

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

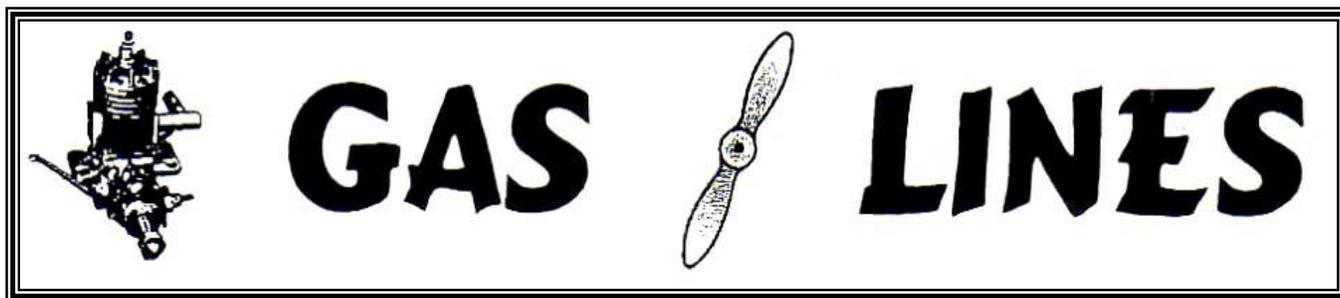


Official Newsletter of the Southern California Antique Model Plane Society

Founded in 1964

Website address: <http://SCAMPS.homestead.com>

Return Address:
Lance Powers
1207 Trinidad Circle
Placentia, CA 92870



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
Treasurer	Lance Powers	(714) 307-3040	lancepr@mac.com
Newsletter Editor	Clint Brooks	(562) 349-2672	scampsedit@yahoo.com
Safety Officer	Paul Guiso	(714) 963-7270	PCGuiso@socal.rr.com

SCAMPS 2020 Club Meeting Schedule		
Month	Day	Host
January		None planned
February	1	Hal Cover
March	21	Bernie Crowe-CANCELLED
April	TBD	Open
May	TBD	Open
June	TBD	Open
July	TBD	Clint Brooks
August	TBD	Dave Meriwether
September	TBD	Open
October	TBD	Fernando Ramos
November	TBD	Open
December	TBD	Open

SCAMPS Monthly Donut Schedule	
2020 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	Responsibility
June	3	Clint Brooks
June	10	Don Chaption
June	17	Hal Cover
June	24	Bernie Crowe



SCAMPS Club meetings are cancelled due to the statewide coronavirus mandate to stay at home and avoid unnecessary travel. Until things start improve and the rules are relaxed there will be no further club meetings planned in 2020.

Revised addendum: Wednesday Perris informal flying activity has resumed; therefore, the donut schedule is now in effect again, starting June 3rd. Many thanks to those who brought donuts to the field in May as we started to ramp-up activities.

President's Corner-June 2020

by Bernie Crowe

If you've been to the field lately you will undoubtedly have noticed what appear to be new piles of mulch spread across the adjacent field area. Not so: look carefully and you'll see that some of the *existing* rows have been flattened by what appears to be a bulldozer blade. I talked to Jason, the farmer who leases the land, and he told me, yes indeed he had started to flatten the mulch piles and will continue to do so as time permits. The next intended step, as was always the case, is to disc the mulch into the soil in preparation for planting, which will make retrieval of errant planes a great deal easier. The schedule for this, as was always the case, is indeterminate. But patience, it's happening!



You will also have noticed that the grass on the flying area has been cut to a height of a few inches. Lance arranged and supervised this, and all the clubs in the Perris Free Flight Alliance contributed, so it wasn't just SCAMPS bearing the cost. Though the mowing was scheduled for the beginning of May it did not take place until the 15th because the weed control operator was involved in a high-speed road accident that all but destroyed the equipment he had planned to use. You can see from the picture how bad it was. Fortunately, the tractor driver walked away from the wreck, unlike the person who hit him!



The week before the field cutting was scheduled some yahoos dumped a pile of cinder block and concrete debris in the corner of the flying area. This could have been due cause for the weed control guy to cancel in fear of damaging his equipment. So those of us present that day ganged together to move all this trash down to the crossing on the catch basin. Thanks to all who piled in to help, and especially to Pat McMillan who allowed us to use his pick up to move the stuff in just two trips!

SCAMPS NEWS

by Clint Brooks

Last month I had a few shots of the Komet FAI model recently completed by Hal Cover. There were details about it that I failed to capture at the time it was debuted, and Hal has since provided me with the pertinent information to explain the genesis of the design.

The plane (Komet) was designed by Gerhard Schmidt (Swiss). He won the 1951 international FAI power event. An associate flying the same design took 2nd place in 1952. The plane was loosely based on a A2 glider. It has 590 square inch wing and 23-ounce weight. It was published in the May 1953 Aeromodeler.



At the initial flying session, the model sustained some damage under an increased power trial but has since been repaired and returned to action. I have not seen any substantial flights yet, but it's better behaved than it was. What a good trainer Hal is.

As mentioned above, the Perris field has gotten some good attention lately. Mainly the tall infield grass has been sliced off to about ten-inch depth which

is still quite a bit of cushion for the more delicate failure modes one gets into. There isn't a lot of heavier growth yet but you can see it sprouting its head and will eventually tower above the stubble. We'll need to attack with Roundup or similar herbicide for a localized control effort as it's just too much to go around and try to pull them up. Aside from the locals dumping their trash occasionally and the years old tire ruts in the now dry mud that remain, the infield area has shaped up quite a bit since we started to pay regular attention to it. Mainly you don't see the rampant growth of everything as it used to be—mostly grass with whatever the leafy stuff is that appears later in the spring. Kudos to the Perris Free Flight Alliance for sharing the cost of maintenance and to our head facilities guru Lance Powers for handling all the coordination and scheduling with the operator who cut the field. Now, if we could just get the county to come in and do some serious grading on the road and repair the threshold apron things might really start to improve.

Oh, the mounds are starting to magically get wider and shorter as Bernie mentioned. The row closest to the west edge is now broken down and about twelve feet wide, still about two feet average height. Looks promising, but when these mulch piles are broken open, they resume their soft spongy nature and are really a bit of trouble to traverse over. If all the rows get broken down like this, trips into the

no-mans land are going to be really tough, in spite of improved visibility for finding a model. I suspect when it gets turned under the ground will be fairly fluffed up and soft for some time, so our drama is not over yet. Be careful of twisted ankles and new trip hazards.

Yes, the donut schedule is back on again. So many fliers have returned to the Wednesday sessions that it only makes sense. So, the June posting is in place-take a look to see if you are on deck for a round (or two).

One significant progress report to comment on. Bernie has been trying to get his twin EDF Vulcan scale model to sustain flight for months now. I have to give him credit for persistence. Not only for trying to run twin ducted fan propulsion units, but also utilizing pendulum control on a delta wing planform that uses mixed controls in real life. Talk about taking the bull by the horns...most of us would take one look at that and opt out for sure. Somehow Fernando has Bernie well versed in the control setup and thus the model was designed and built. Early attempts at hand launching were painful to watch as the model just didn't seem to have the thrust to get up to speed and become stable enough to fly. Finally, resorting to a slingshot launch method utilizing two helpers (Fernando and Paul Guiso) as the goal posts of the slingshot, the Vulcan took to the air



in a most convincing fashion. The first flight I saw was toward the south and the model climbed out nicely and began a shallow climbing turn to the east and around toward the west. It looked like it was



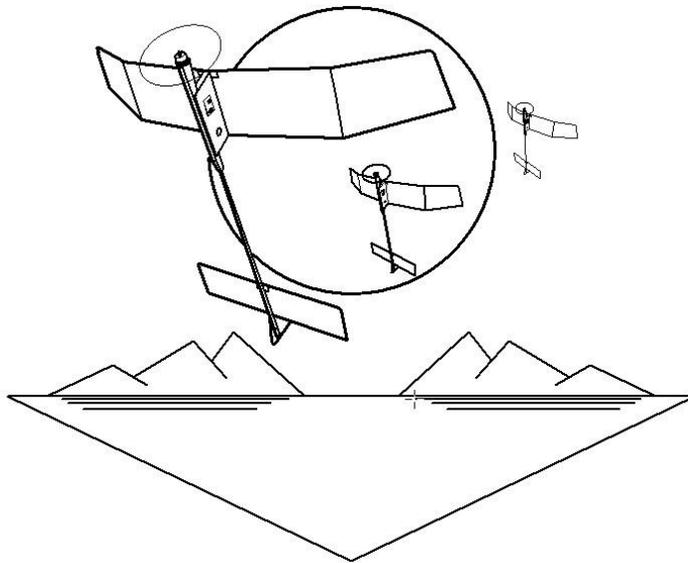
going to continue in the climb but finally started rolling over to the left into a shallow dive that ended in the brush, motors wailing. Bernie later told me one of the ESC's will shutdown before the other and create the yaw that probably started the decaying left turn. Unfortunately, the impact ripped the battery mounting loose and ended flying for the day. The following week with repairs made, another launch was made with a similar shallow climb to the right, but was still plagued with a

decaying turn to the ground. Sounds terrible, but watching the model fly for the short duration is very inspiring, to me anyway. With a few more tweaks it will probably go OOS. I hope Bernie is keeping his lessons learned book detailed if it does and wants to make ship number two.

Not much news on the contest front to report on. Perris contests have ended for the season so far. Lost Hills has a mid-July event scheduled with Walt Ghio hosting as CD. Mostly it's FAI flavor to give the World Cup point collectors a chance to keep their standings. I think there are some other AMA and NFFS type events planned too-check out the Lost Hills FF Model Airfield website for details.

Some out of state contests are still planned to go ahead. Jack Murphy still has his bash scheduled for Father's Day weekend in Northern Nevada. No final word on the Outdoor NATS yet, but a lot are betting it won't happen as there is likely low participation from the covid high-risk group represented by nearly all of us who are active in the sport. AMA membership is aging out, and the pandemic is driving home that point now more than ever.

Until next month, keep safe and healthy. If you can, join us on Wednesday mornings at Perris for some great camaraderie.



2020 Free Flight Contest Schedules -Perris/Taibi Site Unless Otherwise Noted

As of 3/18/20 the SCAMPS & Scale Staffel Club Contest Schedule for Perris is Cancelled due to statewide public movement restrictions for disease control.

SCAMPS Monthly Club & Sanctioned Contest Schedule 2020 V 1.0					
Mo	Day	Rubber	Power	Electric	CD
Jan	29	P30	AMA Gas & E Combined	F1S (E-36)	B. Crowe
Feb	12	OT Small Rubber (comb)	Nostalgia Gas & E combined	E Nostalgia	R. Peel
Mar	8	SCAMPS 13th Annual Taibi Contest-Perris			C. Brooks
Mar	18	OT Large Rubber + Bungee-launch glider	Golden Age Lg & Sm /Ratio rule	AMA Electric	B. Crowe
Apr	15	P30 + Small Open Rubber (Andrade)	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Apr	18-19	SCAMPS/SCIF Texaco-Lost Hills			CANCELLED
May	10	Lotto/Twin Pusher-Perris			CANCELLED
May	13	Nos Rubber/Nos Wakefield	AMA Gas & E Combined	E Nostalgia	J. Jones
Jun	17	Gollywock Mass Launch + OT Small Rubber (comb)	Golden Age Small & Large	AMA Electric	L. Powers
Jul	15	Coupe (F1G) + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E20	C. Brooks
Aug	12	OT Large Rubber (comb)	AMA Gas & E Combined	E Nostalgia	G. Drake
Sep	16	P30 + Moffett	Golden Age Small & Large	AMA Electric	R. Thomas
Oct	14	OT Small Rubber + Bungee-launch glider	Perris Special, OTSG Sm/Lg	F1S + E-20	P. Guiso
Oct	TBD	SCAMPS/San Valeers Annual??			??
Nov	18	P-30 + Small Open Rubber (Andrade)	AMA Gas & E Combined	E Nostalgia	C. Brooks
Dec	16	OT Large Rubber (comb)	Nostalgia Gas & E Combined	AMA Electric	B. Crowe

OASIS Squadron FAC-20 Outdoor Schedule 2020				
Mo	Day	Events	Location	CD
Apr	8	Jet cat, Jim. Allen (ROG), Sky Chief M/L	Perris	CANCELLED
Jul	15	Simplified scale, BLUR race, WW2 Combat M/L	Perris	CANCELLED
Nov	18	Dime Scale, OT rubber fuselage, Greve/Thompson Race combined	Perris	CANCELLED

San Diego Scale Staffel Outdoor Schedule 2020				
Mo	Day			CD
Mar	14-15	Flying Aces Club	Perris	CANCELLED
Jun	6-7	Flying Aces Club	Perris	CANCELLED
Oct	3-4	Flying Aces Club	Perris	CANCELLED



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.