



Tom McNichols from Wings West,  
presentation on fibreglassing an ARF B25 fuselage.  
Photo Credit: Tim Johnson

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# Commanders Note From The Bench

“the short rain we recently experienced was jokingly referred to as our building season”

October brings goblins and candy hunters to our front doors, and already the stores are stocking Christmas Lights. That is a wakeup call to get out to the shop and finish that project on the bench. Probably like most of us, there are several models that need either repaired or finished, and maybe one or two still in the box. The short rain we recently experienced was jokingly referred to as our building season, and of course in California, we do not get many of those. I admire those up north and in the areas where they are snow bound and have plenty of time to build since they cannot get to the flying field. That being said I do not want to enjoy the cold weather and snow. That means a great deal of time management must be initiated to finish scale projects. I know I am out in the shop jamming and hope you are as well.

# VVRCF 1ST CHANCE QUALIFIER

November 6 - 8, 2015

Victor Valley RC Flyers Club & Scale Squadron Club - 7000 Arrowhead Lake Road, Hesperia, CA

## Scale Contest and USSMA Qualifier, Hosted by the VVRCF

The 1st Chance Qualifier is a Scale Model Aircraft contest. 1st place finishes and top 1/3 scores qualify pilots to compete in the Scale Masters National Championships held in Sept/Oct 2016 (TBA). Scale Masters has competition categories for Scale Modelers of all skill/experience levels. If you're interested in competing with an R/C scale airplane, this Qualifier has a category for you! 1st time competitors and ARF's welcome!



### Entry Fee-

\$30 1st class entered

\$20 2nd class entered

Entry INCLUDES Sat Lunch

Lloyd's World-Famous  
Saturday Night Banquet  
\$15 per person

### Classes:

**Expert - Top-Level** - This category is for the builder-pilot and is the only category from which the Grand Champion is determined at the Championship Event. Full Documentation Required.

**Team:** Pilot/Builder work as a team. Full Documentation Required.

**Advanced:** This category is available for top-level pilots using aircraft that are not governed by the Builder of Model (BOM) rule. Full Documentation Required.

**ProAm/Pro:** ProAm/Pro: Fly any scale plane - includes purchased, modeler-built or factory-built scale models including ARF/ARC, Documentation: only a picture of a real plane that is the same model/type as your RC model.

**ProAm/Sportsman:** For the true beginner. Same basic outline as the ProAm-Pro

Scale Masters Rules: <http://www.us scalemasters.org/forumsmf2/index.php?action=tpmod;dl=item111>

**Questions? Contact: Ronnie Espolt (310-344-3140), email: [airseamach@aol.com](mailto:airseamach@aol.com)**  
**Food Available on-site. (Lunch included for Contestants & Judges.) Free Camping (dry, on-site Fri/Sat/Sun Night). NO TURBINES. Field: Paved 500' Runway w/Covered Pit Area.**

### Schedule of Events *(subject to change)*

#### Friday

9am - Open Practice  
& Early Registration  
11am - Static Begins

#### Saturday

7am - Registration  
8am - Pilots Meeting  
8:15 - Static Comp  
9am - Flying Comp  
6pm - Lloyd's World  
Famous Banquet

#### Sunday

8am - Pilots Meeting  
8:15 - Static Begins  
9am - Flying Begins  
Awards - 2pm

*Presented by:*

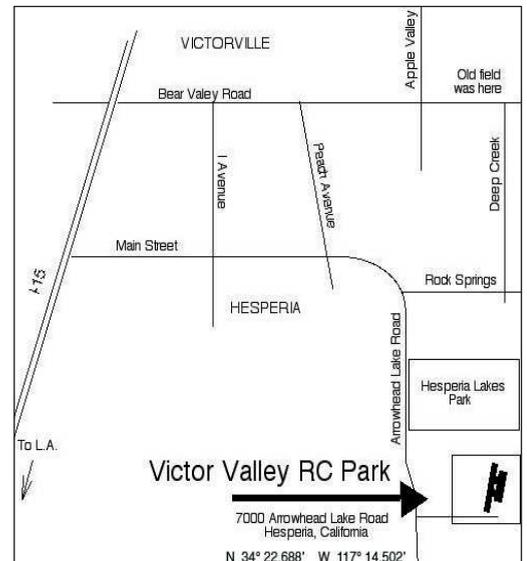


[www.scalesquadron.com](http://www.scalesquadron.com)

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# GIANT SCALE



## WARBIRDS & CLASSICS OVER N. LAS VEGAS

SPONSORED BY  
**PROPNUITS RC CLUB**  
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**NOVEMBER 6, 7, AND 8 - 2015**

**WILLIE MCCOOL MEMORIAL MODEL AIR PARK, 4400 HORSE DR., NORTH LAS VEGAS, NV.**

**OPEN TO ALL WARBIRDS & CLASSIC AIRCRAFT**

**(CLASSIC AIRCRAFT 1960 AND EARLIER) WITH OLD IMAA SIZE REQUIREMENTS,  
80" MONO PLANE, 60" BIPLANE & TRUE QUARTER SCALE AIRCRAFT OR LARGER.**

**NO FOAMIE AIRCRAFT ALLOWED.**

**THERE WILL BE DEMO'S, FOOD, RAFFLES**

**AND OVER NIGHT PARKING IS AVAILABLE.**

**\$5.00 PER DAY LANDING FEE. PARK PERMITS WILL BE WAIVED FOR THIS EVENT.**

**CONTACT DAVID WEISS, CD @ 702-349-1611 OR LARRY STAPLES 702-207-1110**

**VEGAS HAS SOMETHING FOR THE WHOLE FAMILY TO ENJOY.**

# ONE EIGHTH AIR FORCE SCALE FLY-IN



**FALL 2015**

**OCTOBER 23-25**

**ALL TYPES OF SCALE MODELS WELCOME**

## FEATURING:

- SATURDAY NIGHT DINNER AT THE FIELD
- OFAF'S UNIQUE AWARDS IN MANY CATEGORIES



www.oneighthairforce.org

**REGISTRATION STARTS SAT. @ 0730 HRS**  
**\$20 PER PILOT LANDING FEE**  
**AMA REQUIRED**  
**100db NOISE LIMIT**  
**NO 3d FLYING**  
**AMA SANCTION #15-1874**

**ARIZONA MODEL AVIATORS CLUB FIELD**  
**LOCATED IN USERY PARK NEAR APACHE JUNCTION**  
**1/2 MILE NORTH OF BROWN RD. ON MERIDIAN RD.**  
**DRY CAMPING AVAILABLE 1/2 MILE FROM AIRPARK**

|              |          |           |         |              |          |          |
|--------------|----------|-----------|---------|--------------|----------|----------|
| MCKELLIPS    |          |           |         | X            |          |          |
| BROWN        | SOSSAMAN | ELLSWORTH | CRISMON | SIGNAL BUTTE | MERIDIAN | IRONWOOD |
| UNIVERSITY   |          |           |         |              |          |          |
| APACHE TRAIL |          |           |         |              |          |          |
| BROADWAY     |          |           |         |              |          |          |

US 60 / SUPERSTITION FREEWAY

**COMMANDER JOHN GEYER 602-810-1767**  
**jegeyer@centurylink.net**

**CD JOHN MANGINO 480-980-1386**  
**manginoaz@cox.net**

## Squadron Meeting Photos



Larry Klingburg showing how he shapes leading edge material.



Larry Wolfe showing off his latest twin engine Piper project.



Some how Gordy was sucked into the same project as Larry.



Anand Patel proudly showing off his second place award from the Warbirds Over Gilman Springs Event.



Need an engine? This is a 1.20 2 cycle fuel engine for sale. Contact Larry Wolfe

# Event Calendar

**Oct 14-18**, Best in the West Jet Rally  
Pre-Register, More Information  
<http://www.RCFlightDeck.com/event.cfm?id=4635>

**Oct 23-24** OEAF.org Scale Fly-In

**Oct 23-24** Big Jolt PVMAC

**Nov 6-8** Scale Squadron/Victor Valley RC Flyers Scale Qualifier  
Hesperia, CA (see included flyer)

**Nov 20-22** Arizona Jet Rally, Superstition AZ

**Dec 6** PVMAC Toys for Tots - Prado

**Dec 14** Scale Squadron Christmas Party

**Stay Connected with the Squadron**  
-Sign Up for Website Announcements: Scale Squadron Home Page

-Follow Us on Facebook: <https://www.facebook.com/ScaleSquadronofSouthernCalifornia>

-Make Sure Ed Woodson has your correct email and address so you don't miss special Scale Squadron emails and announcements!

# “modelers are actually building more”

I actually have a secret project on my bench and it will be a while before I unveil it, but it has been on my list for a long time. Yes, it is built from plans and wood and is quite large and maybe more than one engine.....I love the smell of new wood, parts and the thrill of rolling out the plans.

Someone actually said in an article somewhere that modelers are actually building more and hopefully there is some truth to that. That certainly is our mantra in the Scale Squadron, so get off the couch and get back out in the shop.

This month is the One Eighth Air Force Scale Fly In at Superstition Air Park. See the flyer in this newsletter. Like any club, they are really pulling to get pilots to attend their event. A few of us are going and glad to pack anyone that wants to go in the trailer. The really good news is that the field has now been approved for up to 10 RV's or camp trailers and that is a big deal as they have not had that privilege for a number of years. We plan to roll out O-Dark Thirty Friday morning and return Sunday afternoon. We will discuss this more at the meeting

applies his techniques to scale modeling. Tom should have his P51 finished soon and will be out with us at OCMA shortly.

Our attendance was down at the meeting and possibly due to the alternate club meeting room. We did keep Ed Woodson at the regular meeting place just in case we missed someone. For those that attended the meeting amongst other topics we did vote to sell the club trailer. Our free parking came to an end as El Toro RV Storage is closing January 31, 2016. Frank Magliaco has been very generous providing the club free parking for a year and a half. Frank moved his RV trailer and airplane trailer to Chino the first of October. I purchased the trailer from the club, added new tires and



Sam Wright drooling over Rich Urivitch's OV-10 Bronco

and do a roll call to see how many are actually going with us. Two of the RV's at our Warbirds and Classic Event were from the One Eighth Air Force, and we want to show good faith and attend their event too. It is a lot of fun, laid back with lots of social activity Friday and Saturday night at the field.

November is chock full of events with the Hesperia Scale Qualifier hosted by the Scale Squadron and the club up there and the flyer is also displayed in this newsletter. Add to that the Las Vegas guys are hosting their very first Warbirds and Classic event in sin city. That flyer is also posted for you to make plans.

I know with all the events coming up, how do you make time to build? Just do it rather than talk about it.....

Last month, Tom McNichols did a great presentation on fiber glassing an ARF B25 fuselage. Of course I was really excited since it was my fuselage. Tom is a pro and has been at the pattern game for a long time and now

lights and getting it ready for the One Eighth event in Arizona. This has added a few bucks to the club treasury and eliminated the cost of the insurance, parking, and repairs from the club.

That means that if we are going to an event with the trailer, club members are welcome to pack their aircraft in the trailer on a first come basis so we all can still enjoy the fun together. By splitting gas cost and doubling up in vehicles, it is much easier for more of us to attend events, so hopefully you will be encouraged to join the fun with those of us that regularly travel to scale events.

No program scheduled for this meeting Monday October 12 at our regular meeting location.

I am hoping many of you will bring your projects in any shape or form for the show and tell portion of the meeting.

See you there,  
Sam

## SQUADRON INFORMATION

SCALE SQUADRON OF SOUTHERN CALIFORNIA

### MAILING ADDRESS

P.O. Box 8074  
Fountain Valley, California 92728

EMAIL: [Commander@ScaleSquadron.com](mailto:Commander@ScaleSquadron.com)

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### NEWSLETTER

EDITOR - Tim Johnson

# Scale Tips From The Bench

## Tips and Tutorials from the scale community

### Pilot Size Chart

| 1 : 1 Full Size Person Height |     |                     | Scale Size Pilot in Inches |       |       |       |       |       |       |       | = 1 ft. |
|-------------------------------|-----|---------------------|----------------------------|-------|-------|-------|-------|-------|-------|-------|---------|
| Ft.                           | In. | Foot Decimal Equiv. | 1/3                        | 1/3.5 | 1/4   | 1/4.5 | 1/5   | 1/5.3 | 1/5.5 | 1/6   |         |
| 6                             | 0   | 6.00                | 24.00                      | 20.57 | 18.00 | 15.96 | 14.40 | 13.50 | 13.08 | 12.00 | 11.04   |
| 5                             | 11  | 5.91                | 23.64                      | 20.26 | 17.73 | 15.72 | 14.18 | 13.30 | 12.88 | 11.82 | 10.87   |
| 5                             | 10  | 5.82                | 23.28                      | 19.95 | 17.46 | 15.48 | 13.97 | 13.10 | 12.69 | 11.64 | 10.71   |
| 5                             | 9   | 5.75                | 23.00                      | 19.71 | 17.25 | 15.30 | 13.80 | 12.94 | 12.54 | 11.50 | 10.58   |
| 5                             | 8   | 5.66                | 22.64                      | 19.40 | 16.98 | 15.06 | 13.58 | 12.74 | 12.34 | 11.32 | 10.41   |
| 5                             | 7   | 5.58                | 22.32                      | 19.13 | 16.74 | 14.84 | 13.39 | 12.56 | 12.16 | 11.16 | 10.27   |
| 5                             | 6   | 5.50                | 22.00                      | 18.85 | 16.50 | 14.63 | 13.20 | 12.38 | 11.99 | 11.00 | 10.12   |
| 5                             | 5   | 5.41                | 21.64                      | 18.55 | 16.23 | 14.39 | 12.98 | 12.17 | 11.79 | 10.82 | 9.95    |
| 5                             | 4   | 5.33                | 21.32                      | 18.27 | 15.99 | 14.18 | 12.79 | 11.99 | 11.62 | 10.66 | 9.81    |
| 5                             | 3   | 5.25                | 21.00                      | 18.00 | 15.75 | 13.97 | 12.60 | 11.81 | 11.45 | 10.50 | 9.66    |
| 5                             | 2   | 5.16                | 20.64                      | 17.69 | 15.48 | 13.73 | 12.38 | 11.61 | 11.25 | 10.32 | 9.49    |
| 5                             | 1   | 5.08                | 20.32                      | 17.41 | 15.24 | 13.51 | 12.19 | 11.43 | 11.07 | 10.16 | 9.35    |
| 5                             | 0   | 5.00                | 20.00                      | 17.14 | 15.00 | 13.30 | 12.00 | 11.25 | 10.90 | 10.00 | 9.20    |

Pilot size chart created by: Paul Stawinoga

## Documenting Your Model for a Scale Contest

By: Bob Ripley

You have put hundreds of hours into your latest scale model and boy does it look good. You say to yourself, “Self, I am going to compete at the NATS, or Mint Julep, or Top Gun (insert whatever contest you like) with this airplane”. Great! The folks in the scale contest community are ready to welcome you with open arms. However, you need to prepare, and depending on which contest you will be attending and what category, you may or may not need to have a documentation package in hand for the judges to evaluate your model for the static portion of the event.

### Where do I start?

Get a copy of the rules. Sounds simple enough but it may surprise you how many first time contestants show up at a scale contest with no idea of what they are supposed to do, let alone what is expected of them. I have personally seen this happen so many times over the years that I have lost count. All of the scale contests that I know of follow the same basic format, static judging first followed by the flight judging. Yes, Fun Scale (AMA class 520) doesn't really have a static portion in that event, but you do have to show a picture of the full scale version of the model that you will be flying to get those extra 5 points. It doesn't have to be the same color scheme or even have the same markings but if you are flying a P-51 Mustang you need to have a three view, or picture, or photo on hand of a P-51 Mustang to show the judges.

# Documenting Your Model for a Scale Contest



This discussion is based on AMA Classes 511 (RC Sportsman Scale), 512 (RC Expert Sport Scale), 513 (RC Sportsman/Expert Combined), 515 (RC Designer Scale), 522 (RC Team Scale), and 523 (RC Open Scale) where the contest is broken down into two parts, static and flight judging. I am only going to address the static portion in this paper. Other higher level contests such as Scale Masters and Top Gun have rules that vary from the AMAs, usually from the judging and flight portion of the contest. I suggest that you download the rules from their website to study before you compete.

## **Documents to Prove the Accuracy of your Model**

Ideally you want to gather every bit of information about your subject that you can BEFORE you cut the first piece of balsa wood. This is what separates the modeler that builds to maximize their point potential at a contest from an individual that built a nice scale model and wants to enter it in a contest. When I first started out I did the later, but when I built my T-34B I purposely chose this aircraft because I wanted to build a plane that had the attributes to garner the most points in competition up to and including the Scale Masters level of competition.

Research the full scale version of your aircraft and gather as much information about it as possible. Find as many different 3-views, photos, drawings, color chips and written descriptions of your plane as you can. Several folks, including yours truly will buy a plastic model kit to aid in the quest for subject matter documentation. You are not going to use all of it, remember you only have eight pages to document your aircraft; instead you are going to pick and choose out of all of your materials what will be used in your documentation package.

## **Organize your Documentation**

You are going to have three to four judges plus maybe a chief judge sitting across from or walking around your pride and joy. Here are two of Ripley's rules to remember.

- Don't confuse the judges
- Don't let a judge use his or her imagination unguided.

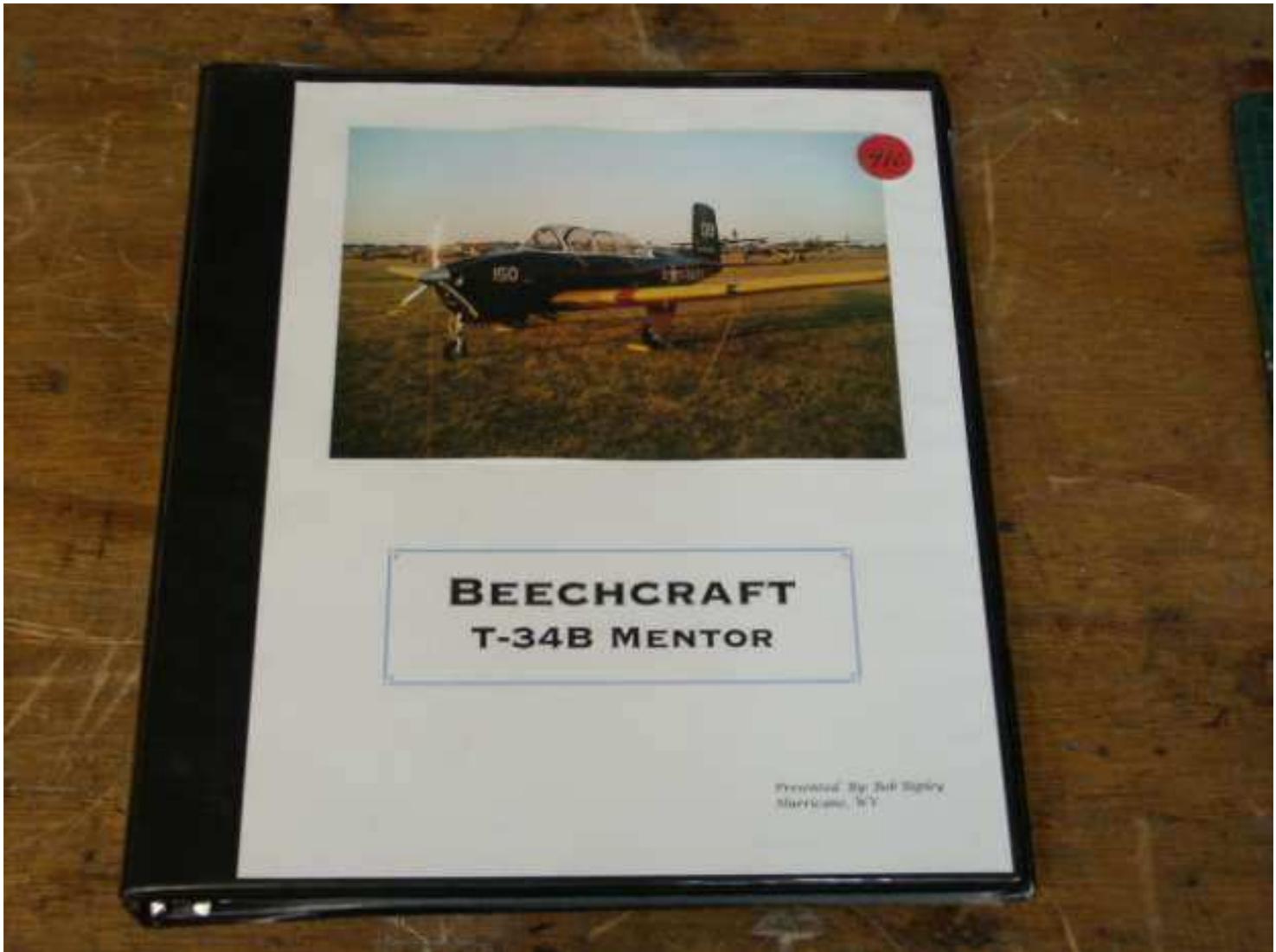
Each judge has a job. There is the "Accuracy of Outline" judge, a "Color and Markings" judge (sometimes they have one judge for each) and thirdly, a "Craftsmanship" judge. Organize your documentation package so each judge can find what he or she needs to evaluate your model easily. I arrange my documentation binder by sections. The 3-view is one section, "Accuracy of Outline" photos in the second, and "Color and Markings" photos in the third. Also, if a picture or photo does not pertain exactly to the model that the judges see before them, do not put it in your documentation package. You are putting yourself at risk for confusing the judges. By nature, if the judge gets confused or has a question in his mind they downgrade. I have seen contestants walk up to the judges after they have placed their model on the judging table, spend 10 minutes pointing out what pictures to use in their documentation package to evaluate this or that, pages flipping everywhere and when the contestant walks back to his model the judges can't remember anything except the last 30 seconds of this individual's dissertation. With the look of bewilderment on their faces the judges try to figure out what is before them in relation to the model across from them. That contestant may have put himself at risk for receiving a lower static score than if he had organized his documentation binder so that each judge knows where to go to find the information that he or she needs to evaluate the model 15' across from them.

## **Dissections of my Presentation Binder**

At the 2014 Scale Masters my T-34B took the award for best documentation. To say the least I was surprised and honored. Before I get into a page by page description of what I did and why I did it, I cannot take total credit for my thought process. It is not something that came to me in a dream one night. Instead the way that I document a model developed over twenty plus years and is based on what worked or didn't work before. More importantly, my way of preparing a documentation package came from best practices that I adopted from others. Also, it didn't hurt that I have been a static and flight judge for some time so I have seen all sorts of documentation packages.



## The Cover

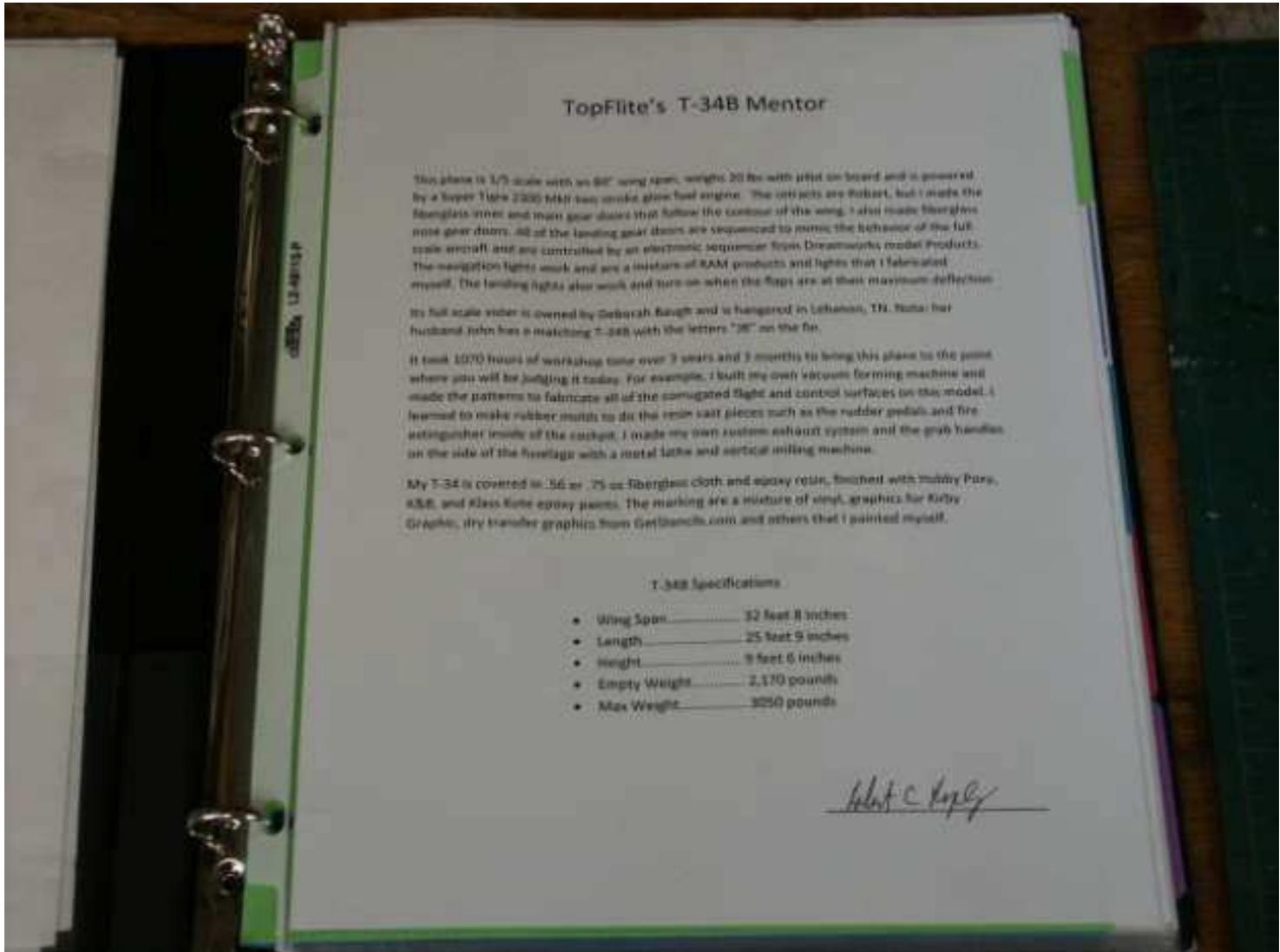


As you can see I use a three ring binder to hold and organize my documentation package. What I want you to notice is the T-34B on the cover is a picture of the full scale aircraft that I modeled. My point is this; use a drawing or photo of the exact airplane that you modeled. If you are documenting a P-47D do not put a generic picture of a P-47 on the cover of your documentation package. There is a good chance that you will confuse at least one of the judges if you do. If you don't have a suitable cover picture or photo use a national insignia (if it is a warbird) with the title Republic P-47D underneath. No confusion there. It tells the judges that this documentation package is for a P-47D and in front of them they are looking at a P-47D.

As I mentioned earlier I purposely chose to do a T-34B for contest work for several reasons and one big one was that there was a pretty good chance that I could find a flying T-34B hangered close to me, which I did. I called the owner and drove to Tennessee where I met with her and took about 200 pictures of her airplane. My documentation for color and markings was now completely covered.

# Documenting Your Model for a Scale Contest

## Page One



One of your eight pages in your documentation package has to be used to declare that you are the builder of the model, except for AMA Class 523 (RC Open Scale). Scale Masters and Top Gun have similar categories where there is no “builder of the model” rule. Here you can tell the judges a little bit about your model but what the judges are interested in, is what you made yourself verses what you bought. You may also find that at some contests you have to sign a “Builder of the Model Declaration” form. If you made your own retractable landing gear from scratch or hand stitched each wing rib on your Fokker DR.I, this is where you want to highlight that for the judges. It will help you with your craftsmanship points. Here is the first page of my documentation package. You probably can’t read it from the picture so the text from that page follows.

# Documenting Your Model for a Scale Contest



## TopFlite's T-34B Mentor

This plane is bit bigger than 1/5 scale with an 80" wing span, weighs 20 lbs with pilot on board and is powered by a Super Tigre 2300 MkII two stroke glow fuel engine. The retracts are Robart, but I made the fiberglass inner and main gear doors that follow the contour of the wing. I also made fiberglass nose gear doors. All of the landing gear doors are sequenced to mimic the behavior of the full scale aircraft and are controlled by an electronic sequencer from Dreamworks model Products. The navigation lights work and are a mixture of RAM products and lights that I fabricated myself. The landing lights also work and turn on when the flaps are at their maximum deflection

Its full scale sister is owned by Deborah Baugh and is hangered in Lebanon, TN. Note: her husband John has a matching T-34B with the letters "JB" on the fin.

It took 1070 hours of workshop time over 3 years and 3 months to bring this plane to the point where you will be judging it today. For example, I built my own vacuum forming machine and made the patterns to fabricate all of the corrugated flight and control surfaces on this model. I learned to make rubber molds to do the resin cast pieces such as the rudder pedals and fire extinguisher inside of the cockpit. I made my own custom exhaust system and the grab handles on the side of the fuselage with a metal lathe and vertical milling machine.

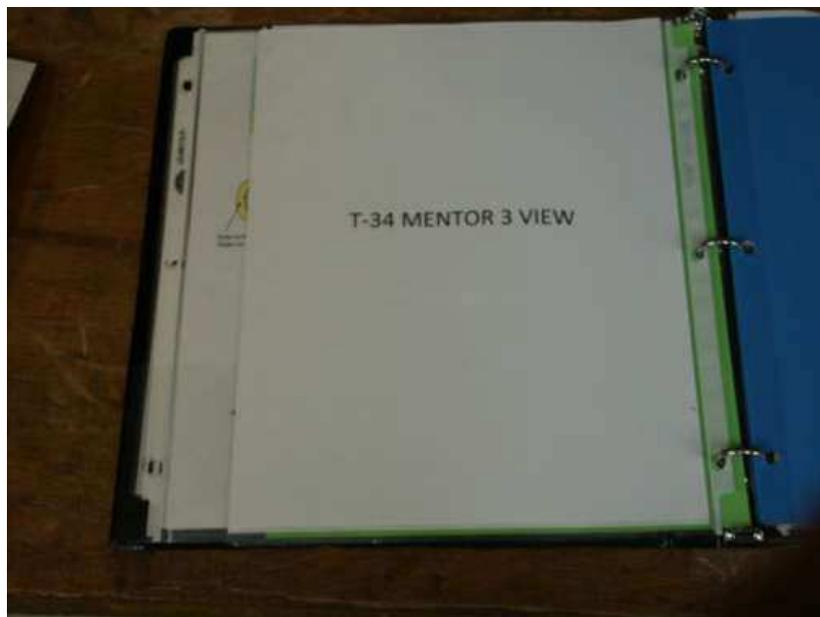
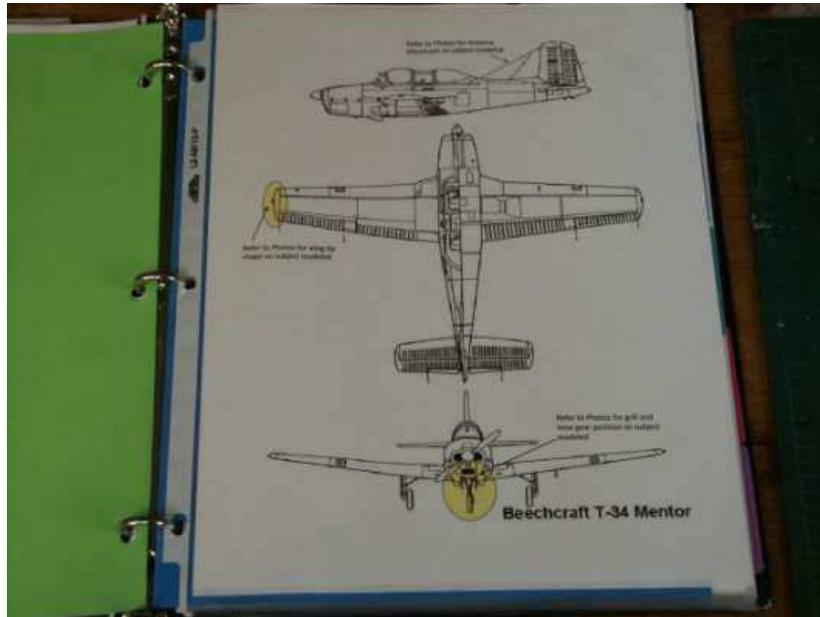
My T-34 is covered in .56 or .75 oz fiberglass cloth and epoxy resin, finished with Hobby Poxy, K&B, and Klass Kote epoxy paints. The marking are a mixture of vinyl, graphics for Kirby Graphic, dry transfer graphics from GetStencils.com and others that I painted myself.

### T-34B Specifications

|                   |                  |
|-------------------|------------------|
| Wing Span.....    | 32 feet 8 inches |
| Length.....       | 25 feet 9 inches |
| Height.....       | 9 feet 6 inches  |
| Empty Weight..... | 2,170 pounds     |
| Max Weight.....   | 3050 pounds      |

# Documenting Your Model for a Scale Contest

## Page Two -The 3 View



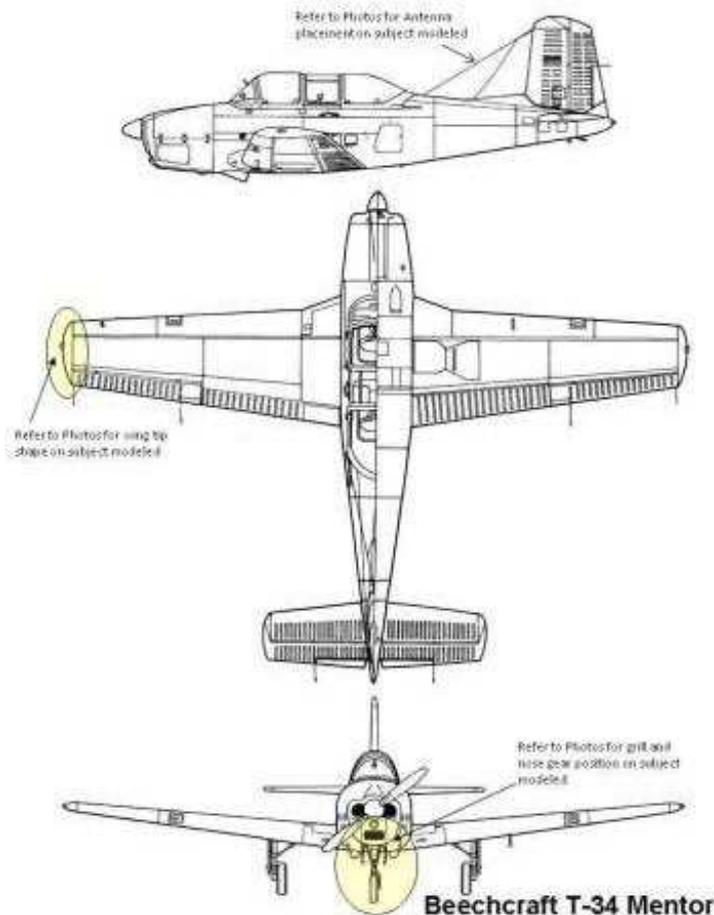
Three views can be notoriously inaccurate and the published 3-views for the T-34B is probably one of the worst. Everyone that I have seen shows the nose wheel and strut in line with the spinner but, in fact the nose gear is off set to the left of the spinner. Another

# Documenting Your Model for a Scale Contest

discrepancy between the 3-view and my aircraft is the owner of the T-34 Mentor that I modeled replaced the wing tips on her plane with wing tips from a Beechcraft Bonanza. She said that it made the T-34 more stable in roll during long cross country flights. Makes sense seeing that the T-34 was designed as a primary trainer with aerobatic capabilities. They wanted it to be easy to fly but not too easy.

To bring those differences to the judge's attention, notice that I circled those areas in yellow and told the judge where to look to see the true comparison for "Accuracy of Outline" between the full scale and my model. Remember Ripley's rule number two: Don't let your judge use his imagination unguided. I had about six different 3-views to pick from, one of which I selected to include in my documentation binder. I chose the one that showed enough detail to give the judges what they needed to determine "Accuracy of Outline" between my model, the 3-view, and the photos without giving them too much detail which could clutter up the drawing. Note: I use the back of the 3-view page to mark that section. Similarly, I do that with the other sections.

Back to my point about getting your documentation first before you build. You may have built a beautiful and well-crafted Corsair but if doesn't match your 3-view, downgrades are coming your way.

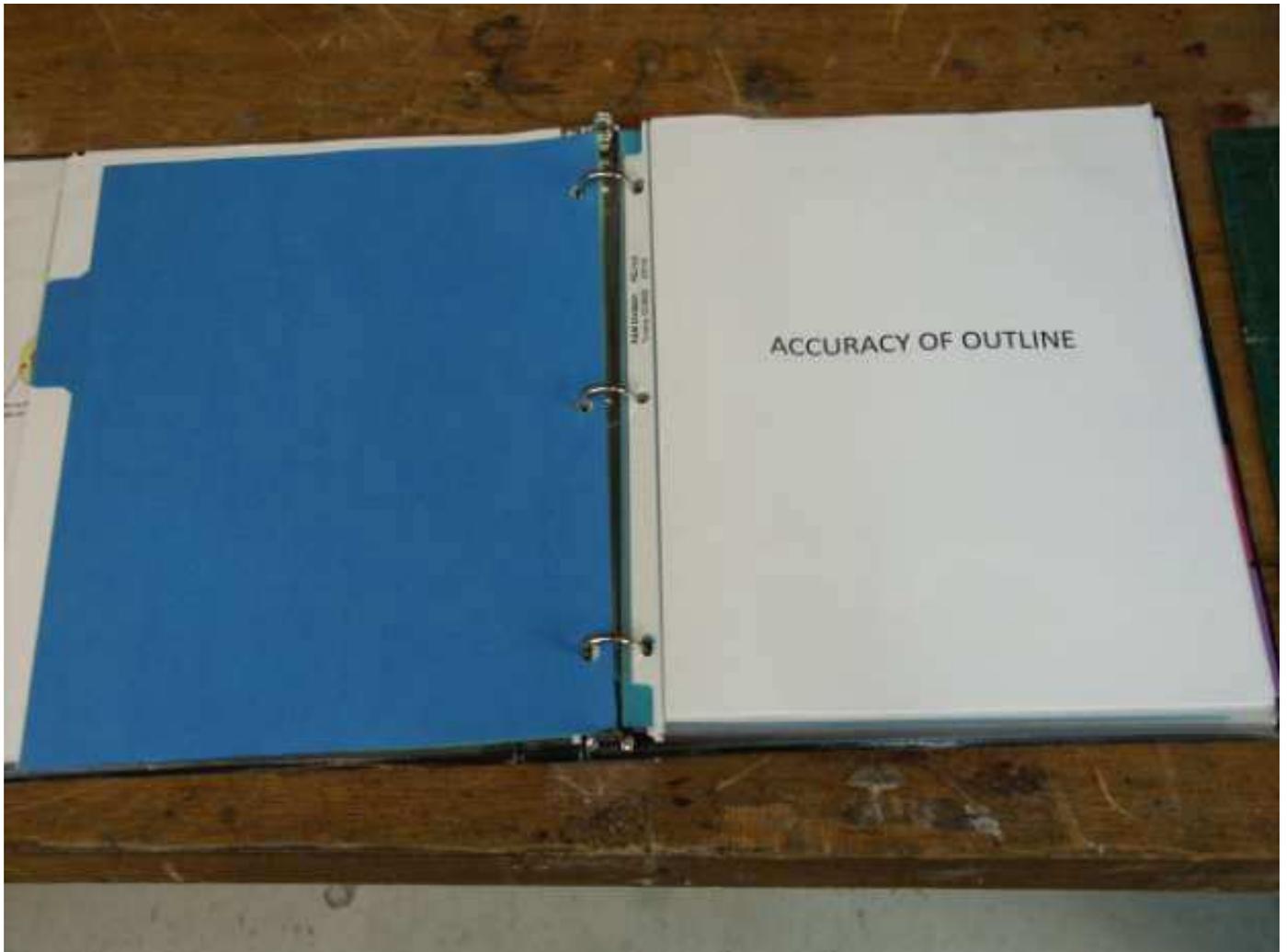


# Documenting Your Model for a Scale Contest

## Pages 3-5; Accuracy of Outline photos

This is where you get to play "hide and seek" with the judges. You want to emphasize the aspects of your model that match the full scale exactly and deemphasize the areas that are a problem area on your aircraft. For example, note that that I have no cross braces on the main gear of my T-34 while if you look on the 3-view and hard enough at the photos you can see that they are there. The TopFlite T-34 is too small to duplicate that detail and have reliable working retractable landing gear so I did not try to make them. I'm not hiding anything in my documentation. I'm just not making that discrepancy blatantly obvious.

On the other hand notice that I clearly show pictures of the offset nose gear and the squared off wing tips from the Beech Bonanza. Here is one more subtle thing that I do when I set up my model for static judging. See in the picture that the front and rear canopy sections are shown in the open position? Guess how I display my T-34? Both sections are shown in the open position during static scoring. Does it help? I think that it does because it shows the craftsmanship judge that I made the extra effort to make both canopy sections functional.

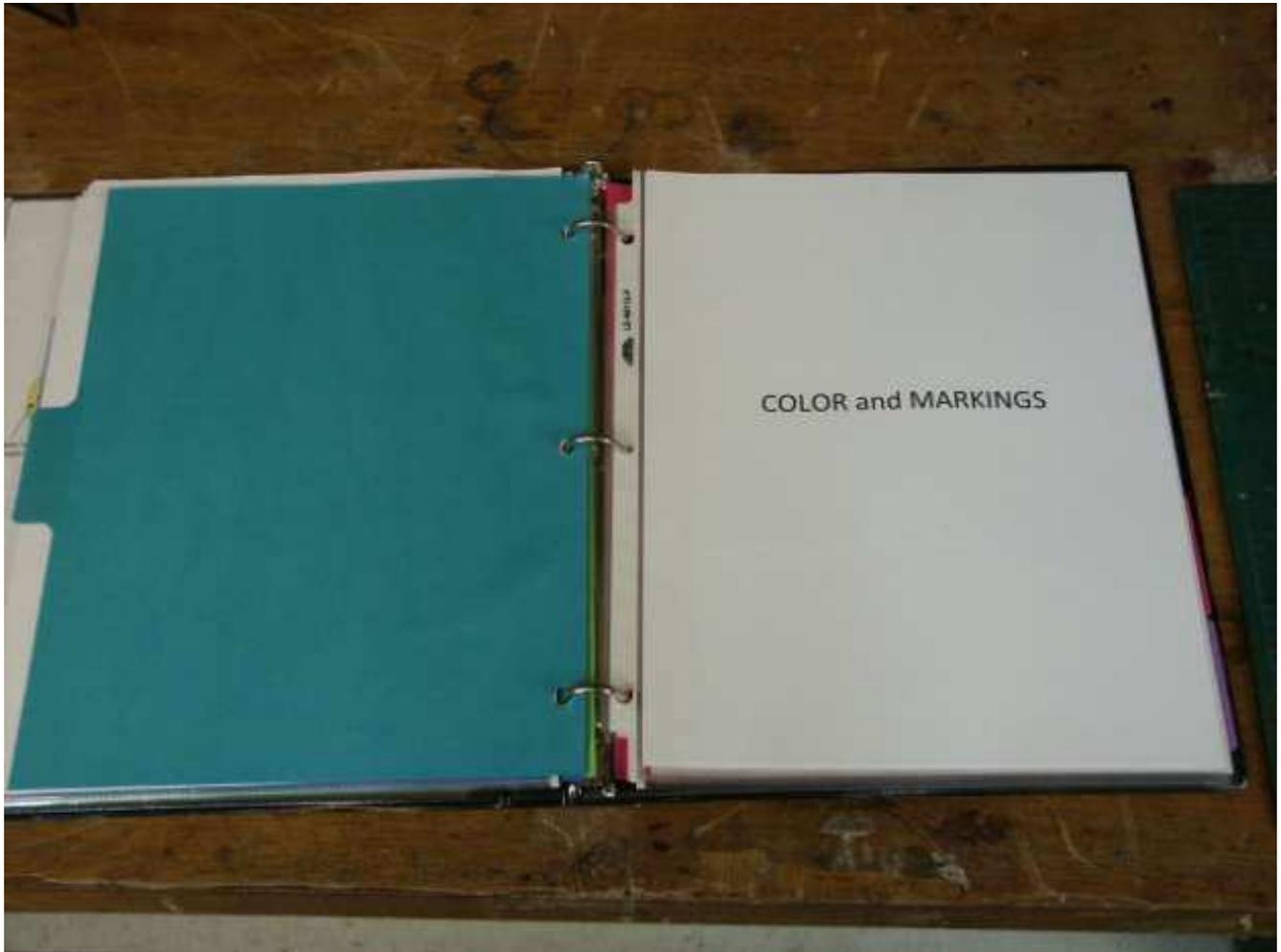


# Documenting Your Model for a Scale Contest



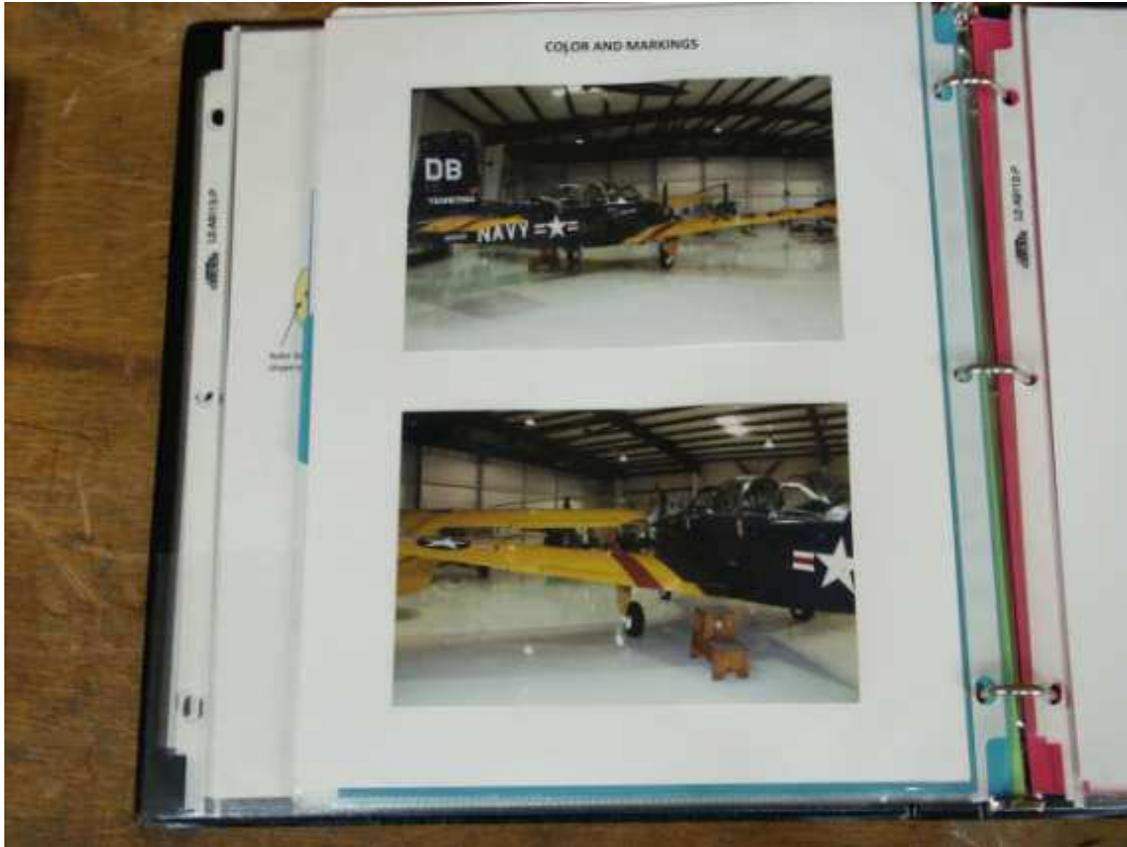
# Documenting Your Model for a Scale Contest

## Pages 6-8; Color and Markings Photos



I debated long and hard about going with just color photos or color chips. The owner had some of the color chips that were used to paint her plane but not all of them. She did have the companies' names and addresses from where the paints were obtained. After several unsuccessful attempts to contact these paint manufactures by email and phone I gave up and went with color photos. In a contest that is perfectly fine. One doesn't trump the other but be careful. If you are going with photos make sure that the color in your photographs match the color on your model. The photos of the Navy Blue color on the T-34's fuselage looked different depending if I used a flash or not. Some pictures the blue looked like the color chip that I had. Other pictures, the blue was much lighter in color. I picked a picture that showed the best rendition of the fuselage color then mixed my paint to match. The same was done for the yellow wings, the red strips etc. Then I selected pictures for my "Color and Marking" section to best match the colors on my model.

# Documenting Your Model for a Scale Contest

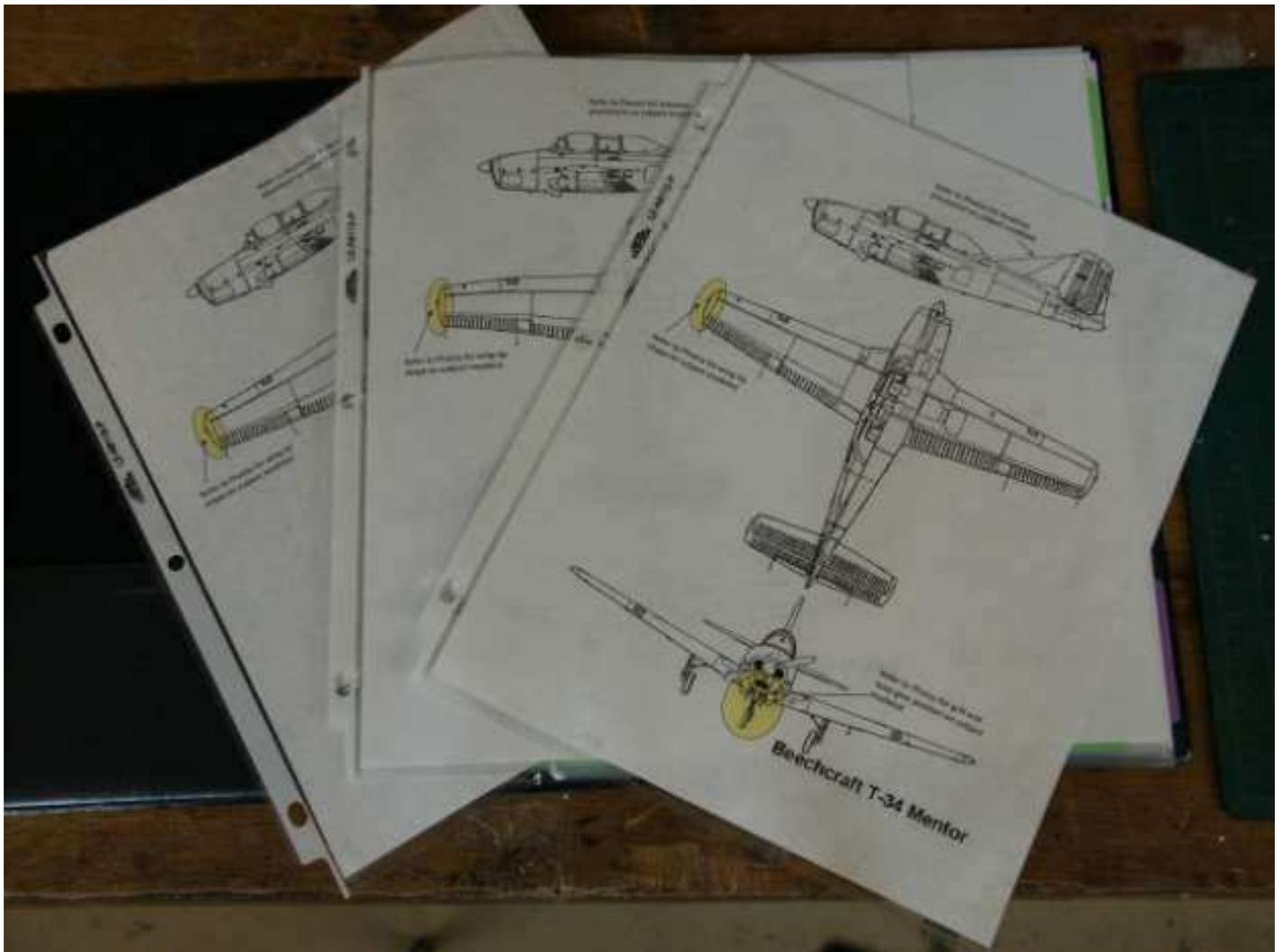


# Documenting Your Model for a Scale Contest

For those where only black and white photos exist for the subject being modeled your choices are limited to color chips from a reliable source or a detailed written description, also from a reliable source. Generally, WWII aircraft are easier to document than WWI. You might see now how guys that build scale models to win contest are thinking strategically to minimize these pit falls.

## Extra 3-views

Besides the 3-view in my documentation binder I have three extra copies available so that each judge has one to aid in the assessment of my airplane. These do not count as pages towards your documentation limit of 8 pages and are allowed per AMA, Scale Masters and even Top Gun rules, if I am not mistaken.



# Documenting Your Model for a Scale Contest



## Summary

- If at all possible research and document first then build and finish your model to match your documentation.
- Remember Ripley's rules:
  - Don't confuse the judges. If the picture, photo, color chip, or drawing doesn't pertain precisely to the model that they see before them. Don't use it.
  - Don't let a judge use his or her imagination unguided. Take them by the hand (figuratively) and guide them through your documentation.
- Organize your documentation
- Choose your 3-view wisely. Give the judges enough detail to assess your model. They don't need to see each and every rivet on the 3- view (which, by the way, they can't see from 15' away on your model anyway).
- Note any discrepancies between the three view and your model by means of photograph documentation
- Color chips and color photos are like the Queen of Hearts and the Queen of Diamonds. One doesn't trump the other. Choose one or the other and make sure that whichever you go with matches the colors on your aircraft.

Lastly, have fun. RC scale modeling is an aspect of the hobby that is supposed to challenge you in a good way. Personally, I love the research and bringing a scale model to life in my workshop.

Taking it to a contest to compete against my peers is icing on the cake.

### **Links to AMA, Scale Masters, an Top Gun competition rules.**

<http://www.modelaircraft.org/files/2015-2016RCScale.pdf>

<http://www.ussscalemasters.org/forumsmf2/index.php?action=dldir;sa=details;lid=127>

<http://www.franktiano.com/TopGun/Top%20Gun%20Rulebook%202013.pdf>

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October 2015 Club Newsletter Ad from Hobby People.

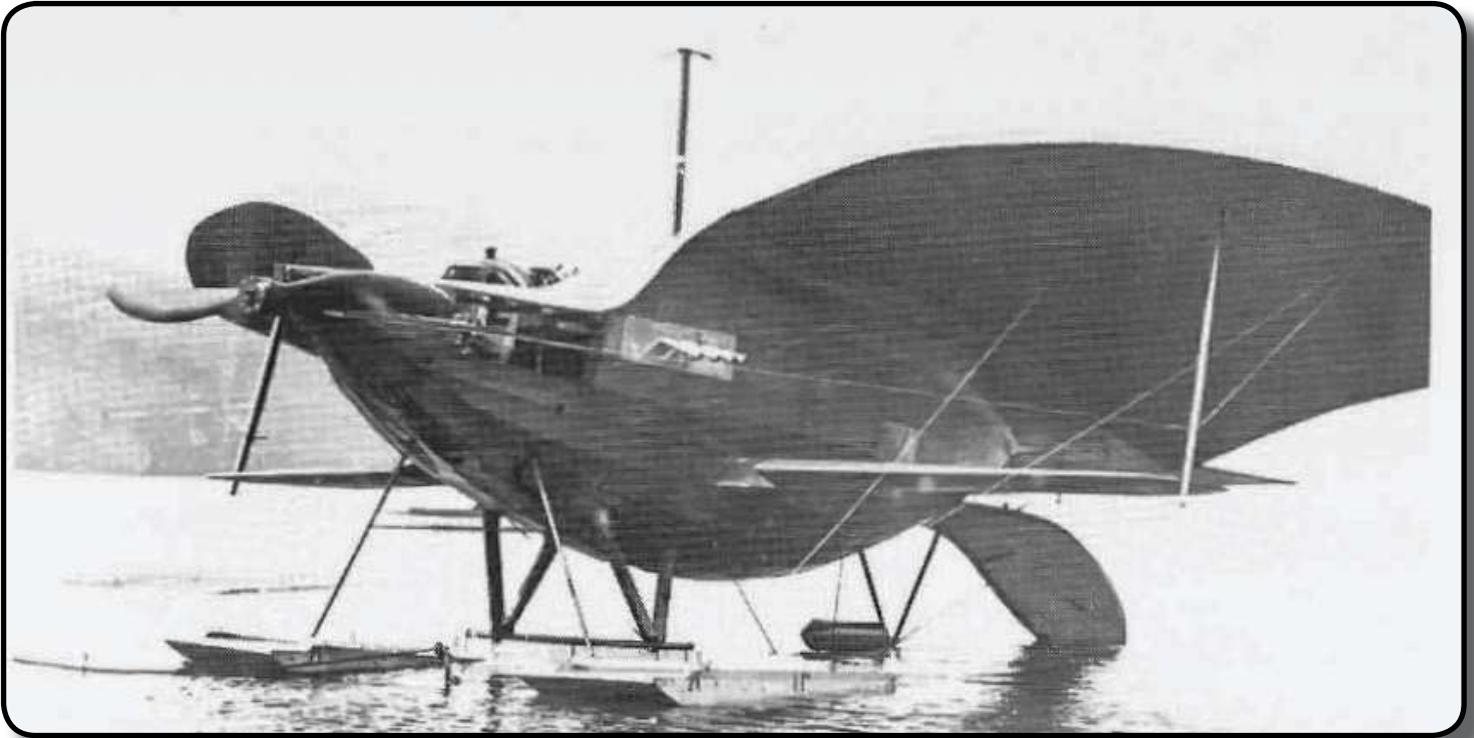
**hobbypeople.net**



# MYSTERY PLANE OF THE MONTH

Check This Out!

## One Ugly Duckling



Remember to put your ballot in the box at the May meeting and you must have the following:

Complete Name?

Date first flown?

Country of Origin?

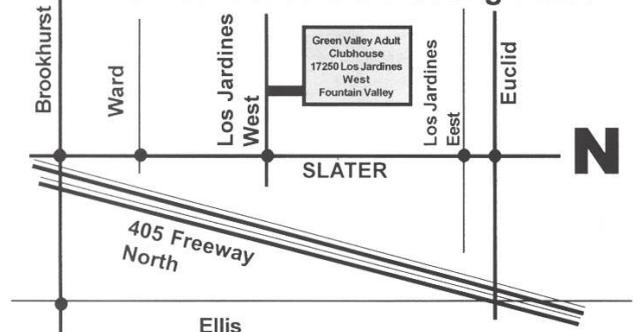
We will have a prize reward for the winner.

I am always looking for mystery planes, and if you have one, send it to me for insertion in the newsletter.

**MONDAY**  
**Oct 12, 2015**  
**7:00 PM**

Show & Tell is for our members to show their scale aircraft project in any stage from plans, or framed up to a completed model. Scale ARFs or full bore scale models are welcome.

### How to Get to the Meeting Place



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.