

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

FEBRUARY 2020

2020 SQUADRON MEMBERSHIP DUES - RE-UP

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**PROUD FOUNDERS OF
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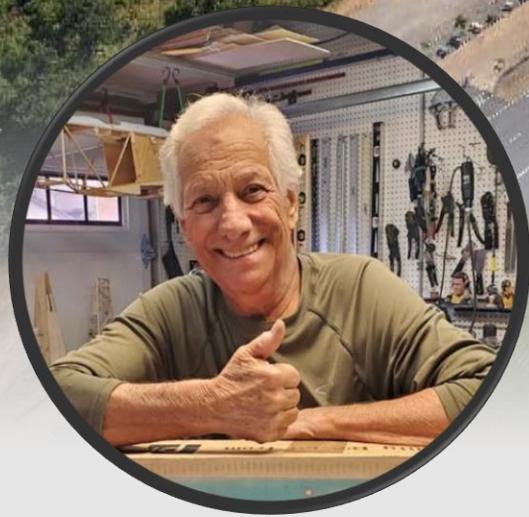
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COMMANDER'S VIEW



Sam Wright
Commander

Back in a familiar seat again and maybe my 3rd time. So, one would think I have this job down pat.

I would never assume that in our changing times and scale interest, Add to that the advancement of our communication technology today with the internet, text, Facebook, and of course emails.

My view coming into the position again is to look at it as brand new. Learn the pattern and find where we can make changes to enhance your experience as a member. The one thing I have learned in life it to be open to suggestions or recommendations. Most times a complaint is just that, but a complaint with a solution is well received, so please don't hesitate to provide me your ideas. You will find that I am very receptive.

Do I have time for this? At this point in my life, Yes! I am somewhat semi-retired. I work at home at my desk providing Electronic CAD Designs for Luxury Apartment Complexes and Hotels, so lots of time to take a break and get into my shop to build.

My goal this year is to try to provide all of you a program at each meeting. I know that I am capable of that as is Larry Wolfe who has presented many programs in the past. I would like other members to offer a program as well. For example, Larry Kleinberg's presentation on foam wing ribs was new to me and a novel idea as well. Another Example is the B2B Bomber presentation by Art Rosene. That is what we are looking for. Our meetings are always great and the Show and tell was over the top last month with 10 aircraft in various stages. Add to that a program, cookies and coffee and camaraderie. What a great way to spend your evening discussing your favorite project.

My hats is off to all that bought projects to the January meeting and I believe that was a record for our Scale Squadron.

I believe this coming year will be an exciting one to coin past Commander's comments, Mike Greenshields. Mike by the way, held the position for two terms and with a few extra years tacked on. Mike is ready to have some fun and get an airplane into the air, A special thank you to Mike for the great effort as Commander. Not an easy job as it requires preparation, getting the key for the meeting room, bring the flag and banner and help set the room up, plus run the meeting, so a job well done and thank you again Mike.

We have a new banner being made as our old banner ran its course.

Plus, a new logo from Scott Carter for the Warbirds and Classics event. Scott did our artwork for the previous events and we had a good run with it, but now ready for a change, plus it looks great on the T-Shirts.

We now have a new Newsletter Pano Coromelas, has taken the task and jumped in with new ideas and adjusting the look of the newsletter. I am confident he will do an outstanding job. Pano also takes care of the Coffee and cookies at the meeting so please give him a thank you when you see him. Pano is also open to articles as well and photographs, so do not hesitate to provide something for the newsletter as it is not a rewarding job.

Remember it is dues time again and we will be cutting off the newsletter this month for those that did not renew. You will also need your Scale Squadron membership paid to be a member of OCMA.

February Program:

We will have a program this coming meeting as I promised. Larry Wolfe will show us how to make a fiber glass part. This is essentially necessary when the part does not exist.

I hope to see you all at the meeting and we had a great turn out for January so let's keep the momentum going forward.

Sam Wright, Commander

sam-w@cox.net

EDITORS NOTE:

First, Happy New Year to Everyone! As Sam mentioned in last month's newsletter, I am taking on the task of bringing you guys the newsletter for the Squadron. I hope I can live up to the role and bring you guys something to look forward to each month. I would love to get pictures of your builds and a brief note on where you are in the process. Please email me at pcoromelas@gmail.com I may also reach out to some of you and ask to put a special article together.

Missing FW-190 KIT

During Our Christmas Party Jon Perry won a Brian Taylor Focke Wolfe FW-190 Plans and kit. Jon got the plans, but someone accidentally picked up the wood kit. Jon would very much like to have the wood parts back so he can build this model.

Please do not touch! I just want to remind us all that our members bring in their projects for us to view because they are proud of the work they have done. Many have spent hours and hours on these projects to get the scale details just right. We had an incident at the January Meeting where a fingernail mark was put into an airplane and was not found out until after our member brought it back home. Some presenters will pass parts around the room for us to see up close but please if you are interested in a person's show and tell you ask if you can touch it.

Pano Coromelas, Editor



01072020

I know you always hear, "That was the best event ever!" After all the events I've been to, this ranked at the top of the stack and my best description would be "Amazing!"



everything well under control and the event ran as smooth as any I've ever seen. Their new runway was perfect and pilot stations were full nearly all the time which was very satisfying as there was a show in the air at all times.

There were only a couple of aircraft lost, which is unfortunate but also part of the hobby. Pilots came from seven states to attend this festival and brought their best with them. As I walked around admiring the aircraft I felt proud to be flying with them.

The weather was absolutely perfect the entire time. Almost every event I've

I left home at 5:00AM on Friday and was treated with a beautiful sunrise that I was able to enjoy for seemingly forever. Then a very convenient cloud obscured the sun until it was way over head making for a very pleasurable drive. This weekend was starting off in grand fashion and followed that theme all the way through the event.

There was somewhere over 80 pilots registered. I have no idea how many aircraft, one report was 250. Tony Quist and the Sun Valley Flyers had



Friday is officially the beginning of the event; most people got there Thursday and were treated with – perfect weather. Incredible!

There was a solid representation of Jets, WWII and WWI aircraft of spectacular quality. Each group putting on a tremendous show, nothing was organized other than impromptu gaggles, but it all sorted out and seemed to cycle through as the sky was full of one era after another. The most amazing part was the WWI gaggle with 7 aircraft, three 1/3 scale Fokker DVII's, and

ever attended lost a day to weather of some sort,

from nasty crosswinds to torrential rain. This time the sky was clear with high wispy clouds and a gentle breeze right down the runway. That is when there was a breeze. The air was so perfect smoke would hang what seemed like it was painted there. I know it wasn't but skywriting a giant happy face, the project was hanging long enough for the nose to be drawn. I've never seen that before, usually you're lucky to get the smile in place before the wind has wiped your work from the sky.





the rest quarter scale. All gently flying around in a great big flock! Everyone was blown away and at the awards that gaggle was awarded the “Best of Show” award. This usually goes to an aircraft or maybe a flight routine that is clearly above the rest, which is really saying something when you see the rest. But this was the first time I’ve ever seen the award go to a gaggle. Judging by the applause when the award was presented, I think everyone agreed with the choice.

On Friday Subway Sandwiches were served to all the pilots and a Taco Dinner was also provided to everyone there. Saturday there was a vendor with beverages from coffee to slushies and a Lunch wagon was on site serving everything from super burgers to BBQ as fast as they could plate it up. I had “Pig Wings” only because I’d never heard of them before. Off the chart delicious! I sure hope they are back next year!

Many brought their travel trailers and spent the entire weekend on site making for a festival atmosphere.



I was fortunate to be invited to a Surf and Turf extravaganza hosted by John Gerhardt & Sharla Biesk-Powley and the “Cali Crew” as Tony calls them. It was beyond anything I’ve ever been too with the most tender, delicious steaks and a pot full of King and Snow Crab that had to be seen to be believed. John said he was



shooting for “decadent”, nailed it! Needless to say everyone left stuffed to the gills and smiling. I am sure glad I saved room for the crab!

You never quite know what treats await when you go to these events. This was the kind of event I dreamt of when standing on the spectator side of the fence just starting in the hobby with a handful of solo flights on my Ugly Stick. I am proud to be part of it and always look forward to attending. I had one really great flight and spent the rest of the weekend visiting, admiring exceptional aircraft and superb flying. Oh yes, and eating the most delicious food all the while. I certainly could have flown more, but I was simply too busy having a good time!



WHAT OUR MEMBERS ARE BUILDING

This month I want to highlight Tim Cardin our club Treasurer. Tim has been working on a Carf-Models P51 Mustang. Tim got this model from Frank Migliaccio about 2 years ago. Tim has brought in parts of the Mustang for show and tell and this last month he brought in the fuselage that he had just finished doing some painting. We have seen it though most of the stages and here are some pictures of the process.



Tim got this from Frank Migliaccio when he brought it out to OCMA in February of 2018.



It came with almost all the accessories you could want. In-Line DA100-L, Scale retracts, Wheels, Nose cone and exhaust headers.



Tim had to modify the exhaust location for some reason the CARF kit had it at an angle



You can see here how much better it looks leveled.



Getting all the lines straight and setting up for paint



This green paint is a perfect match for Lady Alice.

WHAT OUR MEMBERS ARE BUILDING CONT.



Getting the stripes on the wings.



Got to make sure those lines look right!



Getting the Checkerboard front end painted.



Tim has the Stars and Bars correct and ready to place



Here she is. Lady Alice all the markings on ready for assembly. Can't wait to have Tim bring her in to Show and Tell ready to maiden.

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 up to a completed model. Scale ARFs or full-bore scale models are welcome.



Tim Cardin brought in Lady Alice, a Carf-Models kit. Tim has got back to working on Lady Alice and has been working on paint.



He had just finished painting the yellow around the nose tonight and was showing us the graphics from Callie Graphics.



Jon Perry brought in a PBY he got and is going to install OS 70 four stroke motors into it.



Jon is showing us a gift from Larry Wolfe a Royal Spitfire kit.



Rob Hahn brought in a jet he put on the back burner for awhile and showed us the upgrades of flaps and leading-edge flaps.



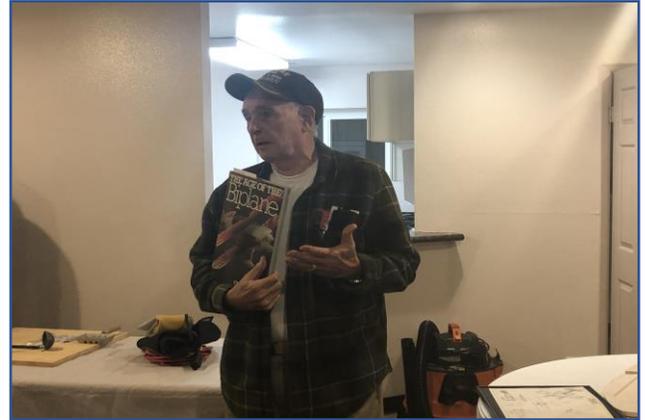
Steven Penn brought in a PIETENPOL (Pete 'N' Paul) by House of Balsa that he worked on while he was in Montana during the Christmas break.

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.



Anand Patel is showing us his BF109 should have this finished in a few months.



Larry Klingberg is showing us a book titled "The Age of the Biplane"



Larry Wolfe is showing us a new build of a Brian Taylor Spitfire. He is having a great time building this plane.



This kit has a amazing bell crank system to run the flaps and the radiator opening at the same time.



Sam Wright is showing us his North American Rockwell Shrike Commander 500S that he will be making into Bob Hoover's scheme.



Here Sam is showing us the old nose he cut off to have the more accurate nose of Bob's Shrike.

TIPS FROM THE SHOP

PAINTING PROPER SCALE MARKINGS



There's one thing all scale warbird modelers need to know. How to paint proper warbird markings. If you are one of many RC modelers who has acquired an ARF model of an American warbird, the chance that its star-and-bar markings is correct is about one in 10. It's sad but true. Among models built by usually careful modelers and displayed at meets, like the Toledo Show and Joe Nall, the situation is somewhat better, but incorrect markings still outnumber correct ones.

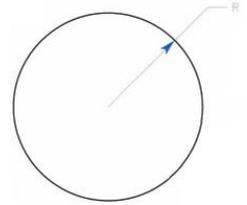
Getting the Stars and Bars Correct

What is it about the star-and-bar markings that make them so difficult to get right and so often to be done wrong? Judging by the wide variation of ways to goof it up, there are a number of reasons. To illustrate this point, at a recent Top Gun event, one of the static judges, Rich Uravitch, and I looked in amused amazement at one particular model where the star and bar appeared in six places and each one was wrong—and each in a different way. If we take a look at a correct marking and analyze its construction, we can see how easy it is to get wrong. In doing this analysis, it must be noted that, like anything military, the markings follow a strict formula, with variations from it being virtually nonexistent.

On the positive side, the formula is extremely simple because all the dimensions are based on one measurement only: the radius of the circle enclosing the star. So let's get started.

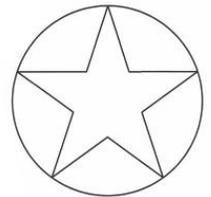
STEP 1

Draw a circle with a known radius. This dimension is referred to as "R."



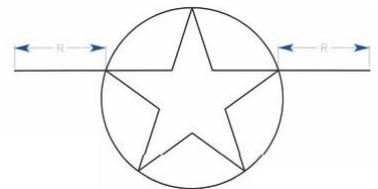
STEP 2

Inside the circle, draw a regular five-point star. (Note: The top point faces straight up on the side of the fuselage and forward on the wings.)



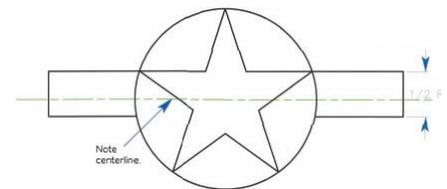
STEP 3

From the shoulders of the star, draw horizontal lines outward the same length as R.



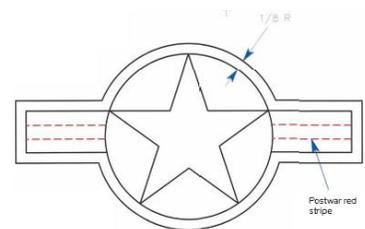
STEP 4

From the ends of these lines, draw vertical lines downward whose lengths are $\frac{1}{2}$ of R. (Note: This is where many mistakes are made.) From the ends of the vertical lines, draw the bottom horizontal lines back to the circle. Notice they are offset from the circle's centerline.



STEP 5

Around the entire figure, draw an outline whose width is equal to $\frac{1}{8}$ R. If the marking is the postwar type, which includes the red stripe inside the white bar sections, the width of the stripe is equal to $\frac{1}{6}$ R, and it is centered on the white bar. Note that the red stripe is slightly wider than the blue outline.



TIPS FROM THE SHOP CONT.



Skyraiders with correct post-WW II markings with the red stripe.

Color Specs

After learning how the U.S. aircraft insignia should look, it is also important to get the colors right. The FS (Federal Standard) 595a color reference guide identifies the colors to use as follows:

- **Insignia Blue:** 35044 if matte and 15044 if glossy
- **Insignia Red:** World War II: 30109; pre- and postwar: 31136 if matte and 11136 if glossy
- **Insignia White:** 37875 if matte and 17875 if glossy

Special note: During World War II, Insignia White was often applied as a mix of 13 parts white to one part black. This was due to straight white being too bright and conflicting with the need for camouflage.



Incorrect
Obviously, the bars here are too long.

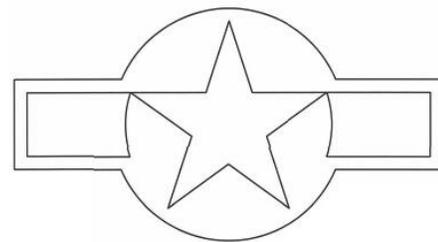


Correct
This is how it should be on a Grumman Cougar.

Examples of Wrong Markings

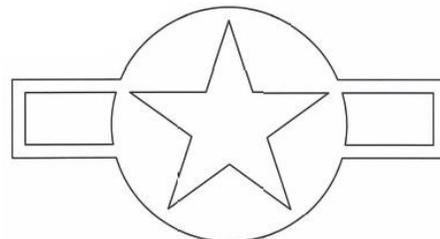
BAR TOO DEEP

Note that the correct figure is not symmetrical about the horizontal centerline (see Step 4). This is the most common error and probably accounts for most of the mistakes because it is wrongly assumed that the figure is symmetrical.



INCORRECT BARS

Bars do not touch the star but, instead, follow the overall outline. Other mistakes can include an outline that's too thick or, more often, too thin (or worse: varying the width!) as well as variations in the length of the bars. As indicated earlier, there are a host of ways to goof up the star and bar but only one way to have it right.



FINAL WORD

It's easy to correct a mismarked model simply by putting a correct marking over an incorrect one. This might not be worth the trouble for a foamie, but it will help your score on a competition-scale entry. One interesting side note to this discussion is that the International Plastic Modellers' Society (the plastic-kit modelers' organization) never got it wrong. We surely can't let plastic modelers outshine us!

BY DAVE PLATT

<https://www.modelairplanenews.com/how-to-get-the-stars-and-bars-right/#outer-popup>

MONTHLY MEETING NIGHT

Monday

February 10, 2020

7:00pm



Visitors are always welcome.

The meeting location is 17250 Los Jardines West, Fountain Valley, CA 92708. Traveling from the south, 405 north, exit Euclid. Then turn left at the end of the off ramp. Make a left at Slater. You will pass Los Jardines East, turn right at signal for Los Jardines West. The club house will be on the right approximately a half block after the school on the left.

Traveling from the north, 405 south exit Brookhurst North. Turn right at first signal after exiting the off ramp. This will be Slater. Pass Fountain Valley Police station on the right, pass ward, then make a left on Los Jardines West. The club house will be on the right approximately a half block after the school on the left.

EVENT CALENDAR

MARK YOUR CALENDARS

More events to visit or participate in
coming up!

FEBRUARY EVENTS:

February 22, 2020 - Warbird Race Tucson www.timpa.org

February 22-23, 2020 - Buttonwillow Warbirds – Barks Inc – www.flybarks.com

MARCH EVENTS:

March 13-15, 2020 Gunsmoke Scale Qualifier - The One Eighth Air Force –
www.oeaf.org

March 27-29, 2020 - Wings Over Arizona – Arizona Model Aviators –
www.azmodelaviators.com

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!

Gunsmoke 2020

Scalemasters Qualifier



Noel Hunt's Dry Sea Otter Under Construction

Hosted by The One Eighth Air Force March 13, 14, 15, 2020

Competition in 5 Classes:

Expert, Team Scale, Advanced, Pro-Am Pro, Pro-Am Sportsman

+++++

Friday: Static Judging - 10AM to 3PM

Late Arrival Static Judging Saturday 8:00 AM.

Sat & Sun: Flight rounds - 8:30AM to 3PM

Awards Ceremony Following the Flight Rounds Sunday

Entry Fee: \$40 Spectator Parking \$6.00 per Vehicle

Overnight Parking available by Reservation, Thursday, Friday & Saturday night ONLY

Food at Concession Stands available Sat & Sun

Coffee & Donuts Friday Morning for early arrivals

Pizza & Wings Friday Night

+++++

Contest Director: Paul Goldsmith 602-323-7753 PT19Nut@aol.com

Asst. C. D. Noel Hunt (586) 799-3041 rcstrutter@gmail.com

1/8 TH Air Force Commander: Kenny Rhoads 602-809-4532 kennyrhoads@hotmail.com

John Geyer 1/8 TH Air Force Liaison: 602-810-1767 jegeyer@centurylink.net

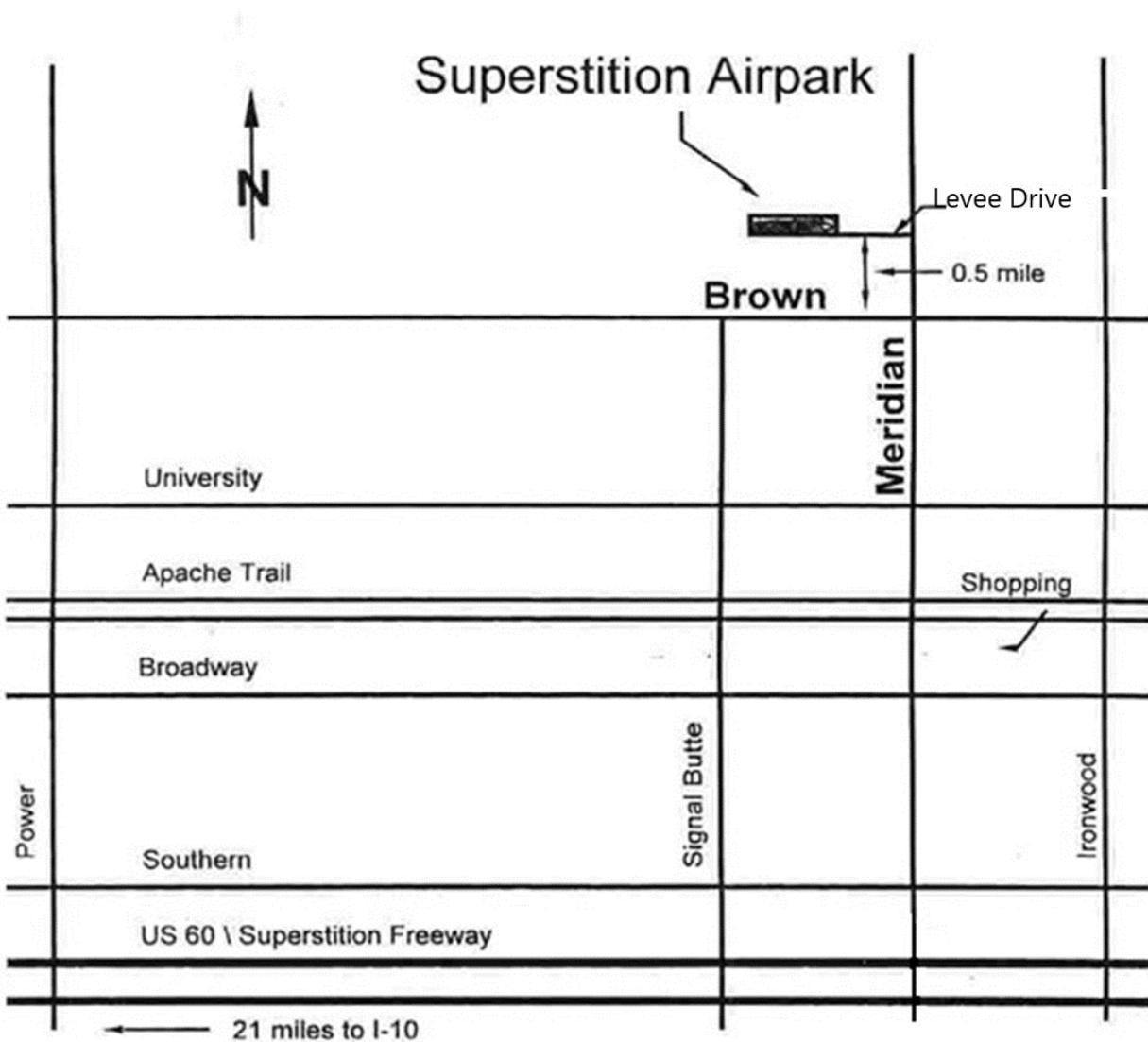
www.usscalemasters.org + www.oeaf.org + www.azmodelaviators.com

Technical Advisor Austin Goodwin 480-215-5446 n4351x@aol.com

MAP TO SUPERSTITION AIRPARK

The Arizona Modeler Aviator's flying site, *Superstition Airpark*, is in Usery Park near Apache Junction, AZ. If coming from the west, follow Route 60 to the Meridian Rd. exit. Go north 1/2 mile past the Rodeo grounds to Levee Dr. Turn left to enter the club field.

If coming from the east get off at the Ironwood Rd. exit and go to Southern Ave. Turn left and go west to Meridian Rd. and then north 1/2 mile past the Rodeo grounds to Levee Dr. Turn left to enter the club field. Look for the signs.



2020 Wings Over Arizona



Presented by Arizona Model Aviators

What: A *Big Bird* Fly-in. For model aircraft with minimum wingspan of:

- 80" for monoplanes
- 60" for multi-wing
- Wingspan + length of 140" for jets
- Or true ¼ scale
- Glow, Gas, Turbine*, or Electric are welcome.

When: Fri, Sat, Sun Mar 27, 28, 29, 2020

Who: Open to any modeler with AMA or CMA membership.

*If flying a large model (over 55lbs) or turbine, pilot must show appropriate waiver/s during registration.

Where: Arizona Model Aviators Superstition Airpark

Big Bird flying from 9:00 am to 4:00 pm each day. (open flying after 4:00 pm)

While oval pattern flying, and 3-D flying will both be accommodated, they will not occur at the same time.

A Dawn Patrol is planned for 7:00am to 8:00 am on the Saturday (weather permitting).

Although intended for WWI types, any model of a full-size aircraft that flew prior to the start of WWII (1939) is welcome. No size restriction. No power restriction.

Night flying available Friday & Saturday evenings – no aircraft size restriction, but “quiet power” only please.

Pilot fee: \$30 for all three days.

Spectators: \$6 per car.

Dry RV camping available for up to 12 RVs for Thu, Fri & Sat nights. No additional charge.

Must reserve with CD/CoCD prior to event.

There will be awards for Best Multi-Wing; Best Military; Best Non-Military; Most Realistic Flying; and Dawn Patrol recognition. Awards will be presented on Saturday afternoon.

Food vendors available for lunches

We'll have a pot-luck dinner on Friday evening. Pizza, wings & pop will be provided, but bring a dish to pass to augment these. (no charge, but sign up during registration)

REMEMBERED WINGS

Joe Zingali Heading for Blue Skies

Most remembered as the manufacturer of Zinger Propellers. Joe at 85 lost his life in a tragic airplane crash on Wednesday January 22, 2020 when a Beechcraft A36 Bonanza crashed while attempting a takeoff from the Torrance Airport. Joe is survived by his 4 children Gerry, Jozy, Suzy, Henry and Joe Jr, Funeral Services were Saturday January 1st. A great loss to modeling and the Scale Squadron will send out a condolence card.

From Joe's AMA Autobiography (10/2002)

I was born in Rutland, Vermont, on May 4, 1935. I guess you could say that I started making model airplanes in 1944. I was very moved by the airplanes that were in the movies at that time. One particular airplane was a German *Stuka*. It had wings like a bird. The cost at that time was about 15 cents. I was able to purchase one with the help of my parents. It was a small rubber band model consisting of small balsa sticks, silk span covering, and a tube of glue. I was never able to fly it because I ruined the covering, so I played with it as it was and finally hung it up in my room.

We moved to Massachusetts in 1945. The first thing I did in the new house was clear a little area in the cellar to build my models. In the preceding years, I made many U-Control models with Arden, Brown Jr., Olhsson & Rice, and McCoy engines. In the early years, my AMA number was 267. Later, my lifetime membership number became L76.

I flew U-Control up until 1959. One day I was driving, noticed an airplane in the air, and traced it to a vacant lot. The man was flying an airplane with a remote control. I was so fascinated that I went to the hobby shop he recommended and purchased a 10-channel Orbit radio. It had tubes and two batteries with Bonner servos.

In 1960, I joined a chartered club name the B.I.R.D. (Beginners in Radio Drone.) The club had a lot of active members and some good flyers. By then, I had become a fairly good pilot and was elected to instruct new members on how to fly. I started to fly competition and found that I was good at Pattern and Scale flying. In a little over a year, I reached expert class. I was flying competition all over, including Hawaii and Acapulco, Mexico.

In 1967, I was elected Vice President of the B.I.R.D's club and served for two years. After my term was up, I was elected President and served a little over two years. The activity increased so much that we had flyers from cities all around come to join. We were the largest AMA club with a total of 352 AMA members. I spent lots of my time working with the city of Carson, California, putting in a flying field. I spent time with local schools putting on demonstrations and helping with flying projects.

During my contest years, I was involved with reshaping propellers for maximum performance for my Pattern airplane. A well-known friend of mine (Irwin Ohlsson, AMA #4, designer and manufacture of the Ohlsson & Rice engine) said I should make propellers and sell them to the flyers. Therefore, in 1974, I asked a friend of mine if he would be interested in helping me with designing a machine for small propellers. He said yes.

The first machine was all hand-operated and was capable of making about 100 propellers a day with a lot of handwork. I took the propellers to a local contest and gave them to the flyers; it was an instance success. I named the propeller *Zinger*. The name of the company is J&Z Products, Inc., and we have a 10,000 square-foot building in Harbor City, California. On an average day, we produce approximate 3,000 propellers. We cover approximately 90% of the world market in propellers. We have been we sponsoring the AMA show team for many years.



WHERE IT ALL BEGAN

SCALE SQUADRON OF SOUTHERN CALIFORNIA

Officially AMA
Chartered on
April 7th, 1977

1977

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

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.

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 9th 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. 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.