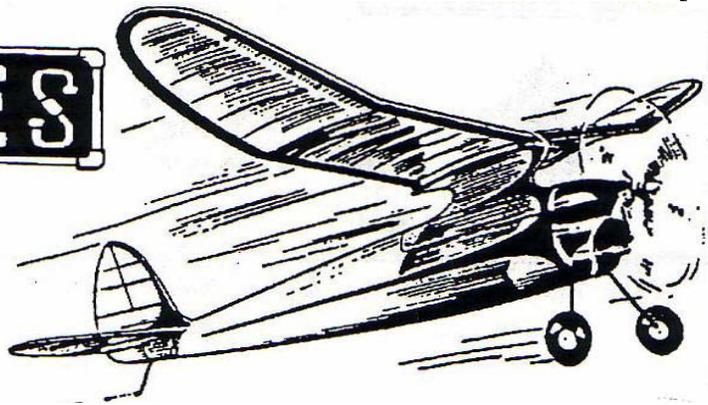


January 2008



Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158
Website address: <http://SCAMPS.homestead.com/>

RETURN ADDRESS:

*Kevin Sherman
1521 South Normandy Terrace
Corona, CA 92882-4036*



GAS



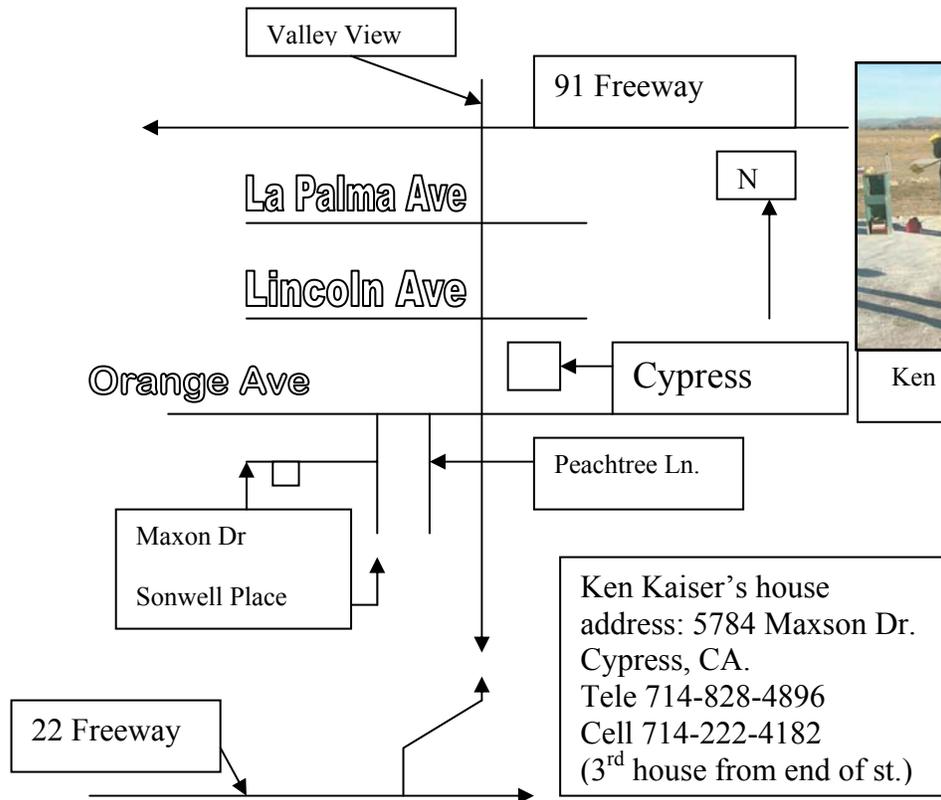
LINES

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

SCAMPS Officers

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Meeting Coordinator	Hal Wightman	(714) 528-1850	Hal_Judith@Prodigy.net
Safety Officer	Ted Firster	(951) 776-4971	Civyboy31@aol.com

The January meeting will be hosted by Ken & Nancy Kaiser, **Saturday January 5, 11:00 AM – 2:00 PM**. Brunch will be served. Here are directions:



Orange Ave is approximately 2 miles S. of the 91 and about 4 miles north of the 22 freeways using Valley View Dr. Sonwell Place is the second street to the west of Valley View Drive. Maxon Dr. is the first street south of Orange Ave.

SCAMPS News by Kevin Sherman

Priority Notifications – Many people have already done so, but if you are not one of them, it is time to pay your dues for 2008. Please send your membership dues to George Walter, 2412 Deerpark Drive, Fullerton, CA 92835. Price for regular mailed newsletter is \$25, and for E-mail newsletter, \$10. Our next meeting will be hosted by Ken and Nancy Kaiser (January 4), and will include voting for new officers for 2008. Next months' SCAMPS' Fun Fly Contest will be held January 16 and will feature Old Time Large Rubber (Stick or Cabin) and Old Time A/B Fuselage for power. Come out and play!

We had a nice 2007

A special thanks to all those who helped last year's club functions run smoothly; George Walter for his fine work as our Secretary/Treasurer, Allan Arnold for maintaining our mailing list and supplying me with the shipping labels, Hal Wightman for coordinating our meetings, Ted Firster for all his work on Lost Hills and as our Safety Officer (as far as I know, he didn't hurt anyone!), Bernie Crowe for organizing our monthly club contests, and Gary Sherman for not screwing anything up as President (just kidding dad). I also want to thank all those who contributed to the newsletter. Thanks to your efforts, it was very enjoyable for all. I also got a big assist from Daniel Heinrich, when he stepped in and coordinated all our annual contests for next year (more on this later). Even though we have a fine group of club officers in place, my dad has already said he is stepping down as President and others may asked to be replaced too. We will have our annual election at our January meeting, this year at the home of Ken and Nancy Kaiser. If you want your voice heard, please be there.



The sun rises at Perris, and for another new flying season in 2008. Pictured here, Bob Meltzer is launching his Starduster. Hal Wightman photo

A few months ago, we were approached by the SCIFs about combining another contest with them. The idea was to create something similar to our FALL Annual which we have successfully shared with the SCIFs for many years. We have seen a marked improvement in entries and participation since combining with the SCIFs and San Valeers, so when the SCIFs asked, we were all for it. With the San Valeers, there has been cross-over, between Nostalgia and Old timer, with many flying in both club's contest. It has been great. Daniel Heinrich stepped in to hammer out the details, which are similar to the Fall Annual, where one of our members will CD one year, and then a member of the SCIFs will do it the next. Daniel Heinrich says he is willing to CD one contest per year, so this is going to allow him to CD the Fall Annual one year and our Texaco meet the next. The new combined contest will be the SCAMPS Texaco/SCIF Kick Off meet, and will be held at Lost Hills. We will continue to share that event date with the San Valeers also. Look for a flier soon and more details in a future issue regarding this event.

Daniel also worked with Ted Firster to get all our dates in place on the Lost Hills Master Calendar. The Calendar is almost complete and should be out soon. When it is available, I will post it on the web site. In fact, I have recently added a few new pictures to the web site and will have the 2008 information posted soon. Thanks everyone.

At the end of 2007, we boasted a membership of about 115. Our club has hovered around that number for the past couple years, but is up quite a bit from even 7 years ago. When we regained our AMA Charter status, I reviewed the old Charter from 2001. At that time, there were 73 members listed. The fact that our free flight club is growing, seems to defy the odds. I think it is attributable to our membership, where guys regularly help each other, and as a group, are some of the nicest people I have ever known. Also our weekly flying at Perris definitely promotes a healthy club. Nice guys + regular activity = Success! Let's hope the trend continues in 2008.

SCAMPS Club Contest - December 12, 2007 by Bernie Crowe

Despite forecasts of winds for Tuesday night and Wednesday morning, the day dawned calm and sunny, but cold. Temps on the field were below freezing at 7 am, but soon warmed up as the sun rose. The Shermans were not able to make it, so I performed the duties of CD for the day. I set the Gollywock mass launch time for 8 am, but a couple of guys arrived late due to traffic, and we moved the launch back to 08:30, primarily for Hal Cover. Hal hadn't flown his 'Wock since Labor Day, when it had spiraled in, so he had some trimming to do.

We had five entries on the sheet: Hal Wightman, Joe Jones, Allan Arnold, Bernie Crowe, and Hal Cover. Bob Goldie was present but not flying. The "five minutes to go" call was made, and most started winding. Skies were clear but cold,

and there was no wind or drift apparent. With about one minute to go before launch, there was a loud bang as Hal Wightman blew a motor. He could not get the broken motor out in time and so did not fly. Hal Wightman gave us the launch count, and on cue four Gollywocks shot up above the flight line. They climbed closely together for the first minute or so, then began to separate. Hal Cover's was clearly out-climbing the rest. No surprise here! Though the air was cold and not giving the little planes much help, his 'Wock stayed up for four minutes and twenty-three seconds. The other three were all on the ground between two and three minutes, to give Hal a clear win.

It looked like a good turnout for 1/2A, with at least eight planes on the field at 8 am. The Free Flight Gods decided to perform their attrition rituals, however, and they did it in a number of ways before the flying even started. Allan Arnold accidentally bumped the front of his good-flying 1/2A Orbiteer, and the engine fell off! Examination showed the engine bearer, soaked with fuel, had broken right where the mounting screw went through it. Allan was out of the contest. Ken Kaiser put up a test flight with his hot Mini-Pearl, but a timer malfunction resulted in a lo-o-o-ng engine run, and the model went OOS. Ken finally returned to the field after a long chase on his bike (and a brush with the law!) at about ten minutes of eleven. He was out too.

I wanted to fly my 1/2A "Time Machine" in the contest, but it is an electric F1Q, so I asked all the guys flying if that was OK. No one had any objection, so I set my timer for 9 secs and put up a test flight. The pattern was good and the plane circled off over the creek, which was pretty full. At 2:40 it landed just short of the water on the opposite bank, right across from the flight line. That meant walking to the concrete ford, back again on the other side, back to the ford, and then back again to the flight line – quite a walk for a plane that was only a few yards from the cars! Several of us made that walk during the morning.

Dave Brooks had joined the SCAMPS Club that morning, and was planning to fly his 1/2A Satellite 320. He had broken the fuselage earlier, and spent much of the morning sorting it out and trying to get it back on trim. Tom White, our club member from Canada, is staying in Palm Springs this month and brought over his 1/2A Blazer. He too was still sorting out after some damage the week before, and did not have much luck getting it back on trim. Nevertheless, he gamely entered the contest after getting a couple of test flights in. His first official was a straight up-straight down flight profile, and the resulting damage took him out of the contest also. Floyd Reck fired up his 1/2A Mini-Hogan, but he had troubles too with the engine quitting, and recorded three attempts before the third attempt broke off the engine mount.

I put up my first official at about 9:30 am, but the climb was off-pattern and it was down in just over two minutes. Joe Jones was flying his 1/2A Spacer steadily, but wasn't getting the altitude he wanted, and struggled throughout morning, finally totaling 263. Dave Brooks was still trimming and hadn't put in any officials. My next flight was a max, but my third attempt fell short by 8 seconds. I was done for the day with 481.

At around 10:45 I asked Dave Brooks if he was going to make an official flight, and reminded him that the contest closed at 11:00 am. Dave didn't know this – we hadn't published it anywhere, even on the score sheet – and as he had just joined that day I agreed to hold the contest open for him to get his flights in. His first two were short but his third was a solid max as he finally got the Satellite in trim, and he totaled 392.

So my electric 1/2A (1/2E??) had put up the best time, which was a surprise. Though electric power has come a long way, I don't think any F1Q model I have seen can compete with a well-trimmed 1/2A ship with a good engine. Several of the planes on the field, given the chance, could have come out on top that day. Maybe we'll get a chance to do this again?

Gollywock Mass Launch Results

- 1) Hal Cover 263 seconds
- 2) Bernie Crowe 184 seconds
- 3) Allan Arnold 160 seconds
- 4) Joe Jones 146 Seconds
- 5) Hal Wightman dnf

½ A Gas Results

- *1) Bernie Crowe/Time Machine 129/180/172 = 481 seconds
- 2) Dave Brooks/Satellite 103/108/180 = 391 seconds
- 3) Joe Jones/Spacer 120/75/68 = 263 seconds
- 4) Tom White/Blazer 23/dnf/dnf = 23 seconds
- 5) Floyd Reck/Mini-Hogan Attempt
- 6) Ken Kaiser/Mini Pearl Lost model

Hal Wightman Writes Rules for Two Fun Events for 2008

Hal Wightman came up with the idea of a year long event, for high time with two of the more fun models to fly, the Gollywock and the Tom Boy. Here are the rules:

Gollywock Postal Rules for 2008 (not to be confused with our monthly club contests)

1. The original 1940 Gollywock as designed by Wally Simmers is a classic OT rubber model that was first published in the 1944 AIR TRAILS ANNUAL.
2. Plane: Either the original Gollywock or the Midwest kitted Gollywock with the built up rudder and stab tips is allowed. The wingspan of the original is 31" and the wingspan of the second is listed as 32". Both planes are legal OT small stick designs and shall be flown in accordance with SAM rules (except there is no max time rule).
3. Modifications for DT are allowed. The max prop diameter allowed is 13.5" per Wally Simmers as it was flown with this size prop prior to the legal cutoff date.
4. Flights: There is no max time. Fly as many flights as you wish. Turn in the longest time to Hal Wightman within the week it occurred. Longest flight made at the field on Wednesday during between Jan 2nd and Dec 31st 2008 wins. I'll update the SCAMPS web page to report the current max time and the contestant.
5. Timer: The timer may go with the plane. He may use binoculars.
6. Plans: It seems like everyone has a set of plans. Check with Allen Heinrich if you need a set sent to you. You can order a plan from the AMA Plans Service: \$8.00 plus postage [www.modelaircraft.org].



Hal with his Gollywock

Tomboy Postal Rules for 2008 (not to be confused with our monthly club contests)

1. Tomboy is a classic English beginner's model which was often powered by a Mills .75cc/.045 cu in diesel engine. Plans were published in the November, 1950 Aeromodeller.
2. Plane: either the 36" or the 44" span version of the Tomboy is allowed. The 44" model is basically the same plane with 2 rib bays added at each wing tip and one rib bay added to each tip of the stab. This is detailed on the original plans.
3. Minor strengthening of the fuselage structure (2-4 diagonals in the forward bays) is allowable. Modifications for DT are allowed.
4. Power: any diesel up to 1 cc or any COX reed valve engine up to .049 cu in, including the "product motor" (the one left over from the ready to fly CL planes). Any prop may be used.
5. Fuel: 3 cc, which is the capacity of a stock Mills P75 [.75 cc / .045 cu in]. Any fuel may be used, except no gasoline may be added to the glow fuel.
6. Flights: There is no max time. Fly as many flights as you wish. Turn in the longest time to Hal Wightman within the week it occurred. Longest flight made at the field on Wednesday during between Jan 2nd and Dec 31st 2008 wins. I'll update the SCAMPS web page to report the current max time and the contestant.
7. Timer: The timer may go with the plane. He may use binoculars.
8. Plans:
-A check or PayPal for \$6.00 [includes postage] will bring you a full size copy of the original plan plus a copy of the original magazine article. Send to: Al Lidberg, 1030 E. Baseline, Suite 105-1074, Tempe, AZ 85283. aalmps@aol.com
Here is Al's Tomboy.



- You can order a plan from the AMA Plans Service: \$8.00 plus postage [www.modelaircraft.org].
- You can also order a plan from Bob Hartwig, B&F Model Hobbies, 11206 Trentman Road, Fort Wayne, IN 46816 for \$8 plus \$1 for postage. B&F also sells a plan and short kit for \$32 plus \$6 for shipping and handling. Be sure to specify the 36" version as their 41" plan/kit model is not eligible. If the tank on a Cox engine has not been drilled for access to the needle valve, it is requested that you run the engine dry, then refill with 3 cc from a syringe. You should be able to get a quick re-start.

'Current' Technology – Going Electric Part 2 By Bernie Crowe (continued from last month)

The electric system: So what does an electric set-up using these components look like? It's a little more complicated than the simple brushed systems we looked at last time. A typical layout for an F1Q competition airplane is shown in Fig. 3. The brushless motor needs an Electronic Speed Control (ESC) to provide the pulses to drive the motor. This is essentially a high-speed switch capable of handling the high currents needed by the motor. In an RC plane, the signals to

drive the ESC and tell it how fast to pulse the motor normally come from the throttle channel via the receiver. Since we don't have a receiver, we need to generate these signals on-board. If we are flying an electric duration competition airplane, we also need a timer to cut the motor run at the required time, and this timer can provide the ESC driving signals.

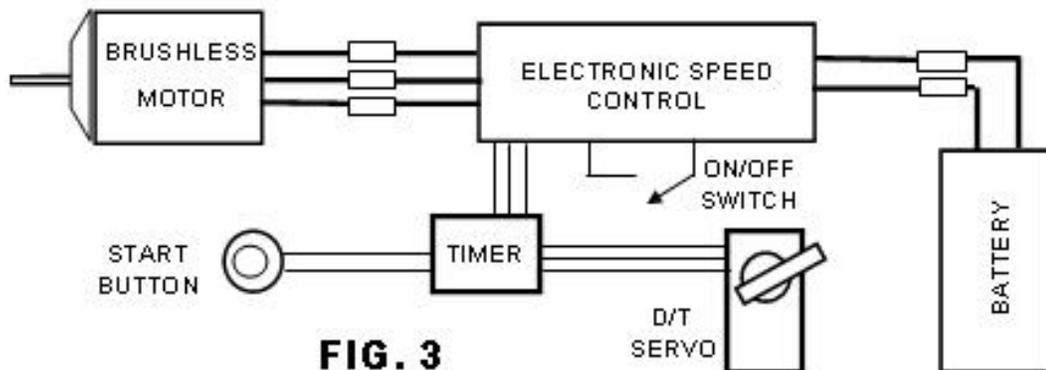


FIG. 3

The connections between the battery and the ESC need to be capable of passing high current without significant losses. The motor leads need to be kept as short as practical and good connectors used again to minimize losses. It's a good idea to make the battery removable from the plane for charging.

The three lines coming down from the ESC to the timer are from the ESC's Battery Eliminator Circuit, or BEC. This is used to power the receiver on an RC plane, so a separate battery isn't needed. These wires also carry the control signals from the receiver, or in our case, the timer. The On/Off switch on most ESCs turns off the BEC, so it can be used to turn off the timer and immobilize the system. [NOTE: It doesn't stop the battery from discharging slightly through the ESC, so ALWAYS disconnect the battery when the plane is not in use, or use a separate On/Off switch in the battery circuit.]

The timer has three functions in most F1Qs, more in some. Obviously, it limits the motor run so that it only runs for the allotted time in the contest – 25 secs or less in F1Q competition. Secondly, it sets the motor speed, by controlling the pulses sent out to the ESC. This normally will be maximum flat out speed, but you might want to set it lower especially while trimming the airplane. Thirdly, the timer will usually provide an output to a DT device. The one shown in Fig 3 is a micro-servo that moves to a new position when the DT period has passed, releasing the DT arm, and then re-sets itself ready for the next flight. Some timers alternately provide an output to a hot wire device that burns a rubber band much as a fuse DT does. The timer has one more important function: it disables the system at the end of the DT time so that it cannot be turned on accidentally by a person of curiosity. This is required by both the AMA and FAI rules. Some timers also provide additional outputs operate VIT and auto-rudder functions.

The timer is started by a push-button switch airplane. Once the system is "armed" by switch, it waits for this button to be pushed. pushed, the motor starts and ramps up to its continues to press the button, then as he releases this button and the timer starts. The functions can be set on some timers via a set on the Zigras timer shown in Fig 4. Some, timer sold by FliteTech, use separate circuit parameter values required. Others are sequence of button pushes. The style you choose will depend on your preferences and pocket book.

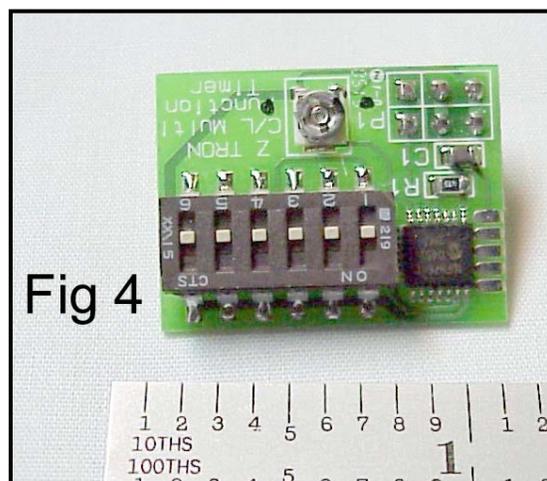


Fig 4

picking up the plane out that can be used to

on release of the turning on the system When the button is set speed. The flyer launches the plane he duration of the various of DIP switches, such as such as the Sullivan modules for each set of programmed by a

Do LiPos and brushless motors have to be used together? No. Small aircraft such as electric FF scale models will be lightweight and need a two-minute plus motor run. A LiPo battery can be used to drive a brushed motor, so the advantages of the LiPo performance are still in play, but you won't need an ESC to drive the motor. However, you will

still need some form of timer to limit the flight time and thus the discharge of the battery, or risk ruining the battery due to over-discharge. Fortunately, several such devices are available for small FF electric airplanes. See the “Sources” paragraph below.

How to pick components: OK, so you’ve decided that the brushless/LiPo route is the way to go. Now what? Well, it comes as no surprise that it depends on what you are going to fly. If you are building an electric scale aircraft, you will want a system that can run for upwards of two minutes and deliver a steady, controllable power during that time. If you are looking at an electric duration competition plane like an F1Q, your choices are going to be influenced by two major considerations: you only require a very short motor run, 25 seconds or less; and you are going to be looking for a high burst of power during that time.

Let’s look at the F1Q case as a design example. This is an iterative procedure so don’t worry about getting everything dead right on the first pass:

1. **Decide on the size of airplane you are going to fly.** Suppose you decide to build a plane about the size of an AMA 1/2A competition model. By looking at several past designs you’d find that 1/2As generally have 300 square inches of area, and weigh around 120g (4oz) without engine, tank and timer.
2. **Make a guess at the weight of the electric system.** FF electric guys use a rule of thumb that the electric system will weigh about the same as the airframe, so a total airplane weight of around 240g or 8oz is a good first estimate.
3. **Decide how much power you need to get the climb you desire.** Again, the electric guys use a rule-of-thumb that you need between 75 and 150 W per pound of airplane, with the higher number suitable for “performance” airplanes. Since we’re looking for performance you might figure you’d need about 75 Watts of power for a half-pound airplane.
4. **Pick a suitable battery.** Any LiPo battery up to 90g (3.16 oz) may be used for F1Q. You may choose to use a two-cell battery at 7.4v, or a three-cell at 11.1v. These values will fall to about 7v and 10v respectively under power. To get 75W of output you’ll need to draw about 11A from the two-cell, or 7.5A from the three-cell. Batteries are rated (among other things) by their maximum discharge rate. A 15C battery will provide 15 times its 1-hour discharge rate; for a 200mAh battery this would be 3A. Some batteries go as high as 20C in discharge rate. To get 11A out of the 7.4v battery you’d need at least a 750mAh battery with a 15C discharge rate. The three-cell battery would give the required 7.5A from a 500mAh battery with a 15C rating, or a 375mAh battery with a 20C rating. Choose carefully, because the battery can be the heaviest component in your system.
5. **Pick a suitable motor.** The motor you choose must be able to sustain the power level you are seeking – 75W. Some manufacturers state the maximum power rating of the motor, others will give the max current the motor can take. Also note the KV rating of the motor. This is the speed in 1000 rpm for each volt applied. The maximum no-load speed a motor rated at 1500KV will turn is about 10,500 rpm on the two-cell battery, and around 15,000 rpm using the three-cell system. On the other hand, if you pick a motor rated at 2250KV it will turn roughly 15,750 rpm at 7v, but with less torque than the 1500KV motor. This might be suitable for a geared application. Look at all these parameters to make sure the motor you select fits your needs. And remember, the motor is at best 80% efficient, so choose accordingly.
6. **Pick a propeller.** The motor manufacturer will recommend a range of suitable props in their ads. The larger the prop you choose, the more current it is going to require from your battery to drive the motor near full speed. Both fixed and folding props are available. Fixed props are lighter and cheaper, but are prone to breakage. Folding props are durable in landings, but generally weigh more due to the weight of the hub. They may also have an upper speed limit lower than you wish to use.
7. **Choose a suitable speed control.** The ESC must be able to supply the desired current at the design voltage. Any one rated above your required current will do, but by picking one with a current rating close to your needs you will save weight and cost. Make sure the ESC you buy has automatic voltage cut-off control to protect the battery from damaging under-voltage condition. And if the ESC is programmable so that you can set the timing, you will be able to fine tune the system later.
8. **Pick a timer.** The timer you choose must be able to let you select and set the duration of the motor run, in at least five second intervals, and must disable the system at the end of the program sequence. A DT output with a selectable time, and a function to allow you to set the motor speed are both valuable, even essential, functions. Most timers sold for F1Q or E36 will do all of this and more.

9. **Select a charger.** It is essential to have a proper LiPo charger to avoid the risk of damage and danger when recharging your batteries. A field charger – one that will run off of 12v DC – is essential to charge the batteries on the field during a contest. The battery you choose will almost certainly have enough capacity to run the motor several times at 25 second runs before needing to be recharged, but in competition you will probably want to recharge every flight, so buy a charger that can provide a safe but rapid charge. A dual-use timer will cost more but will also let you recharge your batteries from the 120v supply at home.
10. **Add up the bits.** Total the weight of all the components and see if you are close to your design goal of 100% airframe weight. Variance of plus or minus 20% is probably OK, but outside of this you might want to go back to Step 1 and look over your component choices. See where you can save weight or glean more power to meet your goal. Consider cost, too. This is the iterative process typical of every design exercise.

How much will it cost? For an F1Q-sized model, brushless motors range in price from around \$15 to over \$100, with the typical sizes nearer \$30 - \$40. Batteries can be expensive, ranging from \$25 to \$100, though typically around \$30 - \$40. ESCs in the sizes we want to use cost about – guess what? - \$30 - \$40. (There's a pattern here...) Timers are available from \$20 to well over \$100 for the more sophisticated, multi-function types, but a good quality digital timer can be had for \$25. Other components such as a mini-servo to actuate the DT, release button, connectors and wire – maybe another \$25. Complete flight hardware, around \$150. Charger and spare battery, another \$50, say. Shop around and you can probably come in less than this.

Components for smaller models can be much cheaper, with batteries in the \$6 to \$10 range for single-cell LiPos, and up to \$20 for two-cell batteries. Motors run from a couple of bucks for a simple brushed motor up to \$20 for geared sets. Timers are available for \$12 to \$25. Of course, you can pay a lot more for some of the sophisticated versions.

So where do you get the bits? The best way to get familiar with what's out there is on line. For the larger components like those used in an F1Q model, the major hobby distributors – such as Hobby Lobby (www.hobby-lobby.com) Tower Hobbies (www.towerhobbies.com) and Hobby People (www.hobbypeople.net) – list hundreds of electric components and give quite a bit of detailed information. Of course, your local hobby shop will almost certainly carry many examples, but their stock will be more limited and, naturally, slanted towards RC applications. If you find a hobby shop with a salesperson knowledgeable about electric systems, make use of it! One very good source in SoCal is Dymond Model Sports (www.rc-dymond.com) in San Diego. Dymond specializes in electric systems, and owner Helmut Goestl is extremely knowledgeable and helpful. I don't know of a similar specialist shop further north, but would love to hear from you if you know one. Good places to start for F1Q timers are BSDMicroRC (www.bsdmicrorc.com) and FliteTech (www.starlink-flitetech.com).

There are a number of suppliers that specialize in RC micro-flight, and they carry components suitable for scale FF, and in some cases sell special FF timers. BSDMicro-RC (www.bsdmicrorc.com/) has a wide range of products, and Bob and Jan Selman are nice, helpful folks. Specialized FF timers and other products are available from Micro Flier Radio (www.microflierradio.com) Some pretty exotic stuff is listed on the UK website Atomic Workshop (www.atomicworkshop.co.uk) including a flight profiler. Search the web – there are lots of other sites out there.

Further reading: If you haven't already bought your copy of the NFFS 2007 Symposium Report, you're missing some excellent info on electric flight. Charlie Groth's article "Optimization of an Electric Propulsion System" is pretty technical, but if you don't let yourself be daunted by all the equations it provides some great insight into the way an electric FF system works, with specific performance analysis of E36 systems. And the article by Stew Meyers, "Electric Motor Systems for Free Flight Scale" is a great source of practical info on systems for a range of model sizes. You can get yours from



Bernie's electric F1Q. Performance rivals ½ A Gas

P.O. Box 1775
Albany, OR 97321

Or e-mail Bob at freeflyer@aol.com. Price is \$30 to NFFS members.

That's it. No need to hesitate any longer. Go buy some bits and get electrified! See you at the field.

Events Calendar

January 4 – SCAMPS Meeting, Ken and Nancy Kaiser, Friday 7:00 PM

January 12, Gas Powered Tether Car run and Collecto, Wittier Narrows Recreation Center

January 16 – SCAMPS Fun Fly Contest, Old Time Large Rubber (Stick or Cabin) and Old Time A/B Fuselage

February 8 – SCAMPS Meeting, Bob Meltzer Friday 7:00 PM

March 7 - SCAMPS Meeting, Dick Drake, Friday 7:00 PM

April 5 - SCAMPS Meeting, Gary, Kay and Kevin Sherman, Saturday 1:00 PM Luncheon

May 2 - SCAMPS Meeting, Milon Viel's Shop, Friday 7:00 PM

June 7- SCAMPS Meeting, Hal and Jane Cover, Saturday 2:00 PM luncheon

July 11- SCAMPS Meeting, Fernando Ramos, (SECOND) Friday, 7:00 PM

August 2 - SCAMPS Meeting, Joe and Linda Jones, Saturday 1:00 PM luncheon

September 5 - SCAMPS Meeting, Walt and Betty Huhn, Friday 7:00 PM

September 13 - Gas Powered Tether Car run and Collecto, Wittier Narrows Recreation Center

October 3 – SCAMPS Meeting, John Donelson, Friday 7:00 PM

November 7 – SCAMPS Meeting, Alan and Fran Arnold, Friday 7:00 PM

December 4 – SCAMPS Christmas Party, Home Town Buffet, (FIRST) Thursday 6:00 PM

Photos from the Past



Neat vintage shot of Sal Taibi



A youthful Allan Arnold with his wing



Bob Oslan visited us a few years ago at Perris



Eric Strengell with his hot A ship



Roger launches his BA Cabin



Bob Goldie Launches his Bilgri Wake



Old SCAMPS group photo, taken at the Sherman's meeting, shortly before the passing of Jim Adams



Steve Grande launches his Perris Special as Sal watches



Gary Sherman flies his 1/2 A Texaco Kenway Cavu



Fuz launches his Miss Philly



Jeff Carman VTOs Texan



Kevin Sherman with Starduster 1200



Tom Carman/Spacer



Fernando Ramos dawning his USC colors



Skip Robb/w Victory



Abe Gallas with .020 model