



Scale Squadron of Southern California November 2010

What's INSIDE...



1/8th Air Force
Event Coverage



**DON'T MISS NOVEMBER'S MEETING.
MEET THE BOARD NOMINEES AND VOTE!**



Pomona Valley Model Airplane Club
Nov 13-14, 2010 PREVIOUS Nov 13-14, 2010

WINGS OVER CHINO

600' X 100' Festival Runway Touchdown & Vet Area Support a Dog with Gift, Drink & Water Available

2nd Annual RC Scale Aircraft Fly-In
Warbirds - Civilian - EDF Jets - Sport Scale

Awards Presented for:
Scratch Built, Kits, Detailed ARFs Military, Civilian, & EDF Jets
Friday ZAP TAP Room - Saturday Night BBQ & Auction
All In hangar with Lady Alice P-51 at the Chino Airport
BBQ Dinner with Drinks \$20.00 at Registration
RV Overnight Dry Camping on Site @ \$10.00 per night

\$25.00 Pilot Registration includes:
Two Tickets to Friday Night Pilot Hangar Mixer at Chino Airport
Wings Over Chino Event Hat - Pilot Raffle Ticket
Pilot Souvenir Flight Line Number

Visit www.pvmac.com for Online Registration, Event Information, & Directions
Contest Director: Sam Wright sam-w@cox.net
Phil Goodwine Event Coordinator phil@goodwineglass.com

Hobby People **AMTRONICS**
ZAP **SD-10G**

Founders of the U.S. Scale Masters Championships
www.scalesquadron.com



MY VIEW FROM
THE BENCH

TIM JOHNSON
SCALE SQUADRON
COMMANDER

TIMOTHY@JOHNSON.US.COM

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



EVENTS & ACTIVITIES

Nov 8, 2010
Squadron Meeting

Nov 13-14, 2010
Wings Over Chino Scale Fly-In
PVMAC pvmac.com

Nov 19-21 2010
22st Annual Arizona Jet Rally
Superstition Park, AZ
<http://www.azmodelaviators.com/>
Art Ashenden 480-314-0064

Nov 20, 2010
Prado Swap Meet PVMAC

Dec 5, 2010
PVMAC Toys for Tots

Dec 13, 2010
Scale Squadron Meeting

March 4-6
1/8th Air Force Arizona
"Gun Smoke" Qualifier

Winter is here....um...well, okay summer finally arrived! HA-HA! I hope everyone is enjoying this wonderful flying weather!

It is that time of the year again. It is time for you to VOTE! During the November meeting we will be holding our elections for the year 2011 Squadron Board of Directors.

Our nominees are as follows: Phil Gross, Ed Woodson, Larry Wright, Sam Wright, Mike Greenshields, Gordon Truax, Joni Whitsitt.

The One Eighth Air Force fly-in was very fun this year. Thank you OEAF for your wonderful hospitality, and thank you AMPS club for allowing the OEAF to host an event at your home field. This was the first official event I have ever seen Bill Hart fly an airplane. I just have to publicly state that. The rumor that Bill can fly is no longer a rumor!

Also at the OEAF event, it seems that some people don't want to waste away sitting in a lazy boy, but would rather waste away behind a Radio Control! Some people want to continue to have fun and enjoy life until they no longer can. Bob Richards made the 6 hour trek, and spent 3 days with the "kids" at OEAF. Bob enjoyed many wonderful flights. He also did not once fall asleep in his chair in between flights. I think Bob Richards should be a wonderful example to all who think they cannot enjoy flying anymore. That is

unless your vision is what is keeping you grounded.

Thank you to all who went to the One Eighth Air Force Fly-in. It is wonderful to so many people who want to enjoy all of these events with their club.

November 13-14 2010 will be PVMAC's 2nd annual Wings over Chino scale event. Last year was so much fun, I just could not think of missing this event. I hope to see you out there!

As we are flying through the last two months of the year, don't forget to renew with the Scale Squadron. Next year will bring some many different events, and surprises that I would hate to see you miss out on all of the excitement.

More details about next year's excitement with the Squadron will be revealed at the November meeting.

The November meeting will be ran just a little different. For the new meeting format to succeed I need you to bring part of your airplane project, or your whole



airplane project to the meeting. If you have questions on how to build or modify

something on your airplane, this meeting would be a great opportunity for you. We have so much talent in our club, that I think it is time for our members to help each other out with their projects. So for the November meeting please bring in your project, and your questions. Or if you have a project that you are working on and want to share your technique with the rest of the club, this will be your time to shine!

I can't wait for this next meeting, it should be really exciting! Until then, happy flying while the weather hold up!

-Tim

Club Meeting and RE-CAP - OCT 2010

Fantastic Models, Show-N-Tell Fun



This Month's Meeting included insider information with a presentation from Sam Wright and products he's discovered during his travels and from Mike Greenshields showing off the ASM Production Lancaster and B17G ARF's



If you'd like a quick-in-the-air sort of fun plane, check out wowplanes.com and their SCALE foamies with a patented finish that makes them look like built-ups! Sam also showed off MASTERFUL CNC Machined scale wheels like NO other in the industry. check out: davincimachining.com

You saw them during development, you saw them when we flew the prototypes, now they're here, available, and if anyone wants one talk to Larry Wolfe at JHH or Mike at Hobby People. 120" 4 Engine Bombers are available in ARF format from Hobby People



Steven Penn showed progress on his ARF-Bashed custom P-40 and his new WWI Dawn Patrol Project!

Larry Klingberg's Sikorsky is looking more and more completed by the day. Expect to see covered bits and pieces at the next meeting!



Tim Cardin's DOUBLE Award Winning FW-190. Jerry would be proud Tim, you're racking up the trophies ALREADY!

Tim Johnson is going to need these accurate 3 views when he builds his new competition project, the SPITFIRE kit-bashed from a Pica kit



This is interesting ... I have often wondered about Kilroy ... now I know. Great piece of history.

Anyone born in the mid thirties (or earlier) knew Kilroy. We didn't know why but we had lapel pins with his nose hanging over the label and the top of his face above his nose with his hands hanging over the label too. I believe it was orange colored. No one knew why he was so well known but we all joined in!

Kind of a war story – now we know!
INTERESTING?

KILROY WAS HERE! WHO THE HECK WAS KILROY? In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets

and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added **KILROY WAS HERE** in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thou-

sands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo.

To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived. Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of l'Arc De Triomphe, and even scrawled in the dust on the moon).

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"



To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts

.. If you check the WWII memorial in Washington DC, you will see Kilroy peeking over a

wall!!!



FROM THE EDITOR'S DESK

MIKE GREENSHIELDS
SCALE SQUADRON
NEWSLETTER EDITOR

For those of you who may not have noticed, last month's newsletter had a "let's see if you read the newsletter" guess-the-airplane-contest.

We're having one again, it's the airplane shown in this article, and when you come to the meeting, just jot down your guess as to what airplane it was and you'll be entered in a drawing for a prize!

It's our way of having a little fun with the newsletter! Read the newsletter and it can Pay-Back!

I hope everyone gets a chance to attend Wings Over Chino and Support Sam, Phil, and the PVMAC.

One other note. I've included a Li-Po battery overview I wrote for Hobby People in the newsletter. If you're using Li-Po's, you might want to check this out!

Happy landings!

- Mike Greenshields
mikegreenshields@gmail.com

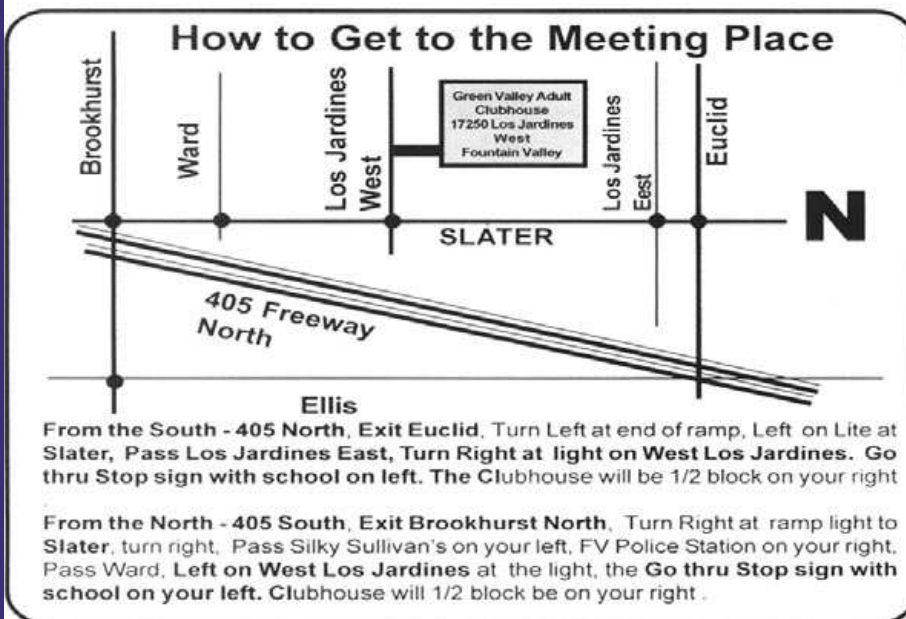
Hi ALL!

It's been a heck of a month for me. Busy Busy Busy, and NOT enough modeling time! :(

Just like me, I'm sure most of you all are busy busy busy too! But don't let being busy get in the way of attending the meeting! It's time to Vote, time to renew your membership, and time to start preparing for next year's Squardon Activities!



That's one pretty plane! But what in the heck is it????



MEETING

Monday

Nov 8

2010

7:00 PM

Green Valley
Adult Clubhouse
17250 West Los Jardines
Fountain Valley, CA 92708

The 1/8th - Success, Fun, and WINS

Always a Rewarding Trip! - Trip Report by Tim Johnson



Thursday night the club trailer left Chino, CA. Destination: Phoenix Arizona with 10 airplanes for 5 club members, and all necessary equipment to help the weekend of flying go smoothly. Sam Wright towed the club trailer with his Ford Expedition. Riding along with Sam was Nancy his wife, Gordon Truax and Tim Johnson. We arrived at Phoenix, AZ right around 2A.M. Friday morning.

One the way to the field Friday morning as we drive over the top of Thunderbird hill in to the Adobe Dam Recreation Area, it would seem everyone in the world is out for a hike. While driving to the Arizona Model Pilots Society (AMPS) home field, you can see why everyone is here. On the left is a beautiful water park on the right is several large scale model train layouts. There are many other attractions to Adobe Dam Recreation Area.

The AMPS field is well maintained. The hangar area is covered, and power is on site. Under this structure is a brick "kitchen" area. Also the covered area is equipped with lights for evening activities. Friday was the day for many to tune their

engines, and get acquainted with the feel of the field. The runway is about 600 feet, so for some that takes a little getting adjusted to.

The Scale Squadron had several members show up for the One Eighth Air Force event. Mr. and Mrs. Larry Casey showed up Saturday, but did not bring an airplane. Bob and Charlotte Rosenlof made the trek from Bakersfield, CA with their scale Extra. Bob Richards had a T-28, and a Cub to fly. Randy Wilber brought a Cub and Joni Whitsitt brought a Hobby People Gilmore Flyer which Randy flew for Joni. Gordon Truax unfortunately did not get



his Hobby People T-6 finished in time, so he flew a borrowed T-28 that Sam Wright brought to the event. Sam Wright brought a Hobby People PC-9 and T-6. Tim Johnson brought an 88" Spitfire Mk IX, a Hobby People prototype U-2 EDF, and the Squadron's 310B/U-3A club project. Bill Hart brought one of his scale pattern airplanes. Tim Cardin brought his FW-190 built in Jerry Ortego's honor, and his Stagger Wing. Ray Young brought his camera, snapping off pictures all weekend.



Team Powers performed the warbird gaggle with a few changes this year. A script was added for the announcer, and a pair of Piper L-4's to circle around spotting targets for the B-25 to

bomb, and the P-47's and P-51's to run escort. Tim Cardin (the loan axis warbird) took off with his FW-190 to defend "his" runway. As soon as the FW-190 took off, it punched through the middle of the bomber escort. Everyone scattered every direction. It was a sight to see. It was also hell on the spotters. When the dust cleared, two P-47s formed up to shoot down the axis airplane. While the two P-47's kept the FW-190 busy, the B-25 managed to make its bombing run.

The Warbird Gaggle was entertaining. I am not sure how it looked for the spectators, but it had to be spectacular. When you spot for someone during a gaggle, your eyes are busy, and your ears are tuned to listen to the other pilots and spotters.

Walking the runway for the "People's Choice" static show, there were many wonderful aircraft, included a few scale helicopters which did fly in the event. But it seemed if you did not bring a P-47, you were not part of the club. Every other airplane was a P-47, so many that you could have called the event "Gathering of Thunderbolts".

The flight line was organized very well, and was a little different. There were 6 pilot stations, and one entrance to the pilot stations. You had two "boxes" of your choice to perform final prep and to get your airplane fired up. This made life very easy for the flight boss. Never once was there any confusion on who was taking off. The one line to the flight line worked out very well, and eliminated any kind of confusion. There were eighty plus beautiful scale aircraft that showed up to fly for the weekend, along with many great people to socialize with. The AMPS club cooked hot dogs and burgers for the One Eighth Air Force, and what a wonderful service the AMPS club provided. It was easy for them to do,

The 1/8th - Success, Fun, and WINS

Always a Rewarding Trip! - Trip Report by Tim Johnson



considering their wonderful outdoor kitchen. The weather was great, no real wind to speak of and the sun kept everyone comfortable.

The Saturday night steak dinner was entertaining. Unfortunately the scheduled guest speaker could not make it due to a modeling related accident.

So in place, a slap stick skit was performed by Bill Powers and John Deacon. The



steak dinner was well cooked. The One Eighth Air Force even had cake and Ice Cream for dessert. After the steak dinner, the Squadron met up at Bob Richard's hotel room to spend the rest of the night bench flying.

Sunday is the last day of fun in the desert. This is your last chance to wow the phantom judges with your flight performance, and talk to whomever queries about your airplane. You never know who you may talk with. They could be a phantom judge. As usual the One Eighth Air Force had extraordinary awards to give to deserving pilots. The beautiful plaques had airplanes and Eighth Air Force patches mounted to them. These awards would truly look wonderful on your desk, on your wall or your trophy case.

Squadron member Tim Cardin earned the opportunity to take one

of these wonderful plaques home with him. As it turns out, Tim brought home two plaques. The first plaque is the "Pilots Choice" award. This award is earned by a vote of your peers. Each pilot received a ballot to fill out, and submit. Tim Cardin received the most votes for his Fw-190 built in Jerry Ortego's honor. The second award is 1st place in "Best Military Flight". This award is issued by the opinion of the phantom judges.

The One Eighth Air Force and the Scale Squadron have had a long standing friendly rivalry attending each club's event, doing what they can to take home awards. Each club trying to play the game of "keeping up with the Jones" by trying to out-do each other with entertainment, and awards. This year I think the One Eighth lost the entertainment portion, but won the award portion. The Squadron won the entertainment portion, and lost in the award portion. So It is a dead tie. Next year, the Squadron



needs to step up and win those awards to shut out the One Eighth!

I cannot wait for the 2011 events! I think it will be extremely exciting, especially considering there will only be one Fly-in hosted by the One Eighth. If anyone knows anything about scale, The One Eighth event is one to attend. So much talent in both modeling and piloting attend this event that it makes it hard to not go.



2010 Fall Fly-In Awards

Young Eagles:

J.P. Nelson, Sam Egan, Jack Dolan

Pilot's Choice:

Tim Cardin FW-190

Commander's Choice:

Ken Perkins
A5M Claude

Best Military Flight

1. Tim Cardin FW190
2. Bob Frey P-47D
3. Jack Dolan T-28

Best Civillian Flight

1. Bob Stark Spacewalker
2. Paul Goldsmith GeeBee Y
3. Craig Veich Denight Special

Best Multi-WING

1. Robert Stanley Staggerwing
2. Jay Steward F6C2 Navy Hawk
3. Rick Chitty Neiport

Best Jet Flight

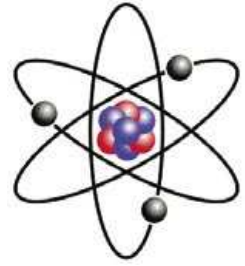
1. Brian O'Meara F-84-H
2. Vinnie DiFabio Mig-15
- 3 Jeff Olmstead F-35

Best Multi-Engine Flight









1. David Morales/Rick Chitty Vickars Vinny
2. Corey Dail P-38
3. John Magnino OV-10

People's Choice

1. Dennis O-Conner Skyraider
2. John Deacon 1912 Blackburn
3. Morales/Chitty Vickars Vinny



DEFINITIONS:

-  **Li-Po** — is the abbreviation for *Li-ion polymer*. Li-Po batteries are unique in that the lithium is held in a paste rather than a liquid and this makes the battery safer and more powerful for its weight.
-  **mAh** — **mA** is the abbreviation for *milliamperes* or thousandths of an amp of current flow—analogueous to a current of water flowing through a hose—and **mAh** (milliampere-hour) is the capacity of the battery and how it relates to discharge time—analogueous to the total volume of water stored in the reservoir. Sometimes, large capacity is also expressed as amp-hour (Ah). You'll need to be able to distinguish between the two: 3200mAh is 3.2 Ah.
-  **V** — is the abbreviation for *volts*. Voltage is essentially the potential energy in the battery. In our water analogy, voltage is the pressure build-up in the reservoir (the more cells, the more pressure). Its potential energy just sits there until it is released in a flow of current.
-  **Nominal Voltage** — This is the voltage of a charged battery (after the peak voltage is used) with nothing attached to it, under normal conditions, on an average. Li-Po cells generally have a nominal voltage of 3.7 Volts.
-  **"C" rating** — This is the battery's safe discharge limit rating as a function of capacity. Example: a "20C" battery means it can be safely discharged at a rate up to 20 times its capacity. For example a 3200mAh capacity battery with a 20C discharge rating can be discharged continuously at 64 amps (64000mAh) ($20 \times 3.2A = 64$ amps).
-  **Charge Rate** — This is usually the maximum continuous amps (current flow) the Li-Po can handle when being recharged. Most Li-Po's are designed to be charged between 0.1C and 1C (*i.e.* from 1/10th capacity up to parity). Example: a 3200mAh battery generally should be charged between 0.32 and 3.2 amps. Newer Li-Po batteries with higher C ratings (over 20C) can be safely charged at 3C when using a balance charger.
-  **Maximum Voltage** — (or Max. V): Li-Po batteries, during the charging process, should never be charged to more than 4.2 volts per cell. Example: in a 3-cell pack (where 3 cells are wired in series, making the voltage of the pack 11.1V, the safe maximum voltage is 12.6V. A charger with adjustable voltage levels should be set so that the Maximum Voltage matches the number of cells in the pack.
-  **Minimum Voltage** — (or Min. V): Li-Po batteries should NEVER be discharged below 3.0V per cell. So, a 3200mAh 11.1V pack should never be discharged under 9 volts. The chemistry of the cell changes and can be damaged beyond use.

Li-Po Discussions by Subject

Li-Po Explosions/Fire

Let's start here: ALL energy storage devices are *DANGEROUS*. They contain stored (potential) energy which if mis-handled will cause failure and in some cases, that failure can be VERY dangerous.

What you can do: **AVOID** all conditions that cause battery failure. These conditions include but are not limited to:

Severe Heat – Anything over 160 degrees can limit the battery's life. If heated to extremes—with fire, soldering irons, etc.—the battery may fail and/or explode!

Severe Damage – Examples of severe damage would be: breaking the battery, or putting a hole in the battery.

Over Charge – The charger is either the wrong type or it simply fails and puts more energy at a higher voltage than the battery is designed to handle. Li-Po batteries must *NEVER* be charged above 4.2v per cell!

Over Discharge – This usually comes from an improper ESC that allows the voltage to go well under 3.0v per cell. Also, this term is sometimes used to mean exceeding the “C” discharge rating. If the battery is rated for 64 amps continuous discharge, do NOT discharge it at a continuous rate of 70 amps! This will destroy the battery.

Charging a Damaged or Over-Discharged battery



Warning signs that failure and possible explosion might occur:

If you cause or observe any of the conditions listed above, you can experience battery failure.

So, if any of these things *DO* happen, be prepared that the battery could fail.

Swelling of the pack – Swelling is caused by internal pressure that goes beyond the normal amount of pressure in every battery. This pressure makes the cell swell up like a balloon. Do NOT use a swelled battery! A swelled battery is a battery that has failed and needs to be discarded before explosion or fire results.

Here is what to do with a battery that is on the verge of exploding or is starting to show signs of exploding.

Do not handle it directly! – The material spitting out (if it comes to that) is spitting out at as much as 2000° F.

Try to contain the fire – We recommend a fire-proof container with a lid be kept near the proximity of any cells being used or charged. Fill the bottom with sand. Have this ready to use at a moment's notice. If the cell looks suspicious, put it in the container and drop another large amount of sand on top, then drop the lid. Let it burn out. It will smoke and fume, but the sand will contain the sparks and reduce the transfer of heat.

NOTE – A fire extinguisher WILL help, but it will NOT stop the chemical reaction. The only thing that can be done is to contain the fire until the fire goes out. Most clubs now recommend keeping a fire-extinguisher in your pit area. Considering the batteries, the glow fuel, and the gasoline we use today, it's simply a good idea, regardless.

Li-Po Practical Advice

While there are precautions that must be taken and dangers that must be considered, Li-Po batteries today are very safe, and very easy to use. **BELOW** is a list of practical advice for using this type battery:

Assembly of the pack – Do not solder to the pack!

Installation of the pack – Any pack used for motor power needs high volume airflow for cooling. Heat is the enemy of a Li-Po battery, so when using the battery, having good airflow will help keep the battery cool. The typical Li-Po battery is not durable in case of impact, therefore some protection inside the plane will help save the battery in case of a crash.

Charging – Always use a Li-Po designated charger. Always make sure the settings on the charger match the battery (voltage and amperage) and that the polarity is correct!

- First 5 charges, we recommend 0.5C charge. After that, 1C will give you the best duty cycle.
- Never charge if the battery is hot (over ambient temp or 105°F). Let it cool first!

Balancing – Either during charging or before storage, use a balancer (if one is not already part of your charger). The balancer ensures that each cell is at the same voltage. When using the battery and discharging down to the minimum safe voltage, there will be no individual cell at less than the minimum safe voltage! Thus, the battery will last longer.

Fast-Charge/Balance Charging – Some packs with C-Ratings of more than 20C can generally be charged at 2-5C (check with the battery's maker for this specification). **CAUTION** should be taken when doing this to ensure the battery does not get hot.

Motor Amp Draw – Use an in-line meter to ensure that the power system amp draw does not exceed the rating of the battery.

Storage – We suggest a fireproof container for storing any rechargeable batteries. Li-Po batteries in storage for an extended period should be stored with 60 percent of their capacity. If only for a short time then leaving them with a full-charge is fine. NEVER store them in a discharged state! Some chargers have a “storage” function. Keep the battery pack out of high heat conditions. 60° to 72°F is acceptable.

Damaged Cells – Damaged packs/cells must be discarded immediately. We suggest leaving them in a tub with salt-water (with the insulation removed) for 24 to 36 hours. This will completely discharge the battery. Then cut off the wires, put the battery in a bag, and discard it. **Do NOT charge a damaged pack.**

NEVER – CHARGE A BATTERY UN-ATTENDED. NOT EVER.

NEVER – LEAVE YOUR BATTERY IN A PLACE WHERE IT WILL BE STORED OVER 120 DEGREES F (*i.e.* IN YOUR CAR).

NEVER – CHARGE THE BATTERY IN YOUR CAR.

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Pomona Valley Model Airplane Club

Nov 13-14, 2010

PRESENTS

Nov 13-14, 2010

850' X 50'
Paved Runway
Taxiways
& Pit Area



Burgers n Dogs
with Soft Drinks
& Water Available

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Phil Goodwine Event Coordinator phil@goodwineglass.com

Hobby People

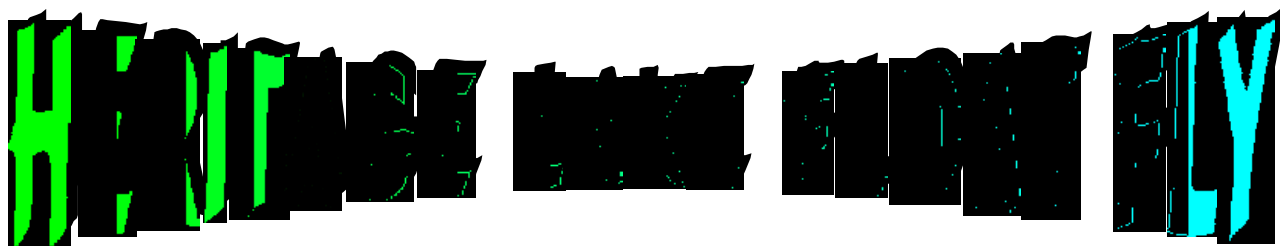


ZAP

SD-10G

THE MENIFEE VALLEY FLYERS

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SATURDAY OCTOBER 30, 2010

Site: Heritage Lake

McCall Blvd, Just East of Menifee Road

Menifee, CA 92584

Check in at 8:00 AM, Open Flying starts at 8:30 AM

Beautiful, Large, Clear Lake, Picnic Area, Lots of Parking



Open to all
AMA Pilots
Entry Fee:
\$10.00



Public Welcome - Free Admission & Parking
Refreshments Available On Site -- Open Raffle

R/C pilots, here's a great chance to participate in this exciting phase of our hobby right in the heart of the centrally located City of Menifee, CA. If you're not an R/C pilot, come on out and enjoy watching a full day of Radio Control Model Airplanes taking off, flying over, and landing on beautiful Heritage Lake.

For More Information and directions to Heritage Lake, visit our Web Site at:

www.mvfclub.com

Contact: Ray Gould (951) 634-4112 ray.gould@gps-mil.com

Matt Stein (951) 850-1521 mstein812@verizon.net

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1ST PLACE

2010 FAI/F3J World Champion



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We Salute Team Airtronics & Winning Pilot Daryl Perkins!
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— Daryl Perkins



If you think you can't switch to Airtronics... Think again!



SD-10G

www.airtronics.net



Get more information on line at: www.airtronics.net. You can buy your Airtronics SD-10G at your local hobby shop. To find a hobby dealer near you, log on to: globalhobby.com. Dealer inquiries invited. If you have a bona fide hobby shop, contact Global via email: service@globalhobby.net; or simply write to: Global Hobby Distributors, 18480 Bandelier Circle, Fountain Valley, CA 92728-8610. Contents ©2010 Global Hobby Distributors. Airtronics is distributed exclusively in North America by Global Hobby Distributors.



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The Scale Squadron of Southern California



MEMBERSHIP APPLICATION

Membership in the Scale Squadron is open to all AMA members who are interested in safe, formal, and informal flying, including the research, building and flying of Scale R/C Miniature Aircraft. Membership Annual Dues are \$30.00 covering January 1 through December 31. Membership begins after verification of your current Academy of Model Aeronautics (AMA) Membership Card and receipt of Scale Squadron membership dues. Membership in the Scale Squadron includes a monthly newsletter and Squadron name tag. Meetings are the second Monday of each month at 7:00pm.

NEW RENEWAL Recommended by _____ DATE _____
Name _____ Spouse _____
Address _____ City _____
State _____ Zip Code _____ -- _____ Email _____ Birthday _____
Home Phone _____ Work _____ Ext _____ Mobile _____
AMA# _____ NASA _____ USSMA _____ FCC/Ham _____ EAA _____

MODELING INFORMATION

Years in R/C _____ Modeling Level: New Intermediate Expert Need Help
Interest Area: WW1 WWII Golden Age Civilian Vintage Jets
Private or Commercial Pilots License & Type Rating _____
Are you interested in Scale Competition? Yes No Would Require Assistance
How did you hear about the Scale Squadron? _____

GENERAL INFORMATION

Meeting Preferences. Check all areas that you would like to see at the monthly meetings

How To Videos Guest Speakers Scale Techniques Scale Contest Prep

Your Ideas _____

Would you be willing to assist at Scale Squadron Events? Yes No Maybe with Help

Registration Gate Flight Line Judging Scoring Cooking Radio Impound

Comments _____

NOTICE: This information is only for the Scale Squadron Data Base and will not be shared or sold to any outside agencies. Your information may be used in a Scale Squadron Membership Guide available only to paid members.

Scale Squadron of Southern California



Advancing and Promoting the Hobby of Remotely Controlled Scale Miniature Aircraft

Many people from all walks of life find it fascinating to produce a miniature working replica of a full size object be it a doll house, sailing ship or operating steam locomotive. In our case it is our passion for Flying Machines that motivates the Scale Squadron.

Our members have diversified interests in all facets of aviation history, from the first aircraft to fly at Kitty Hawk to the modern day jet. Advancements in technology have provided us with ready-to-fly kits, on-board cameras, in-flight telemetry, multi-cylinder engines as well as high powered miniature jet turbines that burn real jet fuel. Today as scale modelers we pursue nearly every possible aviation subject with the confidence that not only will our project be successful, but that it may out perform that of its scale counterpart.

Squadron members delight in the pursuit of authenticity for scale projects. This requires research and documentation of specific aircraft and their variants. Many of the flying replicas thus created are of "Museum Quality" and our members take to the skies with these flying miniatures regularly and successfully. On the other hand, not every member makes a scale masterpiece. That's OK too! Whatever pleases you is what counts. Whether

club that embraces all facets of scale aviation R/C modeling and the related community.

Scale Squadron Club Meetings are held on the 2nd Monday of each month at the Green Valley Adult Clubhouse, 17215 Los Jardines West (just north of Slater) in Fountain Valley, CA. The meetings start at 7PM and last about 2 hours. Our meetings throughout the year include

the usual club business as well as Member Show-and-Tell, Modeling How-To's, Aviation and Industry Presentations, and good ol' time social gathering to help enlighten and encourage our membership to push the boundaries in the art of Miniature Aircraft

Replication. Like-minded visitors are always welcome. All members and visitors alike are encouraged to bring their latest scale models and projects!



you're kit-bashing, volunteering at charity aviation events, or making molds from scratch for Scale Masters or AMA National Championship competition scale aircraft, Scale Squadron is a



Jerry Ortego, Squadron Founding-Member after a nice flight with his FW-190 at OCMA Field



Larry Klingberg, Squadron Life-Member and Legendary Scratch-BUILDER



Thank
YOU
for your
hard Work!



Our UK Squadron Wing Commander Ted Cooke Enjoying the usual flying conditions in the UK

Founders of the U.S. Scale Masters Championships

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