

Southern California Antique Model Plane Society -- S.A.M. Chapter 13 -- AMA Charter #158
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GAS



LINES

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

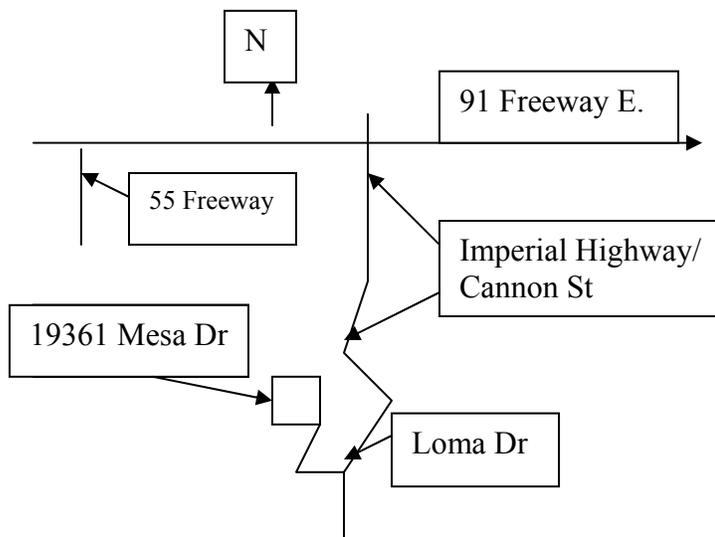
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The next SCAMPS' meeting will be held **Friday July 11th (Second Friday of the month)** at 7:00 pm at the



home of Fernando Ramos. From 91 Freeway Eastbound, take the Imperial Highway exit heading south. Continue south approximately 2.5 miles (up and down a large hill) Imperial Highway becomes known as Cannon St. Toward the bottom of the hill, turn right onto Loma Drive. Go up the hill about 500 feet and turn right again- onto Mesa Drive. Fernando is down the street on the left about a third of a mile at **19361 Mesa Drive**. Should you have trouble finding his house, his phone number is **(714) 637-6312**. Fernando's wife will not be hosting for the women, so any ladies who come to the meeting will be stuck sharing stories with us guys.



USFFC

The 2008 United States Free Flight Championships were held over Memorial Day Weekend, and the major story was the wind (I am not talking about the kind of wind one gets after eating a Macho Combo Burrito from Del Taco) and weather. For the contest weekend, a cut off low sat over the western part of the US, causing a prevailing wind out of the west, blowing models over Holloway Road and into the oil fields. At times, contest flying had to be suspended until the wind subsided. The windy weather, some cloudiness and the occasional shower put a “Damp”er on the weekend. According to some reports though, those who stuck it out actually found some spotty good flying.



From USFFC, l to r Hal Wightman, George Walter (The Good) and this rattler, (The Bad and The Ugly) serves as security for LH

It was reported that the wind conditions were very unpredictable. While prevailing was out of the west, the wind would switch directions periodically, and gusts would hit out of the blue. This was typical for the weekend so it was not surprising when some attendees said enough-is-enough, and folded up their tents and headed home. Attendance was initially good, but it thinned as the weekend went along.

The SCAMPS had a tremendous showing, sweeping all the Championship and Sweepstake trophies. Ron Wittman won the Old Time Championship, Ken Kaiser was the Nostalgia Champion, and SCAMPS’ “Prez” Daniel Heinrich won the AMA Championship as well as the Sweepstakes trophy. The Sweepstakes Trophy is for contestants flying 5 events, including both power and non-power and flying in 3 of the 4 disciplines offered; AMA, OT, Nostalgia and FAI. Congratulations to you all. That is tremendous flying and perseverance.

I do not have room to list the complete results so will mention how the SCAMPS did in no particular order:

- 1) Old Timer Champ, Ron Wittman took 4th in HL Glider, 4th in CL Glider, 1st in Small Rubber Stick, 1st in Large Rubber Stick, 3rd in .020 Replica, and 2nd in Rubber Scale.
- 2) Bernie Crowe took 1st in Mulvihill and 1st in Nostalgia Wakefield.
- 3) Dick Nelson took 1st in ½ A Gas, 3rd in ½ A Classic and 2nd in A/B Pylon.
- 4) AMA Champion and Sweepstakes winner Daniel Heinrich was 2nd in A/B Gas, 4th in C/D Gas, 1st In Super D, 7th in ½ A Classic, 2nd in Large Rubber Stick (flying his Twin Pusher!), 1st in 1/4A Texaco (impressive flight of 9 minutes, 21 seconds), 1st in Mik Mikkelson Memorial Twin Pusher Mass Launch (305 seconds!) and also won Night Gas.
- 5) Jeff Carman was 3rd in A/B Gas, 3rd in C/D Gas, 4th in A/B Classic, 5th in A/B Nostalgia, 1st in C Nostalgia and 2nd in Night Gas.
- 6) Gabe Carman was 4th in A/B Gas, 5th in ½ A Classic, 5th in A/B Classic, 3rd in ½ A Nostalgia and 3rd in Night Gas.
- 7) Tom Carman took 1st in C/D Gas, 2nd in ½ A Classic, 7th in A/B Classic, 2nd in Early ½ A Nostalgia, 2nd in .020 Replica, 1st in A/B Pylon and 2nd in C Fuselage.
- 8) Nostalgia Champion Ken Kaiser took 1st in ½ A Classic, 3rd in A/B Classic, 5th in ½ A Nostalgia and 2nd in C-Nostalgia.
- 9) Don Kaiser was 2nd in A/B Classic, 2nd in ½ A Nostalgia and 4th in A/B Nostalgia. A broken crankshaft and a 2 hour flight limited Don’s weekend.

- 10) Mark Eddingfield took a 6th in A/B Classic, 2nd in ½ A Texaco and 2nd in Gas Scale.
- 11) Allen Heinrich came out of the woodworks to take a 5th in Early ½ A.
- 12) Ron Thomas was 2nd in A/B Nostalgia and 5th in A/B Pylon.
- 13) George Walter was 2nd in Small Rubber Stick and 1st in Gollywock Mass Launch.
- 14) Hal Wightman was 1st in A/B Fuselage and 1st in C Fuselage.
- 15) Ted Firster was 3rd in ½ A Texaco, 1st in Gas Scale and 2nd in 2-bit Rubber.

Report on USFFC by Bernie Crowe

The 38th United States Free Flight Championships, held over the Memorial Day Weekend at Lost Hills, CA, will probably be remembered for a number of things, but one of them will certainly be the weather. A massive cut-off low straddled the Western states from California to Colorado, from Montana to Mexico, causing the jet stream to flow down the West Coast bringing unseasonably cold weather and causing prevailing strong winds out of the west, an unusual condition for Lost Hills. Compared with the tornado-ravaged right half of the Country we were having it pretty good however. In any case, flyers from Texas and Oklahoma tend to scoff at Californian's idea of "strong winds." Jim O'Reilly has told me that it always blows like this in Kansas. He said the wind dropped for a few minutes once, and three houses fell down! The forecast of windy conditions certainly kept the attendance lower than in recent years, and on my way up to Lost Hills I heard from several modelers who said they were not going to make it. Others pulled up stakes and left early, or did not fly at all.

Despite this, the turnout initially was pretty strong, and some good flying was had during the three-day weekend – in fact four days counting the F1E contest on Friday. I arrived mid-afternoon Friday and went with Tom Laird up to the hill where the slope-soaring, magnet-steered F1E gliders were flying. The contest start was delayed several hours because of the wind, and didn't start 'til 5 pm. After the second round the wind shifted and blew from the East at a fairly gentle rate. The contestants flew from a different part of the ridge and it looked as though we were in for some good flights. It's pretty neat watching these big birds hanging stationary, nose into the wind, working the slope lift.

Then things changed. Within a period of 30 seconds the wind shifted a full 180 degrees and went from a steady breeze to a howling wind with gusts measured at 45 mph! It was unreal and a harbinger of things to come. The F1E contest was called for the night and we retired into town.

Saturday morning the breeze was strong and blowing out of the West towards Holloway Road. Both CDs (Ted Firster for USFFC and Walt Ghio for the Bisonette Memorial FAI contest) called a hold until 9 am, and at 9:30 Walt Ghio moved the FAI flight line about a mile upwind and all those events were flown from there. Ted Firster delayed the start of USFFC flying to 10 am and canceled the R.O. W. events as it was impossible to create the mini-lake. The "mass launches" in Gollywock and Twin Pusher were delayed, and in the event, turned out to be "mono-launches." George Walter won the Gollywock Trophy, while Dan Heinrich put up a noteworthy 305 secs flying his Delameter twin pusher design to win the newly-minted Mik Mikkelson Memorial trophy.

At about 10 am the herringbone clouds burned off and the wind dropped a little as the sun came out and the field heated up. I waited for the wind to abate but it was still pretty brisk at 10:30. I decided to risk putting my Mulvihill "Terraphobia" together and needed some help just to hold the wings down. I wound and walked out to the flight line and waited for a lull in the wind to launch. It was obvious from the very first seconds that the air was not good. The plane struggled throughout the climb with its nose pointing up but not going anywhere. My 5-minute flight was a miserable 2:40.

I put in a new motor and wound with the wings off. I set the Montreal stop to hold the motor, and waited for a calmer period to attach the wings. We went out for the 6-minute round with Hal Wightman timing for me, and George Walter observing. The plane climbed much better and gained some altitude. As it got higher it was obviously finding some rising air above 100 feet, and soon it was climbing strongly. It moved away from us at a fast clip and got higher and higher until it was just a speck in the clouds. Hal was tracking it with my binocs and kept it in sight OK. I lost it in the clouds at around 5 minutes, and went and got my tracker and climbed into the SUV. This was not a chase to do on foot!

George came with me and we drove off the field, across Holloway Road and up the hill on the far side. I stopped at the top of the hill and got out the tracker, and got an immediate signal, much to my surprise. George and I set off down the hill and almost at once we spotted the plane about 60 yards away in a hollow. Piece of cake for us, but Ried Simpson was up there too looking for his much more expensive F1C FAI power model without much luck.

Back on the field I prepped to go for my 7-minute flight, putting the wings on last as before. This time I really cranked the turns in 'cos I figured I needed it for the seven minute flight. Launching again in a slight lull, the plane went right and level and looked as though it was going to pile in. I had forgotten that it can't take full torque because the wings are too flexible. It was heart-in-mouth time for a couple of circles, then as the torque bled off she started to climb, and again climbed harder the higher she got. I lost it at around four minutes, but Hal was able to keep the tiny spec in sight beyond the required seven minutes, losing it at 7:40. Hal gave me the line to follow, and George and I set off once more in the Acura and headed up the hill.

This time there was no signal up there. It didn't look like a good place to drive, among the resolutely nodding oil pumps, so we set off down the hill on foot along the last seen line. We walked for maybe 15 minutes, threading our way through the maze of pipes and wells. Half way down the hill we were joined by Jeff Carman who was looking for his A/B Nostalgia Texan on his trail bike. He tagged along with us figuring that the plane was probably somewhere in the same vicinity as mine – thermals often dump planes in the same area.

We covered a lot of ground, leaving the oil fields and crossing an area of scrub sage towards an orchard of some kind, thousands of similar trees placed in crystal-neat patterns. As we neared the trees I finally got a weak signal, but not a lot of directional information. George and I plodded on, and the signal started to get stronger. By this time, Jeff was intensely interested in the tracking process, and rode along with us. I looked at the orchard and my heart sank as I realized the plane could be in any one of the thousands of trees, hidden at the top, or lurking in the shadow beneath them. I just followed the signal as it got stronger and soon had that very good feeling you get when the signal starts to get really strong and you know the plane is close.

Jeff was riding up and down the rows of trees looking down each one as he passed it, but didn't see his plane. I suddenly saw my plane on the ground right up against the trunk of a tree, and yelped. We went over and I was delighted to find there was no damage. Jeff Carman just stood and watched and said he was a convert to trackers, right then and there. Regretfully, though he and others looked for his plane all three days they did not find it.

We walked back up the slope and through the wells to my car and drove back to the field. Probably an hour had passed, but I wasn't planning to put up an 8-minute flight anyway! I had won by virtue of being the only entrant, and I hate that, but I had the satisfaction of knowing I had given it my best despite the lack of competition.

Sunday dawned overcast and chilly, noticeably colder than the day before. There was little activity at the USFFC site, and I was flying F1Q electric anyway, so I made my way out to the FAI line, again about a mile upwind. CD Walt Ghio was in full swing arranging flyoffs for the major FAI events left over from Saturday, and delayed the start of the FAI mini events until the flyoffs were completed. The drift was less than on Saturday, but flights were still traveling to and in some cases over Holloway Road. Because of the large separation between the two flight lines, and the fact that I was retrieving on foot, it was difficult to participate in both FAI and AMA events and so I opted out of OT Large Stick.

John Oldenkamp had several F1Q models with him, including a new high-revving electric motor in a ½A airframe, but he elected not to fly as he said his planes weren't trimmed. That left just Frank Pollard, Dick Woods and myself in the competition. Dick had "fried" the motor in his best model at the motel the night before, and so was flying a back-up. Walt Ghio called the three of us together and collectively we decided to fly to 2-minute maxes because of the drift.

Frank and I put up easy maxes, though Dick was having problems with the timer on his Oldenkamp plane. I saw my plane "Noah's Quark" land about ¾ mile downwind, near the AMA flight line. I grabbed my tracker and walked downwind, but couldn't see the plane anywhere, nor was I getting any signal which was strange considering the open, flat nature of the terrain. After about 25 minutes of fruitless searching I went back to the FAI flight line and got an absolute line on the plane from Roger Morrel, who had timed for me.

I re-walked the line and came on the plane a little closer than I had thought, but got absolutely no signal even standing right next to the plane. I had checked the signal before launch so this was troubling. Eventually I traced the problem to a bad battery in the beacon - bad even though it was fresh out of the pack. Scary.

When I got back to the line people were yelling for me to fly because the round was almost over. While I was gone, Walt had declared half-hour rounds instead of one-hour in order to get the flying done before the anticipated rain! I'd thought I had plenty of time. I got my second flight in with about 2 minutes to spare.

The next rounds went pretty much as expected with Frank Pollard and I maxing easily. I was charging alternate batteries between rounds and putting a fresh one in before each flight. I did the same thing for round 5, but knew the moment I released the plane that it was off song. It climbed slowly and the motor quit at about 10 seconds. I was down in 1:24 and had ceded the contest to Frank, who was flying superbly and consistently.

I immediately put the suspect battery on charge and got a squawk from the charger indicating it couldn't charge it. I assumed the battery had gone bad on me and put it down to fate. When I got home I tried to charge the battery using the household supply and it charged just fine! I checked the voltage on my field battery (a 12v motorcycle battery) and it was 10.2v!! This despite the fact that I had had it on charge a full 24 hours the night before the contest! I found that the trickle charger was stone dead, despite the fact that the little LED was on. The field battery hadn't been charged for some time apparently. Worse yet, my LiPo battery charger didn't seem to care about this. It had just charged the LiPo as high as it could with the reduced source voltage and given me a happy "fully charged" signal. Moral: don't believe anything little lights and beeps tell you – measure the voltage!

At mid-morning a large white cloud at the oil fields across Holloway Road boiled over the hill, and those in the know said this was an oil fire in one of the wells using pressurized steam to extract the oil. The fire burned throughout the morning, alternately black and white, and at times looking pretty serious. Not a good time to put one over the hill and go retrieve it! The fire was out shortly after noon and flying was not affected as far as I could tell.

With the morning's FAI flying completed, I made my way back to the AMA flight line to fly Nostalgia Wakefield, but was disappointed to find I was the only entry. I knew of at least five NosWake fliers who had opted not to come because of the weather, one who'd left Saturday and at least one left early on Sunday. But I was here to fly, so I did. With the increased drift, even my two minute flight went almost to Holloway Road, but it landed close to the road and so I retrieved it in the car instead of on foot.

For the 3-minute round I drove upwind about three-quarters of a mile before launching, making sure my timer could see me and was ready for the launch. The Maxie caught lift and was several hundred feet high when it passed over the timer's head. I chased in the car and eventually found the plane about a hundred feet from Holloway Road again. I knew I could quit at this point, since there was no competition, but I wanted to fly as though there was and my goal was to max out. I launched upwind again, this time with Lee Hines timing for me, and the plane disappeared behind the tailings hills due East of the flight line.

It took a while to find the plane even with the tracker because there is no clear line of sight between the dunes of gypsum tailings. I came across it almost by accident, and gratefully put it in the back of my car fully assembled, as the model box for the Maxie was still back at the flight line. As I made my way back to the line, I hit a hidden pot hole, and heard a crunch behind me. The shoe box with my tracker equipment in it had slid all the way from the back of the car along the top of my equipment box and landed on the stab. I wasn't going to fly any more this day!

Monday morning I woke to rain at the Motel 6, and cold overcast skies. Even though it wasn't raining at the field, several other fliers had elected to leave. The FAI fliers had all gone too, and the flight line was almost deserted. It looked like it might rain at any moment and the breeze was freshening again. I had planned to fly my newly-repaired Moffett, but there were no other entrants and I decided not to risk it. I called it quits and started the drive home.

June SCAMPS' Club contest

We just got home from the Perris flying field, and while the overall turnout was way below average, we had good participation in our July club contest. The first Wednesday of the year with triple digit temperatures, might have scared away some of the guys. I am not sure who made the better decision, those who stayed home, or those who attended. Bernie Crowe and my dad and I had EZ-Up awnings set up and eventually, there was a good crowd setting in the shade, telling jokes and entertaining one another.

I was the CD for this month, switching with Milon Viel. Milon just found out about a vacation he has had planned? I guess he has been spending more time in the shop tinkering on his car collection and less time at Balboa, where he could

have got word about his plans. Just kidding Milon! Since this contest was preceding our Lotto contest, Bernie thought it would be a good opportunity to add a twin pusher event to the other two events, Commercial Rubber and C-Pylon.



Ready to Mass Launch, all two of us!



My model climbing out, Hal Wightman photos

Lot's of new twin pushers have been at the field the last few weeks, and most were getting a handle on trimming them. Bernie Crowe had his new Burnham out last week, for its maiden flights. Skip Robb also had a new De La Mater. Both had outstanding flights and looked very competitive (as long as Hank Cole doesn't have his 40 gram model in the competition!). I

have also been working on a new De La Mater, learning a lot from my first one. I

finished mine yesterday and shaved about 30 grams off the weight of the first one. I got some test flights in the morning, and was as ready as I could be when the 8:00 am mass launch time approached. Disappointing, it was only Bernie and I with twin pushers. We both wound and launched at 8:00. We went up in a similar right spiraling climb which looked really neat. Both gained good altitude, and flew reasonably well. Bernie was down at 154 seconds, and mine at 228 seconds. We had so much fun, we decided to do it again right after we got back just for fun, which it was. I asked Bernie in my best English accent, "Shall we have another go?"

We would have had 3 entries in C-Pylon, but my dad was not feeling well and only put up one flight after the drift came up and decided to not fly any more. Allan Arnold, the most enthusiastic flyer over the last couple years of club contests, spun the main bearing in his Ohlsson 60, and he was done. That left Ron Thomas at the top of the heap, with three maxes on his hot flying McCoy Sailplane. Ron said he had not had the plane out for several months, but it never skipped a beat, and flew perfect three times. My dad was flying a Cunningham .65 powered Sailplane and Allan had is O&R powered Playboy.

Commercial Rubber had 5 entries. When the dust settled, Allan Arnold came out on top with a three flight total of 447 seconds. George Walter was second with 363 seconds and Hal Wightman was third with 144 seconds. Ted Firster asked me to proxy fly his model which I did. As instructed, I wound it to 40 inch ounces of torque. I walked out the flight line and launched. Let's just say, if the contest was judged on perfect loops, we would have won, but duration was the name of the game and we came up lame. Three nice loops and a short glide to the right netted 34 seconds. I noticed the covering on the wing had popped on the landing, and instinctively took my lighter to it to put it out of its misery, when I remembered it was not my airplane. Wew, that was close! There is some pressure felt when one proxy flies for another. Fernando Ramos put up an attempt, but had some kind of miscue, and did not put in any subsequent flights. Well, that sums up the contest for this month. Next month is 8 ounce Wakefield and Electric (F1Q and E-36). See you at the field.

SCAMPS 2008 FIELD CONTEST OR POSTAL by Hal Wightman

We're at the halfway point in the year and I'm really disappointed at the turnout we've had for the Tomboy/Gollywock postal contest that I'm the CD for. Check out the rules and the leading times on the SCAMPS' website <http://scamps.homestead.com>. Basically, we've got a mini Texaco contest going with the Tomboy and with the Gollywock. We're asking our Wednesday fliers to fly them at the field on Wednesday and go for the longest time. So far, here are the results:

Tomboy

1st Place Roger Willis 12m 16s Jan 30th
 2nd Place Hal Wightman 11m 27s May 7th
 3rd Place Hal Wightman 7m 37s May 7th

Gollywock

1st Place Hal Cover 4m 09s Mar 12th
 2nd Place Hal Cover 4m 01s Feb 6th
 3rd Place Hal Cover 3m 55s Feb 6th



Roger Willis with his Tom Boy



Bob Goldie with his new Gollywock

I know there must be at least 5 Tomboys available to fly and the same number of Gollywocks. I've been trying to encourage those Tomboy owners to put up a flight to win, but I've probably heard a hundred excuses: It's too windy; It's not trimmed out yet; I've got the wrong wing for it today; The engine isn't running like I want it to....ON and ON. What beats me is that we've got our Scale Rubber specialist, Roger Willis, in the lead and this is his ONLY gas model. Roger and

I have been trying to light a fire under some of the other SCAMPS to fly their Tomboy for time, but so far they are only wet wood and refuse to burn.

It will be hard to beat Hal Cover in dead air, because his Gollywocks are extremely lightweight, but Gollywocks fly long flights in thermals. Bricks do too. Come on guys, let's get with it and start flying some of these planes for time. Hal Wightman, SCAMPS 08 Postal CD

Building Tip of the Month

Ever start to build a model and realize half way through, things are not fitting? Not all plans are drawn equally, and therefore, it is always a good idea to **check your plan for accuracy**. For old timer plans, it is great if you can check your plan against the original magazine article, which most are available from Gene Wallock, the SAM Librarian. For a small fee, Gene will mail a copy of any article he has available. Many of the Old Timer models did not have provisions for dethermalizing, so that should be thought out before building. Models like the Record Hound or Pacer are a little tougher with the stab on the bottom of the fuselage. They can be done though. Make sure to check to see if the wing plan fits on the wing saddle and the same with the stab. On a Zomby I was going to build, the wing saddle was about 2 inches bigger than the wing cord. The original article cleared up the problem. Some of the old timer models with the wheels swept way forward are not good for dethermalizing. It is allowable to pull the wheels back for better resilience from a hard DT landing. Many times, the old plans show beam mounts which make adjusting thrust impossible. In these cases, we like to use a radial mount to allow simple thrust adjustments. Rules in most disciplines allow for "beefing up" models. Make sure the model you chose is strong enough to withstand DT landings. Since most old time models were designed prior to DT technology, they were not considering the load on the airframe a DT causes. Finally, make sure the patterns match the plan. For instance, if the rib patterns are shown, make sure they fit the wing plan. Good luck and good building!

This and That – Carl Redlin is looking for some Clear Micafilm which is a very light covering for free flight models. If anyone has some they are willing to part with, please give Carl a call at 562-596-8717. Mike Myers, longtime editor of the Flightplug for the SCIFS is calling it quits. Mike has produced a wonderful newsletter for the SCIFS for a number of years, always putting in a lot of effort. We hate to lose those who put out top notch newsletters, and the SCIFS will certainly miss Mike's musings. As of now, I have not heard of any replacement and since the newsletter is the lifeline of any club we hope someone will step up and take over. Dan Heinrich won the new Mik Mikkelson trophy for twin pusher at the USFFC. The perpetual trophy was paid for by the Mikkelson family and is beautiful. Daniel was



Joe Jones launching his Korda Wakefield

proud to get his name on the trophy and certainly deserved it with an outstanding flight over 4 minutes. **Lost Models found at Perris** - Allan Arnold and Joe Jones lost their rubber models at Perris a few weeks ago, and both were later found safely. I had heard that Joe Jones lost his Lamb Climber, so I went out on the bike to look for it. The best line Joe had on it took me towards San Jacinto Road. While searching for it, I saw a plane and thought the hunt was over. Turns out, Allan Arnold also had a missing plane and I had found it. Joe, my dad and I searched a long time, and could not find Joe's model and finally gave up. Bernie Crowe heard Joe's model was missing and since he was going to test his rebuilt Moffett on an off day, he decided to keep a look out while flying. As luck would have it, Bernie found the model, but it was not on the line we were searching. Pilot to navigator, we are lost! Glad both models were retrieved before the Perris locals found them.

Events Calendar

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

July 16 – SCAMPS Club Contest, 8 ounce Wakefield and Electric F1Q/E36, Perris, CA, CD Ted Firster

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

August 4-8 – United States Nationals, Muncie Indiana

August 20 – SCAMPS Club Contest, Old Time Small Rubber, Modern ABC Gas, Perris, CA, CD Milon Viel

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

September 8-12 – SAM Championships, Muncie Indiana

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

September 17 – SCAMPS Club Contest, Nostalgia Wake or Rubber and ½ A Texaco (5cc), Perris, CA, CD Joe Jones

October 3 – SCAMPS Meeting, Allan & Fran Arnold, Friday 7:00 PM

October 15 – SCAMPS Club Contests, Moffett and Old Time ABC Fuselage, Perris, CA, CD Bernie Crowe

November 1-2 - SCAMPS/SCIFS Fall Annual Contest, Lost Hills, CA

November 12 – SCAMPS Club Contest, HLG/CLG and ABC Pylon, Perris, CA, CD Gary Sherman

November 7 – SCAMPS Meeting, John Donelson, Friday 7:00 PM

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

December 17 – SCAMPS Club Contest, Gollywock Mass Launch and Modern ½ A Gas, Perris, CA, CD Ron Thomas

*Indoor Flying at Grove Community Church, Riverside 2nd Wednesday of each month, 12-2 p.m. Contact Ted Firster.

Recent pictures from Perris and USFFC



Bob Wetherell with another awesome diesel powered scale model. He wowed us all with one flip starts and this ROG



Albert Moskalski with new 1/2 A Powerhouse



Al Bowman with his 1/2 A Zeek



Skip Robb with his new twin pusher



Ron Wittman retrieves his Trenton Terror



Ted Firser presents Daniel Heinrich with Mik Mikkelson Memorial Trophy



Carmans, Kaisers, Wittman, Heinrich, show off their winnings, USFFC 2008



Hal Wightman with his new electric, Perris, CA