

SCALE DIMENSION

The Official Publication of the Scale Squadron of Southern California

AUGUST 2006 VOLUME 8 - WWW.SCALESQUADRON.COM

Founder's of the U.S. Scale Master's Championships



View From the Canopy

Randy Wilbur Commander

GREAT NEWS. The Irvine Lake flying site is now officially open. Yes the ground has been leveled and the mat is down. Everyone should be taking advantage of this opportunity. For pics and directions please go to www.flyocma.com

The Orange County Fair is now over but the Scale Squadron and the OCRCC once again left their mark. I would like to thank the few that made this event a success and say that I appreciate all the time they put in. (Check the list further on in the newsletter) We once again had a wide range of aircraft on display and hanging from the rafters. Hobby people loaned us planes, flyers, and two flight sims. The kids and adults loved playing with the flight simulators, and so did our volunteers. Sam Wright and Larry Klingberg gave presentations on Fri. Sat. and Sun. Sam brought three P-51 ready to fly electrics that we gave away at each seminar. We gave out tickets at the booth to the young and told them they had to be at the seminar to win. All three talks were standing room only. Thank you Kyosho for donating

those planes. Sam also gave flying demonstrations of his electric helicopter throughout the weekend. This always drew large crowds. We impressed many but signed up none.

The trailer was moved from Wayne Mills back yard to the storage lot at Irvine Lake on July 30th. Towed by Sam Wright and Gordon Truax and myself assisted. The Scale Squadron and OCRCC would like to send a very big thank you to Wayne for allowing us to park that trailer in his back yard for the past 9 Months. This brings me to the trailer itself. We need to pick a Saturday and go through it. This could be a fun afternoon with a BBQ and music. We need to do some maintenance and organize the content of the box. I would like to see this done in the next couple of weeks.

While dropping off the trailer at its new secure storage space, we swung by the field and found the boys flying off the new mat. I was thrilled to see things had progressed to that point since the most I was hoping for was that the graders were there knocking down the weeds. The OCMA board did get the field open by the end of July. I have but one gripe. Why was the runway location moved back against the mountain? I was told it was to keep planes from running into the cement plant towers. The cement plant has been scheduled to move for some time now and this week they have begun breaking up the cement around the yard for removal. By

moving the runway back this seriously limits our ability to put on events. I see the problem being that there is no room for spectators and vendors to gather behind the flight line. Why was the field really moved and why wasn't the members of the OCMA notified of this move. I surveyed the layout before paying my money to the club and was very satisfied with the way things were. I hope we can remedy this in the future and make this a field to be proud of. Enough of my ranting. I will now get down off of my soapbox and get back to work. See you all at the meeting. Have fun flying.

Randy Wilbur, Commander

**JULY MEETING
MONDAY**

**Aug 14, 2006
7:00 PM**

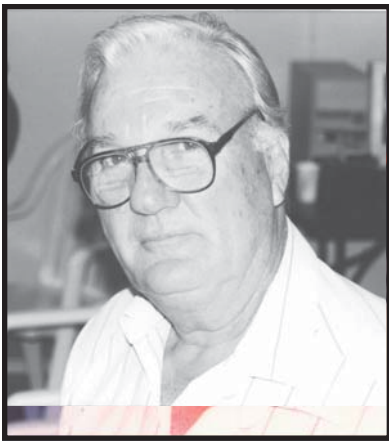
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Adult Clubhouse
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Fountain Valley, Ca 92708

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OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships



LECTRICS.....!

Seems like "Lectrics" are the buzz words for the hobby at the moment! However, I was quite surprised to note that while glancing through a current issue of 'HIGH FLIGHT', there wasn't that many giant 'Lectric' powered biggies, per se! Oh sure, there were some... but the 'gas burners' still have a very strong following!

Hey, have you noticed the new Our guest speaker for the evening is

'smallish' (yeah!) Zenoah gas burner making the scene from Horizon? Considerable head scratching has gone into this new little (!) jewel... some new metallurgy, design concepts (weight saving!!!) and for its size and displacement along with its fuel 'sipping' capabilities, I predict a winner...fer shure! And, it's reported to produce a surprising amount of horse power, too!

And since we're talking (!) about Lectric's, why not tap one of our newer members for a presentation re Lectric powered scale models and not of the smallish school yard variety. No, I'm not picking on the little 'un's, but the 'Squadron's history, life, and growth has been based on 'miniature' aircraft... you know, the ones that 'fly' without too much 'flitting about'!

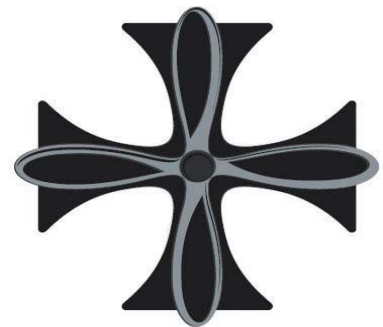
none other than Mr. Walt Cloer, a gentleman with many years (at least 50!) of modeling behind him! He can be found many mornings getting in some flying with his many friends at the site just off Fairview in Santa Ana. And no fuel burners, for some strange reasons, (!) are allowed... Show up, ask questions, enjoy and check out the flying site... you will... be surprised!

BJ... alive & well!!

WANTED

Certain Maratuka or Royal Kits in buildable shape. Contact: Sam Wright 949-632-8691 or email: sam-w@cox.net

REAL NOSE ART



CLASSICINSIGNIA.COM
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Check out this new find at Classic Insignia. Go to their website and see what they are capable of. If you can measure and photograph it... they can create your art. Email Mike Rogers or Kristen and they can guide you on how to take your photos. This really high quality nose art is well worth the money. Great samples to view on the website.

How to Get to the Meeting Place

Green Valley Adult Clubhouse
17250 Los Jardines West
Fountain Valley

From the South - 405 North, Exit Euclid, Turn Left at end of ramp, Left on Lite at Slater, Pass Los Jardines East, Turn Right at light on West Los Jardines. Go thru Stop sign with school on left. The Clubhouse will be 1/2 block on your right

From the North - 405 South, Exit Brookhurst North, Turn Right at ramp light to Slater, turn right, Pass Silky Sullivan's on your left, FV Police Station on your right, Pass Ward, Left on West Los Jardines at the light, the Go thru Stop sign with school on your left. Clubhouse will 1/2 block be on your right .

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Hawthorne & 168th
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Who Gets the Credit?

An Editorial by your editor.

You know being the editor is not a great job...the pay sucks, and no one contributes any material to assist in filling the pages with useful information...however; there are a few perks and one of them is that I get to stand on my soap box.

You may want to get the kids out of the room because I may urge your support or you will condemn me to flying rubber powered aircraft for the rest of my life.....either way, a few loud profane commits may emit from your lips.....

My beef is that the Scale Masters Championship Board and the Scale Masters Championship Association (USSMA) does not recognize the fact that the concept of the Scale Masters was initiated, founded and created right here in the Scale Squadron.

I urge the USSMA to dig into the archives as to how this whole thing got started. Not taking any credit away from Harris Lee, now sitting on a silver taxiway. It was the handiwork of Bert Baker, Harris Lee, Bob Olsen, and even our own Jerry Ortega. Jerry incidentally came up with the name! If you recall several meetings back, Gordon Truax, also one of the original pioneers of the Scale Squadron presented a program and revealed the concept of the Scale Masters Championships with proof from every newsletter ever printed in the squadron.

Most of those newsletters were published by Pete Sepulveda. Pete was a prolific editor with great ideas, humor and accurate commentary. Unfortunately, Bert Baker, Harris Lee, Bob Olsen, and Pete Sepulveda are not with us to defend our legacy. Jerry Ortega is really the last of the found-

ing historians and he will support my gripe as well.

In a recent conversation by email, which, by all standards is not the most personal way to communicate, and a lot can become lost or emotional with the wrong selection of words, I engaged stupidly in a word battle with Earl Aune the Chairman of the Scale Masters Association as to our credence in the founding of the Scale Masters Championships, and that we *retained the rights* to the "Western Regional Scale Masters Championship Qualifier". Earl responded that "I am not so sure about that". The conversation initiated on the fact that our last qualifier scheduled at El Toro was canceled by the Navy Department during the sale to the Lennar Corporation. A second attempt was made to hold the qualifier at El Toro and the new owners, Lennar Corporation, fired back that they did not want any public events on the base due to the liability. That left us without a qualifier probably for the very first time in the history of the Scale Squadron.

Now, we all know that Bill Hart went to the Hemet Club to hold a qualifier, and I understand his efforts to maintain the qualifier in California for the West. That I applaud. The fact that the Scale Squadron did not host the Qualifier does not sit well with me and many of you have voiced that to me and the Squadron Board of Directors, which is now water under the bridge....

In talking again with Earl via email, I stated that it was wrong to permit another qualifier so close to us geographically and with a close date as well. Earl disagreed and said basically the more the merrier for the sake of scale. Well, that statement is based on the fact that we have a new class

called "Open". The intent of this class is to give all of us an opportunity to compete with a Scale ARF, Stand Off Scale or a built scale model with minimum documentation. The concept will permit the pilot to get the feel for competition and eventually become a scale competitor. A great concept, and I was one of the advocates of this class, not to mention the original concept by Mel Santmeyers at the past Masters in Phoenix to the USSMA. While the board felt Mel was in left field, they did finally reconsider and created the Open class. Good job Mel!

The first time that the event was held did show promise of more entries, however, our USSMA Board did not think it through thoroughly, and the class did not prevent past qualifier "Expert" pilots from competing and knocking the little guy out of the saddle.

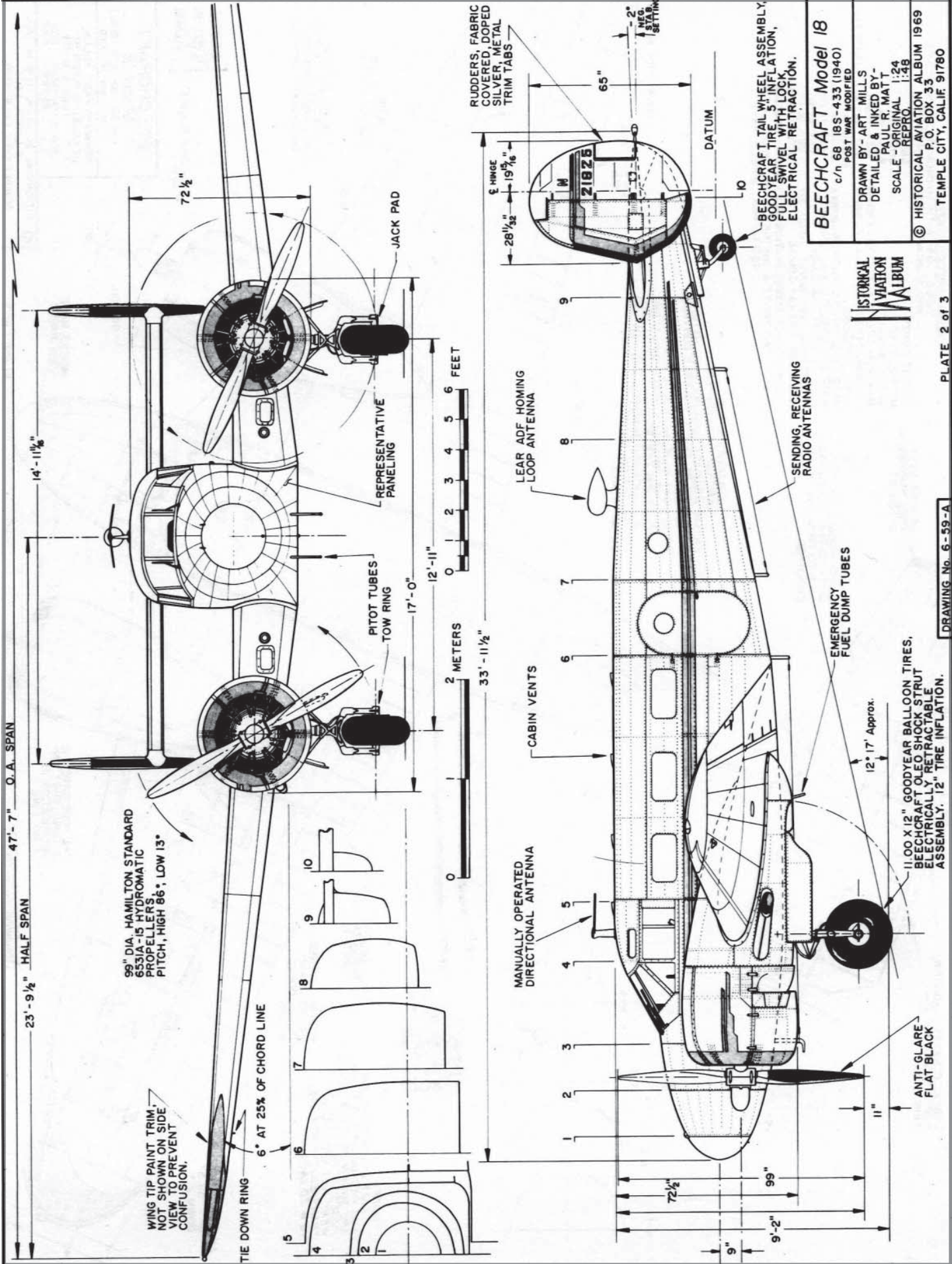
Back to my point:

Too many qualifiers here in Southern California will only dilute the attendance of participants and could mean the demise of the entire Western Regional Qualifier concept. In past qualifiers pilots averaged 22 to 28 and the recent one with 9 pilots. Get the point?

The Western Regional Scale Masters Qualifier belongs to the Scale Squadron of Southern California, regardless of what it is called down the street, it started here as did the founding of the Scale Masters Championships regardless of whether the USSMA board or Chairman Earl Aune agrees, the facts are the facts.

If this article rouses you or upsets you then "Please fire the editor"

Semper Fi, and incidentally I was in the Air Force, but I like what the Marine Corps stands for.....*Your Editor*



BEECHCRAFT Model 18
 c/n 68 18S-433 (1940)
 POST WAR MODIFIED

DRAWN BY - ART MILLS
 DETAILED & INKED BY -
 PAUL R. MATT
 SCALE - ORIGINAL 1:24
 REPRO. 1:48

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 P. O. BOX 33
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Around The Hangar Squadron Photos for August 2007



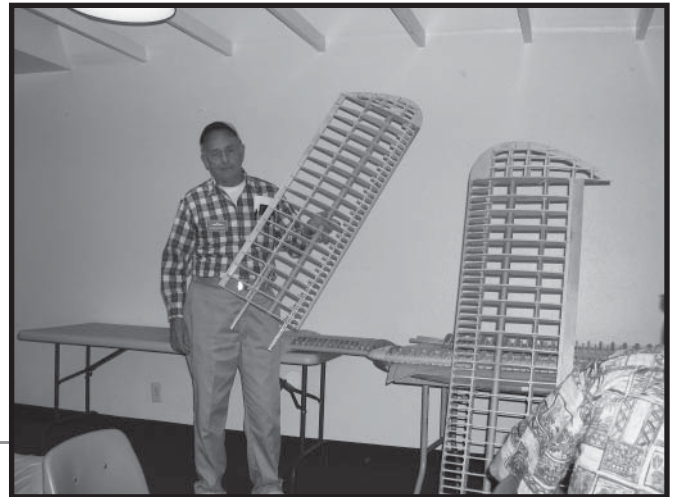
Dick Churchill and his 1966 Denight Special. Joe Martin of Sherline flew one like this at 88 mph in a pylon race on a K&B 35. Dick's is powered with a FOX 40..



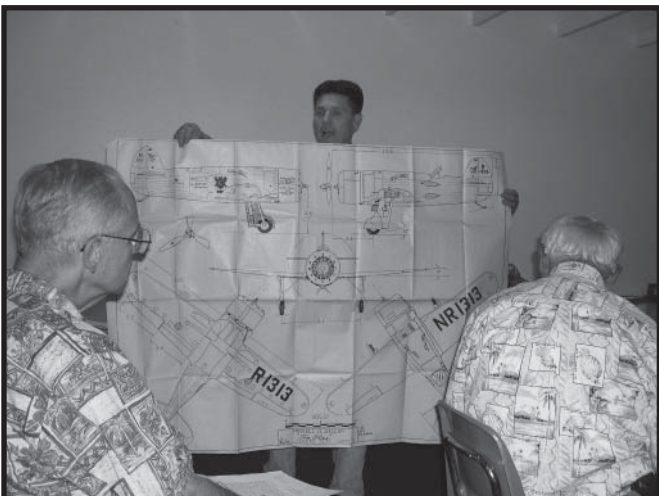
Dick Churchill dug under his workbench for this one, an old reed RC Radio...wow look at the size of that thing. I did not catch the brand.



Dr. Guy Gotshock and his electric Extra 300EX. Doc has basically worked up from EP profiles and 3D to a real scale aircraft. Possibly a real scale job in the fu-



Larry Klingberg on his quest to have the biggest airplane in the squadron. This is only one of four wing panels for his Boeing 80A with a 13'8" wing span.



Miquel embarking on a new scratch project with a 110" wingspan enlarged from an 80" plan. This is a Pylon Racer based on a Gee Bee called "Time Flys"



The July program was your editor demonstrating resin casting and RTV molds for a 1/4 scale cub. Parts were actually molded at the meeting for the exposed engine.



The Orange County Fair has passed and another year of generating interest in our hobby of RC flying. This year due to the addition of jewelry to



Booth Duty, first day, left to right-Don Aitken, Rose Klingberg, Larry Klingberg, Rich Koehrer, Larry Wright, Gordon Truax, & Sam Wright

the crafts building, space and display time was very limited and the Scale Squadron and the OCRCC only needed to fill Friday, Saturday, and Sunday, July 14 through the 16 with a display and three stage shows. As Commander Randy Wilbur stated, we did not sign anyone up as a member, however we gave out a lot of information on flying site locations and websites as well as Squadron and OCRCC applications. Many felt the time was well spent and some (few) thought we were wasting our time. For those brave souls manning the booth and stage shows a large thank you is in order and they are: Larry & Rose Klingberg, Ray Young, Jim Reed, Bill Hart & Carolyn, Rich Koehrer, Larry Wright, Frank Dave,



Each of the three stage presentations were very well attended. Perhaps the free ready to Fly P-51s from Kyosho helped.

Sam Wright, Betty Bliss, Gordon Truax, Larry & Karen Casey, Dick Churchill, Don Aitken, & Randy Wilbur.

Those who provided aircraft for display play, Larry Klingberg-Hindenberg Blimp and Farmoun Moustique, Bill Hart-1/5 scale T6, Larry Wright-1/14 scale EP Racing T6, Ken Wagner- Turbine Powered F-86, Sam Wright, EP Helicopter, 55" WS EP Edge 540, and EP Park Flyer P-51. Real Flight Simulators and computers provided by Ray Young and Sam Wright, Equipment and set up with almost everyone including Jim Reed, & Rich Koehrer. Stage Shows were presented by Larry Klingberg & Sam Wright.

The youngsters and parents alike kept the flight simulators busy all three days and closing the booth at night was a real chore, especially the simulators. Thanks to Hobby People for the loan of a Real Flight G3 and Sam Wright. Also a special thankyou to Kyosho for the RTF EP P-51s.

The stage shows were based on getting into RC from ARFs to built up wood models. Also shown and explained were electric flight with helicopter, aircraft and even a turbine that the audience could hold.

We distributed a lot of information for the local clubs and flying sites with contact information as well as applications for both the Scale Squadron & the Orange Coast Radio Control Club. OCMA (Orange County Modelers Association) did not provide manpower or information for the new field at Irvine lake!

In conclusion, those that participated felt the time was well spent along with the community spirit generated



One of the young folks to win a Kyosho Ready to Fly EP P-51. Each stage show had a drawing for young people only. Sam Wright handles the microphone (again) while Gordon Truax assist with the demonstrations and handed out the P-51 to the surprised winner.



Another young man receives a Kyosho EP P-51 from Jim Reed. This young man and his dad were leaving and Jim Reed talked them into coming to the stage show. They were really excited and gathered up all of the club information we had at the booth.

Larry Klingberg also gave out a P-51 at his stage presentation, but no photo. Thank you all for a job well done!



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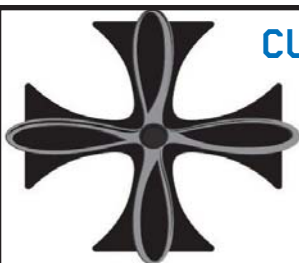
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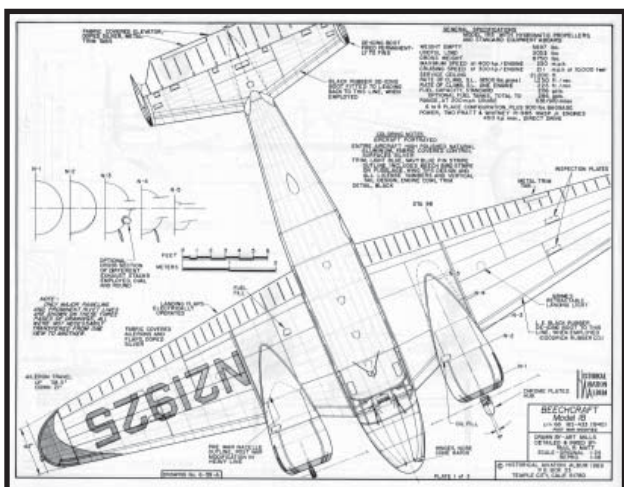
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