



Commander's Corner

By: Mike Greenshields

This month's message is short. We're close to Warbirds and Classics, I expect it's going to be AWESOME, and the excitement is GROWING!

1. The club does need some help for the event. If you have not volunteered, please contact me. We need help with flight line, raffle/info booth, parking, setup, etc.
2. If you want a shirt, a banquet ticket or two, or anything else and you're not just pre-registering at rcflightdeck.com, email me! I'll make sure your space is RESERVED
3. The rubber contest has changed slightly. We will fly all at one time, but there will be TWO winners, one scale, one not scale. So, if your beautiful scale FF plane flies great but not quite as great as an all-out competition model, that's ok, you can still win in your class!

Warbirds and Classics is the event that puts us on the map, it helps make us special, and it is OUR event, so let's make sure we're out there, enjoying the weekend, and helping each other make it fun and EASY.

THANK YOU!

--
Mike Greenshields
mikegreenshields@gmail.com

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Event Calendar

Castle Giant Scale Fly-In

May 25-28, 2017
Castle, CA

Squadron Fly-In

June 9-11 2017
Silverado, CA (OCMA Field)

WARBIRDS CLASSICS
11th ANNUAL BIG SCALE AIRCRAFT FLY-IN
Presented by SCALE SQUADRON - SOUTHERN CALIFORNIA
JUNE 9-11 2017 IRVINE, CA

Pilots Fly with us at the top
So-Cal Scale Fun Fly! Spectators Free
Event Location: OCMA BlackStar Field
5305 Santiago Canyon Road
Follow Blue Diamond Rd to the end, GPS
33deg 46'18.02" N 117 deg 41'52.79" W
<https://www.flyocma.com/Directions.htm>
Get THE Details: scalesquadron.com

Fee & Activity Schedule:
ENTRY FEE: \$25.00/Pilot (scale models only)
Saturday Morning Mass FF Launch: Free
Saturday Night Banquet: \$25.00/person
Dry Camping: FREE, Reserved Pit: \$25.00
Prizes for the Kids, Awards-Top Aircraft
Food Available for Purchase On-Site
Pre-Registration: RCFlightDeck.com

Pilot Requirements: AMA Required. Preferred pits reserved at RCFlightDeck.com - other pit areas are 1st come 1st serve. All pilots must provide a fire extinguisher and it must be in your pit area. No Turbines, No 3D-style flying. All OCMA/AMA safety requirements will be followed

Rubber Power Tip: Adjusting Your Model For Flight

By: August 1952 Air Trails

Most rubber models are flown with right-rudder adjustments, which means that the power circle as well as the glide is in the clockwise direction. This is the easiest method. Almost invariably, both right rudder and right thrust are required. Other systems, popular in free flight, such as left power and right glide, are far more difficult in rubber due to ever-changing thrust and torque, as well as the changing slipstream from a big fan of a prop. The general idea is to adjust the glide, then, by means of offset and/or down thrust, to adjust the power.

When you begin your test glides, try to find a slope or some high starting point from which the ship can be launched. First make a few hand glides over level ground. It is the old story of correcting tail heaviness (the nose rises abruptly) by any, or any combination of the following measures: move the wing back, remove incidence from the wing (decreasing its angular setting relative to the thrust line), add incidence to the stabilizer (raising its leading edge). However, always try to keep a few more degrees of incidence in the wing than in the tail. This may be in any combination, such as zero degrees for the wing and minus two degrees for the tail, of plus two in the wing and zero in the tail, and so on.

Though some excellent models are flown with zero-zero, for wing and tail, the angular difference opposes the development of a stall (since the tail continues to work as the wing lift fades out). Too much positive angle in the tail may produce stabilizer stalls, or an abrupt stall of the ship. Thus, if the ship remains badly tail heavy, and its wing position is fixed, or nearly so, save yourself time and make structural alterations. Shorten the motor to bring the C.G. forward, or alter the wing position.

If the ship seems nose heavy, the opposite corrections are required: move the wing forward, add incidence to the wing, remove incidence from the stabilizer (which may have to be done by inserting a shim under the trailing edge of the stab). The proper hand glide will be a straight line, from the time the model leaves the hand until it touches down. It should glide slightly nose down and land on the wheels.

If from the glide the ship swoops in for a pretty landing, the plane is tail heavy. However, be sure that you are not causing stalls by heaving the ship too strongly or causing dives by launching it too weakly. If it dives, try a slightly harder launch; if it stalls, launch it more gently. Never launch with the nose pointed up, as stalls always result. Put the nose down slightly and aim at a spot on the ground about 40-50 feet away.

Having made short hand glides, try longer hand glides from some elevation. This will give a truer picture of the glide and will save you much confusion when you begin to use power. If long hand glides are made you can feel free to make thrust line adjustments as soon as you use power, without having an

out-of-adjustment glide hanging over to upset you.

Take advantage of long hand glides to put in some turn. Bend the rudder tab to the right to produce a noticeable and steady turn. This turn may be increased later when testing under power. It should not be sufficient to cause a spiral dive.

Fly the ship in a large cleared area, preferably over tall grass, as early power flights may dive in after a stall. Begin with 50 turns-if possible work with the winder from the beginning-and hand launch gently. The ship should almost fly off your hand as you move your arm forward. Power stalls are corrected by adding down thrust in the form of hardwood shims behind the top of the nose block where it rests against the fuselage. Book match covers or the matches themselves may be used temporarily if they are replaced with glued-on permanent shims before the next flying session. Although you have the plane gliding slightly to the right, right thrust undoubtedly will be needed to make a right turn with the prop running. Shims will be added behind the left side of the nose block to produce right thrust

While you have to kill off severe stalling tendencies under power with down thrust, keep in mind that a plane which stalls in straight flight may fly properly when in a turn (its lift is devoted less and less to support in a turn), or even may dive. So, if your model is going fairly straight at this stage, permit it to tend to stall without actually letting it stall. In other words, it should be permitted to fly rather nose high, or mush, when you can see that a shade more down-thrust would cause it to fly cleanly.

While the theory is to adjust glide, then the power, it is not possible to do so and reach final results without pausing to make slight improvements or readjustments. in the glide. Thus, while working with power, gradually increasing turns by, say, five winder turns a flight (20 rubber turns by a 4-1 winder), the immediate objective is simply- to make power behave well enough to allow you to get the ship high enough, without aerobatics, to really see the glide.

For example, if, say, 60 turns of your winder get the ship high enough for it to steady out and glide uninfluenced by the after-effects of power (as a slight stall when the prop stopped), note whether the model glides straight or in a circle as desired. Is it slow and stally, or fast, tending to dive? Use the same number of winder turns on succeeding flights until, by means of your rudder trim tab, you have obtained the tightest possible circle without a dive.

This is one point where the veteran doesn't take no for an answer. If his model begins to dive as more and more rudder is applied, he will begin to treat the ship for nose heaviness, either adding incidence to the wing or raising the rear edge of the stabilizer. If the glide

is a trifle slow he will add rudder! Make enough flights with the same number of turns until you learn how far you can safely push the combination of more rudder and more tail-heavy trim.

The ship may stall and spin to the right. when pushed too far. It is a good idea to back off slightly from the slowest gliding turn you can obtain, because any wind will cause a stall. (If windy the next flying session, begin with the number of winder turns that get enough altitude for a glide, then adjust the windy weather stall out of the plane by making it nose heavy as required.)

When, finally, the glide is to your liking, step-up the winder turns, steadily adding down thrust and offset thrust as required to prevent power stalls and to make the ship stay in the right turn under power. Now, again, this is where the expert does not stop.

Say your ship is "adjusted." Get critical. Make believe it belongs to a friend and is a model that climbs, hangs and loses time without really getting up. Maybe it will take more right thrust. (The measure of that is the very first turn after take-off; if it rolls nose high you can add right thrust if necessary, but if it flies on its side, racing around the first turn with very slight climb, look out!)

This is tied in with design. Ships with low areas toward the rear, down swept fuselages, sub-rudders, etc., and with high areas forward, tend to roll nose up on that first turn and give you more latitude for thrust adjustment.

Does the glide drag its feet? Maybe your clocked time is nothing to rave about. Most of your duration comes in the glide. After getting as high as possible, it all depends on the ship and how you adjusted it. If that first power turn isn't dangerously tight, you can add slight right rudder to take out that mush in the glide or, if the glide turn is already tight, trim the model a shade more nose heavy. After such changes make half power flights, then step up winder turns again, just so you won't pile in.

How much down and how much offset thrust? That varies, ship to ship. As a rule, a 1/16" thick shim for right thrust is plenty, 3/32" is an extreme. For down thrust, 1/32" usually is enough, and 1/16" asks for it.

If possible, make thrust corrections 1/32" at a time. Many experts make changes 1/64" at a time using brass shims. The danger in bold thrust adjustments with few winder turns is that a flight .at nearly full power increases effects of all adjustments and you may spiral in.

Be patient and methodical. Cement in the shims when done, but allow for the fact that the cement will contribute thickness.

How can you tell when you have too much down thrust? Easy. The early part of the flight, the first turn, or even two or three turns may be racy without the ship picking up decent altitude. At high speed, which means high power,

down thrust always takes more effect.

This is why the less power your plane uses the more down thrust it requires

This startling fact is true. What happens is that as a low-powered ship edges toward a power stall, it lacks the thrust to pull itself up in the climb. Thus, added down thrust is required to keep its nose from reaching that danger point. But pour on the power and the nose will be pulled down with that same down thrust. Right thrust works the same way. Thus, half-power flights do not reveal what a rubber job will do fully wound. Sooner or later you must pack in the turns to find out. After that, if the model has sure rigging, you can wind it up any time

For consistent results give close attention to these features:

Nose block. If one piece of wood, set to grain fore and aft, never up and down. Experts laminate their nose blocks from sheet (like 1/8") with each lamination having its grain at 90 degrees to the next lamination. The block must fit snugly to prevent rocking back and forth, or even revolving under vibration. The key, that portion fitting within the nose of the fuselage, should be thick, of hardwood or plywood. The shoulders of a balsa key wear away. Balsa provides a poor foundation for a tensioner screw.

Wing mounting. Key the wing so that it goes on at right angles to the fuselage every time. A panel forward of the opposite panel will turn the machine. A slightly low tip will do the same thing. (The plane will always bank in the direction of the high side of stabilizer.) A short piece of 1/2" dowel, half rounded and cemented to the bottom of the wing at the center, is one key that does not restrict the wing coming off in a crack-up. The dowel rests lengthwise in a slot. Use a short piece at the leading edge and another at the trailing edge. Replace temporary shims with a balsa sheet filling under the wing, holding it at the same angle. Place the sheet edgewise on the top tongerons.

Stabilizer. A pop-up tail provides some degree of keyed mounting. If possible, provide permanent rigging by sliding the stab through a slot or even cementing it in place. Provide for a mounting that never tilts the stab one way or the other; this is the same as applying rudder.

Rudder. If possible, build in the fin and rudder to prevent any accidental movement. If a trim tab is used, make it of metal, cemented well in place so that any alterations are firm and unchanging. However, turn may be adjusted as well by tilting the stabilizer

For really tight turns without spins, it will be necessary to warp the right wing tip, which is the tip on the inside of the turn. The leading edge is raised slightly (about 1/16") by loosening the covering toward the tip by holding the panel over a jet of steam, then twisting it slightly in the hands 'and holding until dry. Hold the wing in front of you so that it is convenient to sight along the trailing edge. Sight chord-wise, looking toward the front.



Pilots! Fly with us at the top
So-Cal Scale Fun Fly! Spectators Free
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→→ 20TH ANNUAL →→

3rd Annual Castle 2017 ~ Giant Scale Fly-In

**HOSTED BY
AMA CLUB 4021 ~ “CENTRAL CA MODEL FLYERS”**

Castle Airport, Central California, off Highway 99

May 25th to 28th 2017

Landing Fee - \$35.00

R.V. Camping for the Event - \$40.00 or for Front Row - \$60.00

Pilot Automobile Parking – \$5.00 for the entire event

No Charge for Airplane Trailers, Tow Vehicles or Dinghys

Vendors * Raffle * Food

“IMAA” Legal Turbines Welcome

Scotty Malta, (Event Director & Registration) --

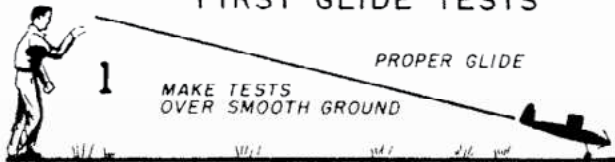
scottmalta@comcast.net (209) 617-5789

Rick Maida, (CD) – mrcorsair@usa.net (408) 460-1526

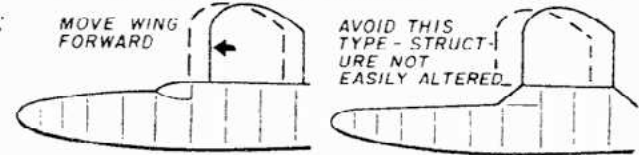
AIR-MODEL MANUAL

The Adjustment of Rubber Powered Models

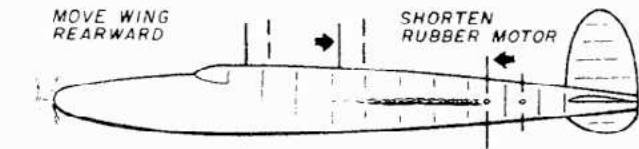
FIRST GLIDE TESTS



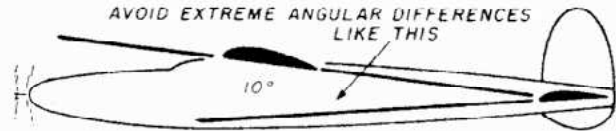
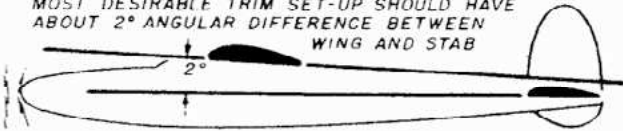
CORRECT NOSE-HEAVY TRIM BY THESE METHODS :



CORRECT TAIL-HEAVY TRIM BY THESE METHODS :



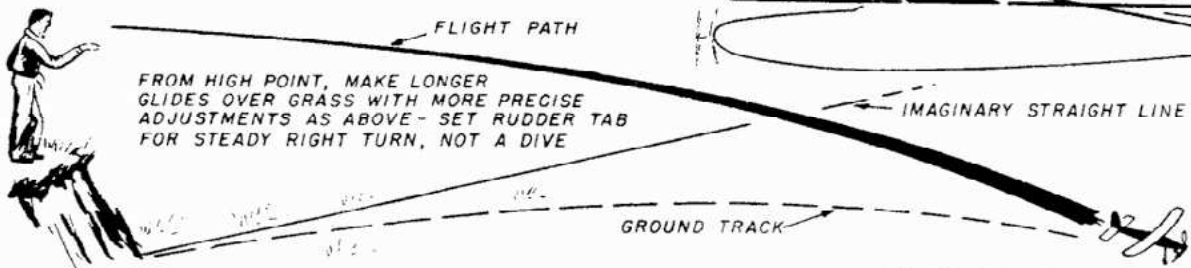
MOST DESIRABLE TRIM SET-UP SHOULD HAVE ABOUT 2° ANGULAR DIFFERENCE BETWEEN WING AND STAB



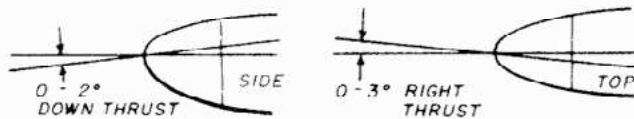
NEVER THIS - UNSTABLE PITCHING MOMENT HAS BAD STALL TENDENCIES.



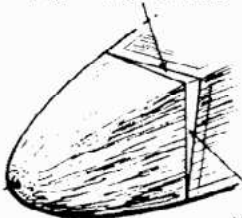
2 LONGER GLIDES - TURNS



3 FIRST POWER FLIGHTS



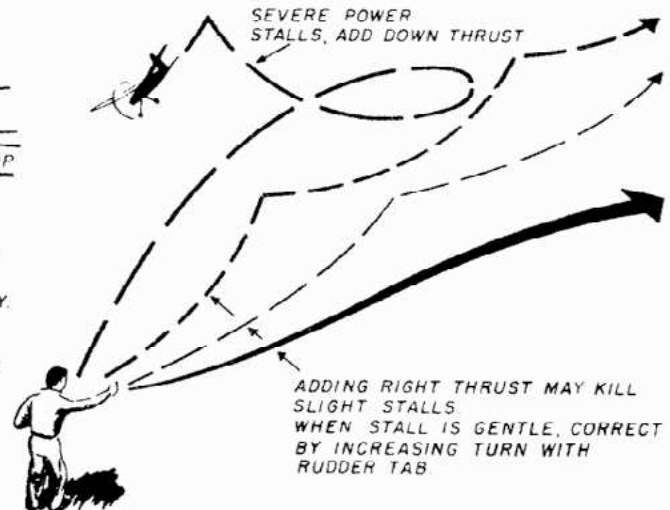
1/32" - 1/16" SHIMS



MOST MODELS FLOWN RIGHT IN CLIMB AND GLIDE - MAKE FIRST POWER FLIGHTS OVER GRASS IN AN OPEN AREA. PICK A CALM DAY. USE WINDER, ABOUT 50 TURNS TO START.

DOWN THRUST USED TO CORRECT STALLS - RIGHT THRUST CORRECTS TORQUE AND MAKES RIGHT TURN.

1/32" - 3/32" SHIMS - NORMAL NOSEBLOCK ADJUSTMENTS



Rubber Power Tip: Adjusting Your Model For Flight

Since you want the leading edge up, look for a slight downward warp of the trailing edge (the same thing). Any warp positive enough for you to see, should be enough. All other warps must be removed.

Another point to keep in mind for consistency is to make all your motors alike so that replacements won't upset the trim. If possible weigh the rubber each time. Use the same number of T-56 strands, tension exactly the same.

Use the same number of turns in tensioning, and stretch to the

same length. Loose tensioning just means bunching - which may occur anywhere along the motor - for disastrous stalls and dives. If landing gear struts bend out of line, always twist them back before the next flight. If a wheel is out of line it causes a side drag - if bent back it may spoil the glide.

Always keep in mind that any tightening of a turn tends to make the model more nose heavy; taking off turn will increase tail heaviness.

4 INCREASE POWER

GRADUALLY INCREASE WINDER TURNS TO CHECK CLIMB AND TURN TRIM - MAKE FURTHER ADJUSTMENTS AS BEFORE

STRAIGHT WITH SLIGHT STALLS

MUSH WITH SLIGHT TURN

SMOOTH WITH GOOD TURN

TOO MUCH TURN

PROGRESSIVE ADDITION OF RIGHT THRUST CREATES THESE FLIGHT PATTERNS



5 GLIDE TRIM

POWER STOPS

DIVING TURN - LESS RUDDER, THEN TRIM MORE TAIL-HEAVY

STRAIGHT FAST GLIDE - TRIM MORE TAIL-HEAVY, THEN ADD RUDDER

STALLING GLIDE - LESS RUDDER THEN TRIM MORE NOSE-HEAVY

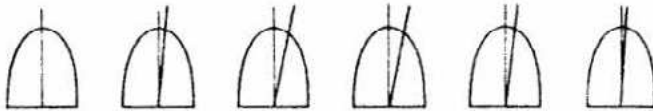
WIDE TURN - ADD RUDDER THEN TRIM MORE TAIL-HEAVY



REMEMBER: MORE TURN INCREASES NOSE-HEAVINESS
LESS TURN INCREASES TAIL-HEAVINESS

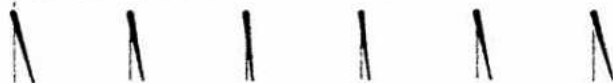
6 FINAL TRIM

USE SIDE THRUST AND RUDDER TRIM TOGETHER AS SHOWN:



ADD RIGHT THRUST TAKE OFF RUDDER

ADD RUDDER, TAKE OFF RIGHT THRUST - CAREFUL!

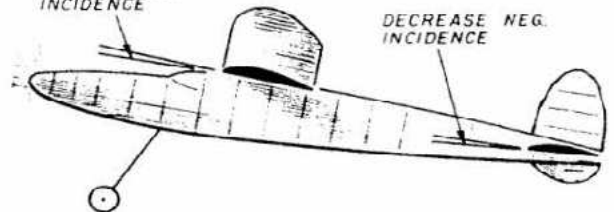


7 WIND

WINDY WEATHER STALL WILL REQUIRE MORE NOSE-HEAVY TRIM THAN NORMALLY

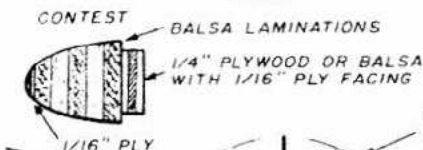
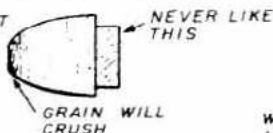
REDUCE POS. INCIDENCE

DECREASE NEG. INCIDENCE



8 MODEL FEATURES

BUILD NOSEBLOCKS LIKE THIS -



WARP RIGHT L.E. UP AT TIP SLIGHTLY TO FLATTEN TIGHT RIGHT TURNS, PREVENT SPINS

TILTING STAB SOMETIMES USED FOR FLAT TURN TRIM

IF DESIGN PERMITS, CEMENT RUDDER FIRMLY IN PLACE

FIRM RUDDER TAB

POSITIVE WING KEY, GUARDS AGAINST SHIFTING

RIGID STAB MOUNT

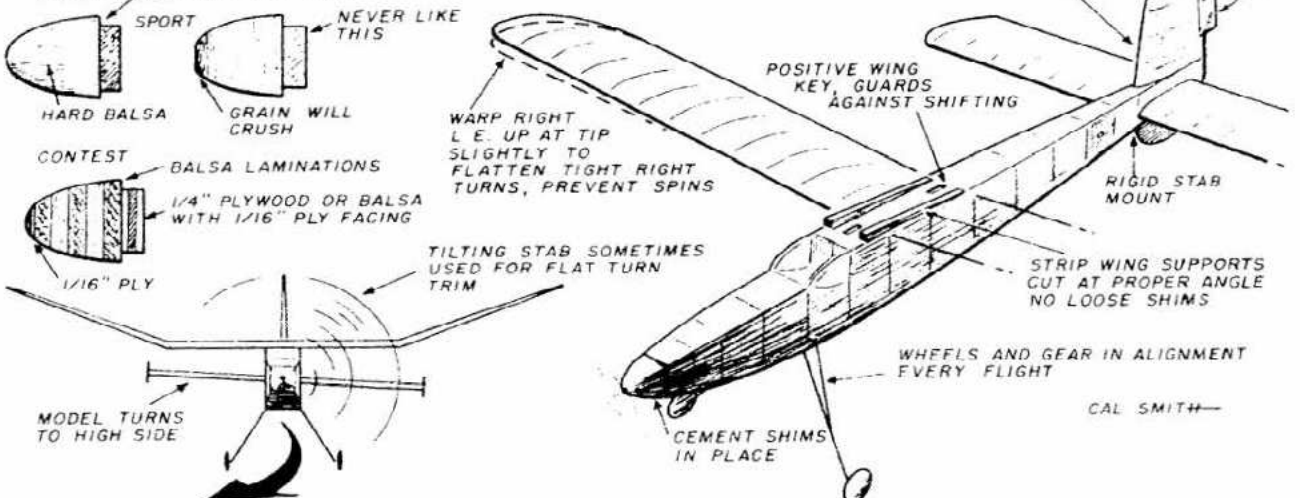
STRIP WING SUPPORTS CUT AT PROPER ANGLE NO LOOSE SHIMS

WHEELS AND GEAR IN ALIGNMENT EVERY FLIGHT

CEMENT SHIMS IN PLACE

MODEL TURNS TO HIGH SIDE

CAL SMITH



BOARD OF DIRECTORS

COMMANDER - Mike Greenshields
 EXECUTIVE OFFICER - Scott Whyte
 TREASURER - Tim Cardin
 SECRETARY - Ed Woodson
 BOARD MEMBERS - Larry Wolfe
 - Sam Wright
 - GORDON TRUAX

WEBSITE

WEBMASTER - Tim Johnson

OCMA REPRESENTATIVES

PRIMARY DELEGATE - Ed Woodson
 BACK UP DELEGATE -

NEWSLETTER

EDITOR -Tim Johnson

SQUADRON INFORMATION

SCALE SQUADRON OF SOUTHERN CALIFORNIA

MAILING ADDRESS

P.O. Box 8074
 Fountain Valley, California 92728

EMAIL: Commander@ScaleSquadron.com

ABOUT THE SCALE SQUADRON

Scale Modeling is the accurate recreation of aircraft in aviation, from the early biplanes to the latest jets of the 21st century. Whether it's built from scratch, a kit or an ARF, scale modeling strives to recreate the airplane as historically accurate as possible. Paint schemes, rivets, windshield glass, and even pilots are faithfully painted and built to exacting specifications. The end result is a flying recreation of the original full size airplane.

Our members all have one common goal - to share their knowledge of aviation, aviation history, and scale modeling.

Our monthly meetings are open to everyone, and often feature "how to" seminars on building and flying model aircraft.

Each year the Scale Squadron hosts and participates in numerous events, with the overall goal of bringing

together modeling enthusiasts from all over the world. Events our members historically and perpetually attend are:

Top Gun
 U.S. Scale Masters
 Warbirds Over The Rockies
 Arizona Electric Festival
 Best In The West Jet Rally
 One Eighth Air Force Fly-in
 Battle of the Builders

The Scale Squadron also hosts their own annual event known as The Scale Squadron Warbirds and Classics. This year will be the 8th year running of the Squadron event.

The Scale Squadron dates back to the early 70's. Harris Lee, Bert Baker and Bob Olson were the original founders of the Scale Squadron and Members of the Orange Coast RIC Club. Their interest in scale modeling brought them together

regularly at Lee's home. The word soon got out and their numbers quickly grew to over 25.

Scale modeling became the hottest new interest within the R/C community. The first official scale modeling club was formed in 1973 with events held at Mile Square Park. Scale modeling was in it's infancy yet immensely popular as attested to by the large participation at each of their events.

Harris Lee devised a plan for sanctioning a series of local qualifiers around the country and then having a fly-off to determine the national champion. Out of this idea the U.S. Scale Masters was started and is the premier scale competition in the country today. Pat Potaga, of Scale R/C. Modeler Magazine, helped to put this program on the map. His articles and front-page color photos helped fuel the fire of scale modeling.

The modeling world owes these visionaries a debt of gratitude. Thank you Bert Baker, Bob Olson, Jerry Ortega with special thanks to Harris Lee.

MONDAY
May 8, 2017
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.

Visitors are always welcome.

