

SCALE DIMENSIONS



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

JUNE 2006 VOLUME 6 - WWW.SCALESQUADRON.COM

The Official Publication of the Scale Squadron of Southern California



View From the Canopy

Randy Wilbur Commander

Have you ever started down a path in life, so sure you knew where you were heading, just to find yourself being thrust into a completely different world? Hopefully not, but if you want to know what that feels like.....

Most of you know by now that I was a guest of the sick peoples spa, otherwise known as a hospital. I was interned for 3 weeks, from May 10th to the 31st. The doctors and nurses were great and I am 100% cured and feeling better than ever. With that said I obviously do not have much to report on in the field of RC.

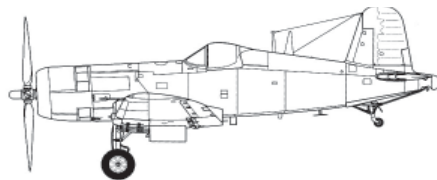
Several events of note did take place this month despite my absence. The first was the Hemet Qualifier that took place the weekend of the 19th to the 21st. I am looking forward to getting the complete rundown from Bill on how the show went. The second event of note was the Castle Air Force Base IMAA fly in. This event was held over the Memorial Day weekend. I once again look forward to hearing how the event went. This was one event I swore I would attend this year, but the big guy had other

plans for me.

I hear that progress is being made concerning our new flying site. A full report will be given at the Monday night meeting so don't miss this one.

On that note I will be signing off for now. From this point on I will be cranking this club up with enthusiasm and energy, so just be prepared. Life is what you make of it, so why not make it memorable.

Commander
Randy Wilbur



**MAY MEETING
MONDAY
JUNE 12, 2006
7:00 PM**

Green Valley
Adult Clubhouse
17250 Wesy Los Jardines
Fountain Valley, Ca 92708

**Bring your current
scale aircraft project
Bring a friend too!**

2007 Scale Masters Western Regional Qualifier Confirmed!

The OCMA Board confirmed the 2007 date for the Western Regional Scale Qualifier to be hosted by the Scale Squadron of Southern California...quoting OCMA President, Bob Swenson "The Squadron got a raw deal when both dates were canceled by the Navy first and then Lennar Corporation" Unquote.....

The date has been set at **April 13-15, 2007**. Depending on the field situation, and other dates, this date should stand for 2007.

Sam Wright will head up the chores again as Contest Director and this qualifier will include scale gas & electrics, as well as EDF (Electric Ducted Fans).

More information will be forthcoming as the program is finalized. In the meantime, we are looking for individuals to step forward and assist in the advanced planning.





my chimes and sez that he has a 'possibility' for a speaker! Wouldja believe it??? Adam Gelbart, of "THE AVIATOR fame was chatting (B S 'ing!) with Bill Hart... and... an idea was born... Adam, as you may recall is a helluva talented modeler and flyer!!!

There 'ain't no' football on the tube Monday night, so..... be there!!

Greetings and Salutations... and such stuff!

Well, it 'may be' late 'Spring, but it has been quite 'warmish as of late... don't you think?!

I had a great speaker all lined up for June 12th, but he calls me late this past Saturday and informs 'me' that 'his' boss informed 'him' to pack his bag, et al, and head for the airport!! Outa a clear blue sky, Bill Hart rings

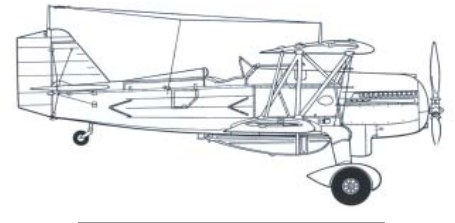
When a coupla 'scale guys' get together... well, just listen up! Adam loves 'beeg' scale aircraft and has just completed some test flights (in Primer and all flights were most satisfactory!) and will be bringing this WW 2 bird in for a most 'interesting' show and tell! Trust me!

The best part is that Adam will ALSO be bringing along some of his tooling, molds, and stuff (!) to present a very informative 'HOW

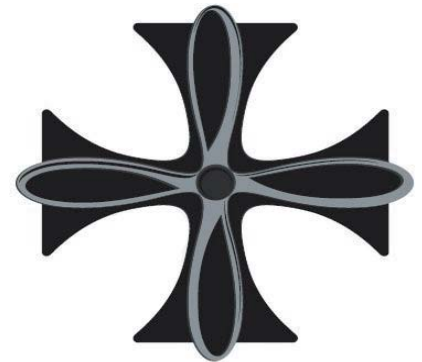
TO' of producing 'Scale Canopies'! I'm sure y'all will find this 'most interesting' to say the very least! Again... "Trust me"! This aircraft isn't too well known, although its performance was quite good. No, it's not a jet, guys!

Lets have a good turnout, troops!

John aka BJ!!



Looking for Nose Art?

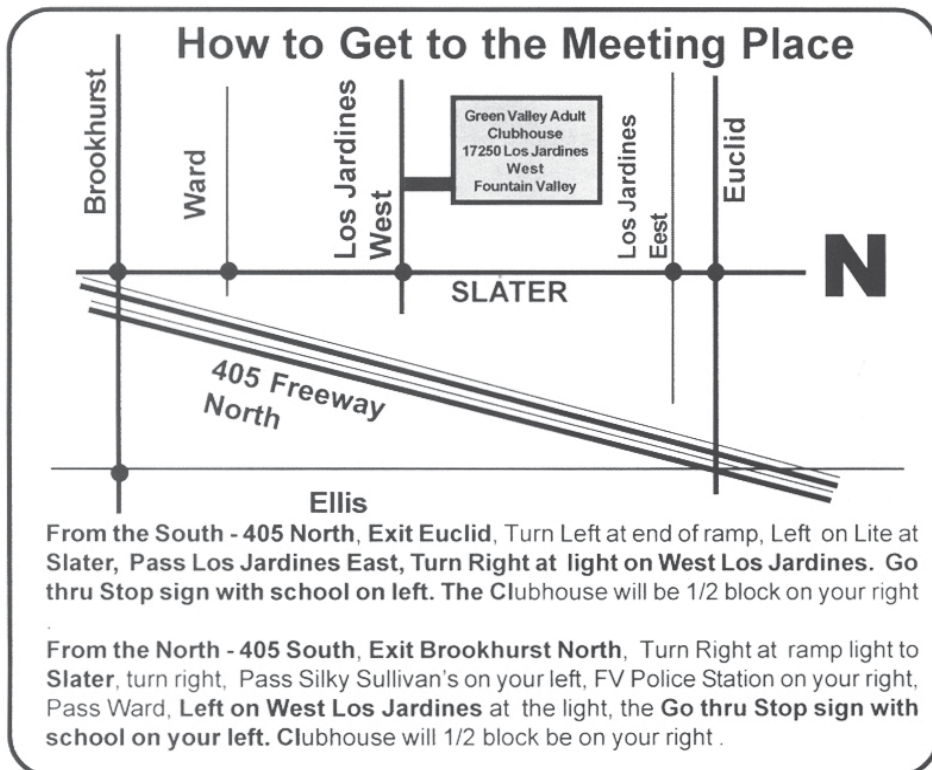


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mixing.



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760-739-5888

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South of Balboa
619-268-7997

EL CAJON

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At Bellantyne
619-444-6135

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North Hill at Locust
626-568-0883

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Balboa at Burbank
818-995-1162

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Near Glassell St.
714-288-8170

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16725 Hawthorne
Hawthorne & 168th
310-214-0244

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405 Pwy. Euclid exit
714-964-8848

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South at Bellflower
562-804-2515

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near Carmen Drive
805-445-1305

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20655 Soledad Can #41
Between I-5 & I-14
661-296-3300

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909-364-0167

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MURRIETA

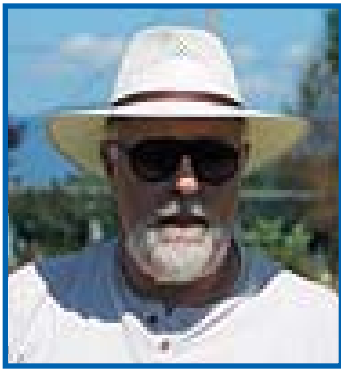
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Rick Lewis

Newsletter Update from Rick....

Mornin Brother Sam,
Just again to let you know that I appreciate your keeping me on the Squadron distribution - and to assure you that the Squadron newsletter doesn't go straight to the parrot cage before I take the time to take a quick pass through it's pages - I wanted to pass along a small correction to your page two article on Dan "pappy" Parsons. At the first Top Gun, at Coral Springs, I was standing behind "pappy" calling for him while he flew his DeHavilland "Hornet" (not a Mosquito old friend) - and although he didn't feel the rule that the static spinners and the flying spinners needed to be the same shape and color I convinced him that he had come an awful long way to let that little dispute with the judges keep him from flying - but if you think about it- that was the only Top Gun that "pappy" ever flew at. Got to love a guy with conviction!!

Love to everyone.....Rick and the girls!!
Rick Lewis

Check out the following article from Rick on his latest "BIG" Scale project!

Let's start with the "why".....Marlene has been bugging me for at least 25 years to do one but the normal British como scheme just didn't do anything for me - "really blah" - then I fell into this all black version - now that's different!! And bottom line.....it's just not "heavy metal"!!

Westland, Lysander or the "Lizzie" - she flew agents (spies) in and out of Europe during WWII.....Britt's first "STOL" aircraft - was built around the same time as the Fiesler, Storch that the Germans had in WWII - just a whole lot bigger!!



Rick's Giant Westlnd Lysander "Lizzie" on the bench. Rick is a prolific builder and years ago with Gene Barton & Diego Lopez created the folding wing AD1 Skyraiders and competed with them at the Scale Masters and Top Gun.



Here is the full size Westland Lysander loaded on take -off. This is no easy task, but it looks like Rick is going for it! (again) We will ask Rick to keep us up to date on this project. It is scale and so are we!

Bob (Holman) bumped up a set of Dennis Bryant's 81 inch drawings to 1/4 scale for me (now it's 150 inch) and I went about redrawing and re-engineering them to take the new flight loads.

The engine is one of the Fuji 86 twins - Gene (Barton) will be doing some machining for me for the wing mounting structure and the landing gear (once I get the drawings to him) - and I'll be using Futaba to keep everything going in the directions I need it to go.

I've gotten some verbiage from the Shuttleworth Collection (where the real one is housed) confirming that the little "winglet bomb rack" provisions are on the real examples main legs - along with their comment that if they had a set of them (the winglets) they would put them on, so that I can have them and use them for a mechanical "gumby" for a bomb drop maneuver.



Rick's aerospace background shows here as you view this building room to die for. Check out the cool building bench too.

Rick's vehometh Lysander has a 150" wingspan and most likely will qualify for an RPV. Rick mentioned that this big bird was fondly referred to as the "Lizzie". It was also call the Carrot. Hopefully Rick can enlighten us on that name.

Rick Lewis is a past Squadron Commander, and part of the original guys after the initial formation of the Scale Squadron of Southern California.

History:

The Lysander was the first British airplane stationed in France during World War Two but was soon found to be vulnerable because of its relatively slow speed. Withdrawn from frontline service, this two-seat, high-winged monoplane would soon become famous for its nocturnal flights into occupied Europe, dropping supplies and agents behind enemy lines.

The Lysander was built by Westland as an army co-operation aircraft at the request of the RAF. The first prototype was flown on June 15, 1936, and a contract for 144 more was signed. The Lysander began its service with No. 16 squadron of the RAF in June of 1938. The Lysander also saw service with France, Turkey and Ireland. Apart from dropping spies and equipment into

occupied France, the Lysander also served as a target tug, and performed invaluable service during air-sea rescue operations over the English Channel.

The Lysander was also built under license in Canada, where 225 were constructed by the end of the war. There are approximately 20 surviving Lysanders today, all but one having served with the Royal Canadian Air Force (RCAF). [

Nicknames: *Lizzie; Flying Carrot*

Specifications (Lysander III):

Engine: One 870-hp Bristol Mercury XX nine-cylinder radial engine
Weight: Empty 4,365 lbs., Max Takeoff 6,318 lbs.
Wing Span: 50ft. 0in.
Length: 30ft. 6in.
Height: 14ft. 6in.

Performance:

Maximum Speed: 212 mph

Ceiling: 21,500 ft.

Range: 600 miles

Armament: None

Number Built: ~1,650

Number Still Airworthy: Two





New OCMA Flying Site is a Reality in Irvine!



Bob Swenson, the president of the OCMA, (Orange County Modeler's Association) has posted new photos and progress on the OCMA website.

You can check out the progress on the website at www.flyocma.com

You can also get all of the information to pay dues for the year.

Here is how the new dues structure will work out. Any previous OCMA member, whether current now or not as long as they had a badge issued during our stay at El Toro, will pay \$100.00. The new cards will be good until December 31, 2006.

A new member will also pay the \$100.00 with a current AMA card and a \$50.00 field initiation fee. *(A new member is one who has never been a member of OCMA)*

The field in next to the Irvine lake Complex, but far enough away and noise will not be an issue, however, the field will have a decibel noise limit. There are no altitude restrictions and access as well as overnight camping will be permitted. The rules for all of this will eventually show up on the OCMA website and this newsletter.

The accompanying photos are also on the website, but thought you would enjoy seeing them here as well.

You can mail your check and a copy of your AMA card to Ron Novak or email him. The information to contact Ron is listed here. The application is downloadable from the website

One restriction is that no turbines are permitted due to the proximity of the Cleveland National Forest. Our only neighbor is the Blue Diamond Cement Plant and it is a long distance from the field.



Bob Swenson, OCMA President, checks out the new field location and an inaugural flight with a 3D foamie. Bob said at this point, that is all that can handle the uncut and ungraded terrain.

and still shows El Toro as the field, but will be used for the new field until it is revised.

Ron Novak's contact information:

Email:
rnovaksr@netcom.com

Address:
10434 Neal Drive
Westminster, Ca 92683

One of the requirements is that every one must sign a liability waiver before you receive your card. OCMA is planning a few field meetings to get the waiver's signed at the field.

The field will be made of compacted granite and covered with a PVC mat material. This is used commercially for a highway undercoating and then slurry coated. We will only need the PVC mat. This material is smooth, no maintenance and good for the duration of our stay at this location.

The plan is for a 50'x650'; however, there is talk that it may be 60' wide due to the width of the material used, and 750' long.

There is a lot of field preparation work aside from the contractor's work. We will need signs, frequency board, rules and other items mounted. Eventually a shaded pit area may be a reality, but this will all take volunteer work in order to keep the dues reasonable. The lease is a yearly lease, and we can expect to be at this location for a minimum of 3 years and a maximum of 5 to 7 years. This area is part of a master plan and you guessed it...for another golf course.

We should consider ourselves fortunate to now have two choice locations to fly with Prado, and the new site in Irvine.



This view shows the area right after the weeds were cut. This should look better after the grading begins.



This is the view looking straight out from the center of the field.



This is the view looking towards the mountains. Not sure where this is in relationship to the pilot stands.



A view from the center of the field looking straight out. Note the cement plant in the far distance.

There obviously a lot of work left to be done. The OCMA Board has hired a contractor to bust down the rocks, level the area, and compact the runway for drainage, etc.

Watch the website for progress photos as this should be moving rapidly

to make a July opening.

No More Sniveling....

There should be no excuse as to why your not building...we have heard them all...I don't have the energy, Prado is too far to drive...gas is expensive.....etc.

Now none of us have a bonifide excuse for not getting out an flying.

Field Location & Directions

At this writing, I do not have a map for the field, but it should be on the website soon and we will publish here in the Scale Dimension.

Editor



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949-632-8691



Sam Wright (L), and Bob Walker from Ro-
bart (R) with Bob's House of Balsa Electric
P-51 in Florida after after Sam announced
Top Gun. The P-51 flies great and has
Robart retracts.

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New OCMA Flying Site
2007 Qualifier News

