

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

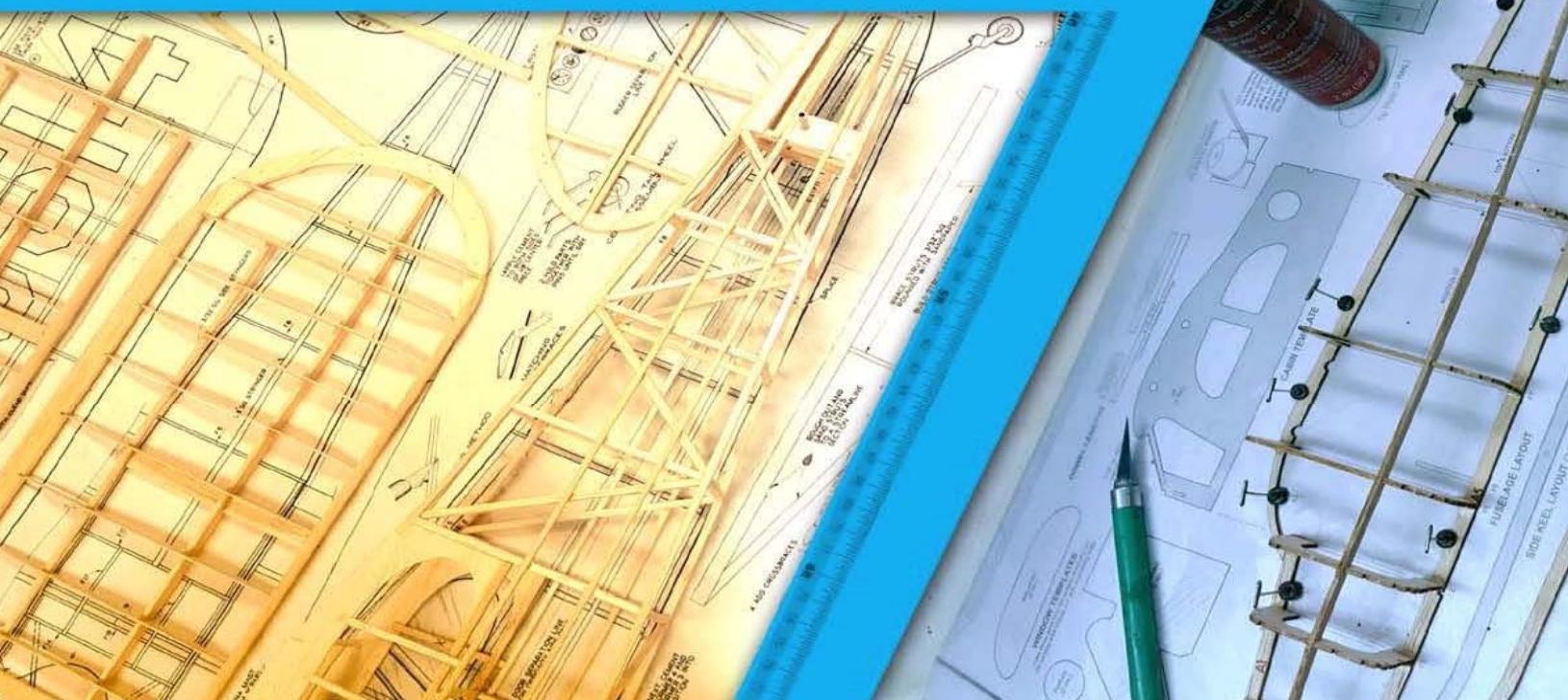
OFFICIAL NEWSLETTER OF THE SCALE SQUADRON OF SOUTHERN CALIFORNIA

AMA CHARTER 1520 – EST 1977

APRIL 2020

APRIL MEETING CANCELLED

As we continue to monitor the rapidly evolving situation around the coronavirus (COVID-19), our first thought is for the safety and well-being of our members impacted by these difficult circumstances. In these unprecedented times, it is important that we come together to support all those impacted.



PROUD SUPPORTERS & FOUNDERS OF
THE U.S. SCALE MASTERS
CHAMPIONSHIPS



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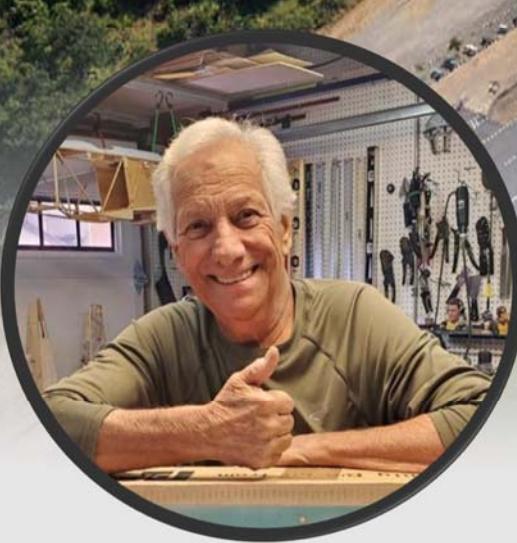
Pano Coromelas

P.O. Box 8074

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COMMANDER'S VIEW



Sam Wright

Commander

Hello Again,

I am so unprepared for what is happening to our country as I am sure many of you are as well.

First point of business is that you notice our April Meeting has been canceled. The Green River Recreation Center has been closed as well for all other events. So, we are standing down for the duration.

That leaves a lot of unanswered questions as well. Probably the most important in your mind is What about our June Event Warbirds and Classics? At this writing the event is still a go, however, the Orange County parks has closed the parks indefinitely and that means OCMA too! We simply do not know at this point when that closure will be canceled.

If we get through April and the Covid 19 Virus is still an issue and the park will remain closed during

May, and we may need to suspend our event until a later date or until 2021. You all will be advised as soon as we know. I do know that Gary James who manages all the events at the Lake Parks has had several cancelations and they are not sure when the park will be officially opened again.

Hopefully for those of you that are not retired you now have the opportunity to finish some airplane projects in the shop that you walk past each day. For those retired, business as usual whatever that was and hopefully back in the shop to build something. Getting parts and pieces may be a challenge, but a lot of online companies are still shipping product, and several Hobby Shops are still open, so don't despair, get back on your pet project.

Our next official meeting may be overwhelmed with Show and Tell and we may have to RSVP for table space, if so, we will get everyone in to show what they have been working on during this period of shutdown.

I know I am back on projects I had considered selling and now very glad I kept them and back to getting them airworthy again. I hope your reevaluating what is in your garage or shop as well.

Follow the rules, wash your hands often, stay at home and in the shop. We will keep you advised as to the meeting status for May as well as our June Warbirds and Classics event. Please do your best to stay healthy as we want to see everyone at our first opportunity to get together.

Sam Wright, Commander

sam-w@cox.net

EDITORS NOTE:

Communities everywhere are taking measures to “flatten the curve” of illness associated with Covid-19, the Coronavirus. In many places, including California, governments have now issued “Stay-at-Home” Executive Orders to avoid unnecessary exposure.

As much as we would rather be out at the flying field spending time at home this order will help keep as many of us safe and slow the spread of this virus.

We know everyone will get a little cabin fever over the next few weeks and I encourage you to spend some time building and detailing your planes. I am also asking that you email me pictures and a brief description of what you are working on and the progress you have made during of time off. Please email me at pcoromelas@gmail.com

I will ask that those of us who are able to work be safe and take your health seriously. Take care of yourselves and those around you and we'll be back out in the skies soon enough.

Pano Coromelas, Editor



GUNSMOKE 2020

BY SAM WRIGHT

This year's Scale Masters Gunsmoke Qualifier was at the AMPS field out near Superstition Mountain was one we were going to hell or high water. This is an awesome runway with a view of the Superstition Mountains in the background.



Four brave souls made the journey with high expectations. Tim Cardin left ahead of us with his Comp ARF version of the Lady Alice P51. Myself, Brian Young and Jamie Fiffle left loaded in my trailer Thursday around noon in a torrential rainfall all the way to Arizona. We even had to load in the rain. This was probably the worst weather I have ever encountered in 20 plus years of going to Arizona.

We arrived late Thursday evening, and Jamie and I parked the trailer at the AMPS field. Tim Cardin greeted us and helped spot our parking spot next to the big canopy. Brian embarked to stay with his cousin, and Jamie and I stayed at a good friend's super home in Gilbert, which was not too far from the field.

Friday was windy and cold, but the show went on as planned. We were able to get practice rounds in and Tim was dialed in immediately, I was still tweaking my new RV4 with the RCGF Stinger 40 gas twin. Jamie was doing well with his all electric Don Smith B17.

We all went through static judging Friday. I was in the Sportsman class and only needed a photo of the full size RV4. Tim entered expert with full documentation and under the judge's eyes. Jamie went through the same static as Tim while Brian entered Advance with his Jerry Bates 86" F8F Bearcat. There was a total of 29 entries and somewhat down from last year possibly due to the threats of rainy weather and the early stages of the Virus warnings.

Friday evening was the traditional One Eighth Air Forces treat of Buffalo Wings and Pizza. We all enjoyed that even with the chilly winds.

Saturday morning was clear skies and sunny, and all threats of rain were nowhere in sight. After the pilots briefing the rounds were ready to roll with three active judging flight lines.



GUNSMOKE 2020 CONT.

BY SAM WRIGHT



We all got through our first round and even Brian managed to pull off a decent flight being his first Scale Qualifier in 10 years. Then Murphy came along for the ride. I experienced a dead stick and got back alive with the RV4, Jamie had tail wheel issues with the B17, and Tim and Brian breezed through their round.

Saturday night was dinner for all at Applebee's and paid for by the AMPs. That was a super treat indeed. Not to mention how the tales flew across the tables of the weekends event.

By Sunday morning it was crunch time and again, beautiful Arizona shirt sleeve weather. Halfway through my maneuvers my clunk came loose and another dead stick and barely got back alive. Damage was minimal. Jamie had his tail wheel collapse into the tail of his B17 and made take offs impossible ending in another scratch. Tim had a tail wheel lock up and launching him into the safety fence on takeoff. That resulted in a bitesize whole in the left wing leading edge. All repairable but done for the event. Brian managed to get through his rounds and doing well. According to what was on the scoreboard he was in 2nd place, but at the end he had 3rd place.

Actually, Brian was the only one carry an award home this trip.



Overall, we all still had a great time and well worth the effort to be there. Meeting old friends, seeing new ones and watch some exceptional pilots fly their rounds.

The awards were all made by Kenny Kearn who outdid himself again and especially the special Tom Wolfe Award with a DH Mosquito on it which was Tom Wolfe's Scale Masters and Top Gun aircraft.

GUNSMOKE 2020 CONT.

BY SAM WRIGHT



Tom Wolfe was an exceptional builder and pilot and very serious competitor. Tom battled the Lou Gehrig's disease until it finally took his life. Tom will be missed, and the award was sponsored by Tom's surviving wife, Debbie.

Top Static and winner in the Expert Class went to a gentleman with an Aeronca C3. It was small, but well done and very scale proving you don't need a big warbird to compete.

After a lot of good will and fun, we packed up to head back home only to meet headwinds all the way towing my double axle trailer. That played havoc on the gas gauge and the only saving grace was the cheaper fuel in Arizona.

Would we do it again, you betcha we will. Just the hanging out with other fellow pilots makes the trip worth it. We all still had a great time and adventure even with the crazy problems that nailed us.

I only wish I could get more of you to at least try it once. I took an 85" Hangar 9 RV4 ARF which qualifies in Sportsman and Pro Am. You will experience a ton of good will, help, advice and fun.

There are a lot of excuses to not go, but remember, life is short and do it now!



FIBERGLASS DEMO PART 2

BY LARRY WOLFE



Larry Wolfe presenting a part 2 demo for fiber glassing small parts



Larry showing us the part he was work on.



Larry explaining the layers of fiberglass cloth



Showing us a smaller part.



Showing the part with the mold.



Showing the part with the mold.

FIBERGLASS DEMO CONT.

BY LARRY WOLFE



Larry brought back the part he made in the February Meeting.



Taking the mold apart to expose the piece.



Art continues to work on separating the two mold halves.



Larry showing the part out of the mold



Larry showing the spitfire parts he did from the last meeting



Examples of the finished fiberglass parts

WHAT OUR MEMBERS ARE BUILDING

This month I was humored with a project that Rob Hahn is working on. He has a Freewing A-4 Skyhawk foamy that he is intending to put a NovaRossi .28 into. In order to do this, he needs to fabricate the turbine body (engine mount) for this fan unit.



The aluminum inlays will be what the engine mounts to. This will be covered with four layers of 1 1/2" carbon fiber braided sleeve (about .060" thick) and epoxy laminating resin.



The perforations are to insure good bonding with the carbon fiber.



Looks like he will have to cut six 6" pieces of relaxed sleeve to cover it.



Lashing it down with upholstery thread. After curing, the carbon fiber will be machined, and the wood removed.



Trimming the carbon fiber and removing wood



This is the original EDF shroud and stators. The plastic stators will be used as molds to make CF stators and then removed. The wood disc keeps everything centered while fiddling.

SHOW AND TELL

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



David Coe brought in his home-made epoxy stands



Close up of the stands



Joni Whitsitt brought some gliders she is using for a kid's project.



If you are interested www.fxgliders.com



Randy brought in an AT-6 he got from Sam. He is in the process of recovering



The old covering was painted on and had increased the weight he should be saving a lot after he recovers.

SHOW AND TELL CONT.

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



Rob is showing us presentation on his process of making a new gear set.



Gears before and removing material



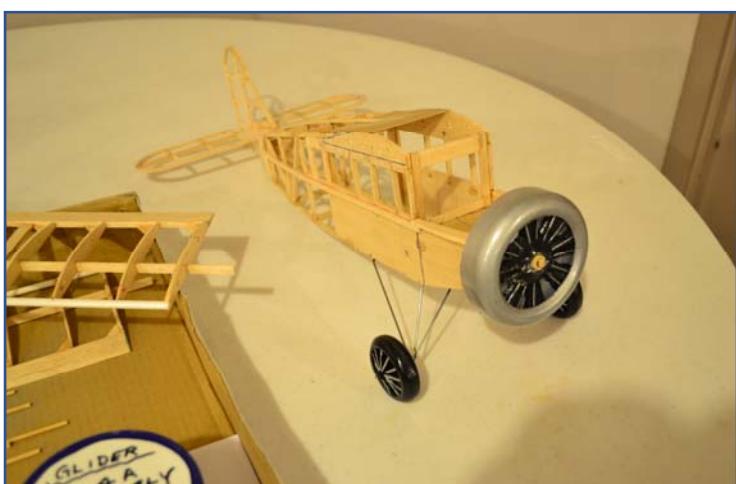
Larry Wolfe is showing us his little Spitfire. He is having a great time building this plane.



This kit ha been redesigned by Larry to lighten it. Here Larry is show us how much space is in between the ribs



Larry is showing us something we have never seen from him before. Everyone was shocked at the size.



Larry showing us he homemade cowl

TIPS FROM THE SHOP

FLY LIKE A DOGFIGHTER!



Pro tips for flying warbirds. We all know that WW II warbirds, especially giant scale fighters, are very popular these days. Go to any warbird event and you will see at least these three classic fighters, the P-40 Warhawk, the P-51D Mustang and the F4U Corsair. With so many great flying warbirds, more RC modelers are stepping up to the giant scale class and enjoying the power and performance of these WW II classic dogfighting machines.



One of my favorite giant scale warbirds is the F4U Corsair ARF from Top Flite. Compared to other warbirds in its size range (50cc engine, 86.5-inch span), the big bent-wing warbird is a relatively easy to fly model. But if you have never flown a big, giant scale warbird before, it does take a little getting used to, before you can become comfortable flying in the traffic pattern. Here are some tips for flying your first Giant Scale Warbird.

Ground Check All successful flights start with a proper preflight condition check. Actually, this is a

good thing to do for any size RC plane, but I consider it mandatory for big warbirds like the Corsair. But even before you get to the flying field, be sure everything is assembled correctly and that you have added some lock-tite to all the nuts and bolts you don't want coming loose. Also, be 100% sure that your model is properly balanced, and the CG is where it is supposed to be.



A good bit of advice here is to team up with an experienced RC warbird pilot before and during the first flight. Two sets of eyes will help discover any issues that may need correcting. Also, having a pro test fly your plane first is the best way to start off.

Controls. The first thing you should do is perform a radio/control check. Don't just wiggle the sticks and see that everything moves. Make sure everything is moving in the correct direction. Stand at the tail of the plane looking forward and pull back on the stick. The elevator should move up. Check the ailerons in the same way. Move the stick to the left and the left ailerons should move up while the right one moves down. Be sure to check the rudder in the same way, as well as the throttle. Push the stick and make sure the carburetor opens up.

Make sure all the controls move freely and do not bind. With flaps sometimes they can reach the end of their travel and cause the linkage to hit the servo hatch cover. Use the end point / servo travel

TIPS FROM THE SHOP

function of your radio to set up the flaps so they do not cause the servos to bottom out in either the up or max down positions. You can hear the servos buzzing if they do. This can drain your battery pack so take care of this in the workshop.

For your first warbird I recommend using the control throws listed in the instruction manual. This to work every time and you can adjust the throws to your liking after your first few flights. With the Top Flite Corsair I was surprised with how little elevator throw was called for. Only 3/4-inch up and down for the high rates, and 1/2-inch for low rates. As it turned out, this was just about perfect while using 20 percent Expo. You don't want an overly sensitive airplane on the first flight, especially in pitch.



Firewall Forward. Fuel up your model and then start your engine to check its performance. Gasoline engines are easy to operate if you use the correct procedure to start them. But also, you have to install the engine, the fuel lines and tank properly. Use gasoline grade lines and tank stopper and install a fuel filter between the tank and the carburetor. It is a good idea to install a filter in your fuel supply container's filler line as well. Be sure to use the correct size propeller as recommended in the engine manual.

Start the engine and let it warm up for a minute or two. Have a friend secure the model's tail and then advance the throttle slowly to full power. You should have a smooth transition from idle to full. Adjust the carburetor as needed so the engine doesn't load up after a sustained idle. Also, adjust the high-end needle for max power and

then back off the needle slightly for a 200 to 300 rpm drop. Do not run your engine lean! With the engine running do a radio range check. If everything checks out, you're ready for your first flight. Cycle the gear once or twice with the engine running and make the retracts' air system maintains proper pressure.

Takeoff Big warbirds with big engines have lots of torque on tap so advance the throttle slowly and smoothly. Don't just jam it full on! Rudder is your friend here so anticipate a slight drift to the left caused by the torque. Feed in a small amount of right rudder and hold it in until the model gets back on course. It may also be helpful to hold some right rudder during the climb out.

Don't horse the plane off the ground. Get in the habit of using all the runway available until you get to know the plane. With the Corsair and its rearward moving retracts, the model is a bit nose heavy with the gear down and so, does not like to hop off the ground without a bit of back pressure on the stick. This is a good thing. After a decent ground roll, slowly pull back on elevator until the model breaks ground. Hold the back pressure and see how the model climbs out. If it starts to steepen ease off a little on the back pressure. After establishing your departure, think about hitting the retract switch and pulling up the gear.



Make a climbing crosswind turn (away from the pits and flight line) and head downwind while maintaining a shallow climb. If this is your first giant model, keep in mind that it is going to look bigger in the pattern than your standard size

TIPS FROM THE SHOP

sport plane. You start flying the plane too far out if you maintain your old sight window for a perceived model size. Make a 180 degree turn back to upwind and start trimming the model for straight and level. I like to do this at cruise speed which is about 2/3 throttle depending on your model. Don't fly your entire flight at full power! Fly a few more laps around the pattern and feel things out.

First landing After a little while, you may want to bring the model in for a landing and calm down a bit. Have your instructor bring it in for landing and have him call out what he's doing. Where he reduces power and lowers the flaps and retracts, what power setting he's using on final and so on. Once safely on the ground, you can go over the trim settings and check the plane's condition for anything that might have come loose. Grab a soda and discuss the plane and its performance. Check the radio's battery pack voltage and top off the air pressure for the landing gear. Refuel the plane and make another flight.

Solo Flight.

Go through the whole sequence again and concentrate on flying smoothly. Don't get tunnel vision or freeze on the sticks. Try to relax and talk with your instructor during the entire flight. You know the plane flies great! Now perform a few maneuvers at a safe altitude. Try a loop and then a roll or two. Perform both maneuvers into the wind. Now slow things down a bit and fly a few laps at reduced airspeed. Fly at reduced power and then make a lap or two with the flaps down a notch. Note whether the nose rises or tucks down when you lower the flaps. Note the amount of trim (if any) that's required when you reconfigure your plane.

Stall Test Next see how your model reacts during a stall. This helps you recognize when the model is approaching its minimum airspeed condition and how to recover quickly. If you've balanced your plane properly, it should not snap violently

when the wing stalls. Climb to a safe altitude, slowly reduce power and keep the wings level. Start feeding in up elevator to maintain altitude while reducing power. If the wings start to rock, use rudder to correct. When the nose drops, release back pressure on the stick and smoothly apply power. If the stall produces an extreme nose drop, release the back pressure and establish forward (downward) flight to increase airspeed while applying power. Then apply some up elevator to return to straight and level. Once you know how the plane behaves in a stalled condition it will make your landings safer and more precise. Now fly a few more laps around the pattern, and setup for your first landing.

Landing pattern The best way to perform consistent landings is to set up the approach the same way every time and let the process become automatic while developing good habits. With the increased drag produced by the flaps your warbird will start to slow down. When you reduce power during the approach your model will continue to lose airspeed and you will need to adjust your power setting to control your descent rate. Remember, throttle controls the rate of descent and elevator controls airspeed.

I like to make a traffic pattern pass directly in front of myself then bring power back to half and lower the landing gear. You should visually confirm that your wheels are all the way down before committing to land. About 100 to 150 feet is a good pattern altitude. Turn to the downwind leg and feed in half flaps. You can set up your radio with a slider switch or with a three way switch for up, half and full down flap positions. I use a slider that has an audible tone for half flaps. With the Corsair no retrims are required when the flaps are lowered but if your model needs it, make any required corrections to maintain a slight nose-down attitude. With some radios you can mix in some elevator correction when the flaps are deployed. Flight testing helps determine how much is needed.

TIPS FROM THE SHOP



Make your turn onto the base leg at about 100 feet and add the last bit of flaps. Turn on to the final approach and establish your descent by reducing power to a little above 1/4 throttle. Keep the nose pointed down slightly and maintain level wings. Adjust the throttle slightly to maintain a smooth landing approach and concentrate on bringing the plane to the end of the runway at about 10 to 15 feet above the ground. If you're coming in too steep, add some power. If the model is too high, don't dive for the deck. Apply power smoothly and try again. Go around at about with increased power and set up a new landing approach. But don't attempt a turn until you have gained sufficient airspeed. Use rudder to keep the plane on course all the way to touchdown and use small aileron inputs to keep the wings level. Most experienced warbird pilots shoot their landing approaches at a 30 to 45 degree approach angle. This helps maintain proper airspeed and control. Don't try to drag your plane in at a normal, flat landing approach. Too often this leads to the airplane slowing down too much and entering a tip stall.

Touchdown. When the plane is at the end of the runway reduce power to just above idle and start pulling back on the stick for the landing flair. Don't force the tail down with excessive up elevator. Let the plane settle onto its mains and stay on the rudder to keep the plane on the centerline. Once the plane is on the ground reduce power to idle and let the tail come down by itself. If you force the tail down during the flair, you can cause the plane to liftoff again

which would be bad, as the airspeed is now very low. Again, being smooth on the controls is the key.

Once the plane back on the ground and stopped you can relax a bit and then taxi your mighty warbird to the pits to clear the runway. It's no secret that to become a good pilot you need to practice. Concentrate on learning one task at a time and doing it well before going on to the next. The same applies with giant warbirds. Hook up with an experienced flying buddy and fly, fly, fly. Nothing feels as great as mastering a giant scale warbird. Soon you'll be the pro that helps other new warbird pilots earn their solo wings!

Good luck, have fun and don't forget to check your six!

BY Gerry Yarrish

**MODEL
Airplane
NEWS**

MONTHLY MEETING NIGHT

Monday

April 13, 2020

7:00pm

APRIL MEETING



As we continue to monitor the rapidly evolving situation around the coronavirus (COVID-19), our first thought is for the safety and well-being of our members impacted by these difficult circumstances. In these unprecedented times, it is important that we come together to support all those impacted.

EVENT CALENDAR

MARK YOUR CALENDARS

More events to visit or participate in coming up!

MAY EVENTS:

May 21-24, 2020 Reedley 2020 – Giant Scale Fly-In – Clovis Area Modelers RC Club –
<https://clovisrc.club/events/reedleygiantscaleflyin/>

JUNE EVENTS:

June 5-7, 2020 Warbirds and Classics – OCMA flying field–
<https://www.scalesquadron.com/warbirds-and-classics-annual/>



There is no shortage of events to attend even if to just be there. It is always more fun than watching and most are casual, fun and very relaxing.

Make the most of your sport and see what is going on out there and just possibly, you may want to dust an old model off and get involved. There certainly is plenty of help too!

West Coast Festival

1st Annual

Reedley 2020 - Giant Scale Fly-In

Castle Legacy Continues

Reedley Municipal Airport

Hosted by: Clovis Area Modelers RC Club

AMA CLUB 5405

Reedley Municipal Airport, Fresno County off of
Frankwood Ave. east of Hwy 99

May 20-25, 2020

Landing Fee - \$35.00

RV Camping \$40.00 , Front Row (Limited)
\$60.00

No Hook ups

Pilot Auto Parking - \$5.00 for the entire event
No charge for Airplane Trailers, Tow Vehicles

Vendors & Food

"IMAA" Legal Turbines Welcome

Helicopters Welcome

Open flying after 5:00 pm daily

(Event Director) Erik Lacour- eriklacour@sbcglobal.net (559) 307-4253

Rick Maida (CD&Reg.)- mrcorsair@usa.net (408) 460-1526



ATTENTION SCALE MODELERS – PILOTS – FANS!!

**Public
Welcome!**

**FREE for
Spectators!**



14th Annual Warbirds and Classics Scale Fly-In

OCMA flying field (Irvine, CA) June 5-7, 2020

Registration & Event information: scalesquadron.com

Newly paved 600ft runway - Awards - Friday Night Early Bird Party - Saturday Night Banquet -On-Site Camping and more! Donations made to Semper Fi Fund

ENTRY FEE: \$40.00/Pilot (SCALE AIRCRAFT ONLY)

INCLUDES: 3 days of Flying, Friday pilot's pizza mixer, Saturday lunch (Famous Tacos) and Lunch Sunday, Free Camping available.

PRE-REGISTRATION - www.scalesquadron.com

Pilots - Don't Forget, there are a few requirements!

Current AMA Required! This is an AMA Sanctioned Event! OCMA REQUIRES proper FAA registration marking on your plane.

Parking is remote, there is NO PARKING next to the regular pit area! You must have a fire extinguisher in your pit area - If flying glow or gas, NO DRIPPING on the pit or runway surface!!!! You must catch/recycle fuel! NO SPILLS!

CLUB MEETING 2nd MONDAY OF EVERY MONTH

MEETINGS 7PM - 17250 LOS JARDINES WEST, F.V., CA 92708

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 outperform 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 you are 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 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 & 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!

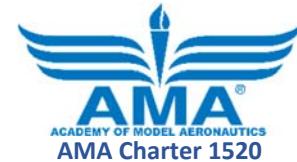


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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# _____ FAA _____ 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

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.