

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

OFFICIAL NEWSLETTER OF THE SCALE SQUADRON OF SOUTHERN CALIFORNIA

LET'S GO FLYING!

Whether you are a seasoned RC pilot or a new one, you probably remember that day you decided to try flying RC. Whatever the means or ways you got to flying, you know one thing for sure—it changed your life.



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



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COMMANDER'S VIEW



Sam Wright

Commander

Make Model Aviation Great Again

Here we are marching into the 4th of July to Celebrate Americas Independence and into the summer months. Still overshadowed by the COVID 19 virus. This virus has placed so many restrictions on what we normally do this time of year with many of our favorite modeling events canceled. We are not sure what the future holds for events in September, October and November and will just have to wait it out. According to the news there is an up surge in those testing positive, however that is also due to the increased amount of testing.

Fortunately, we still have the OCMA fields and PVMAC field to fly at under light restrictions. Those mainly being no large groups and social distancing. Incidentally, if you're wearing the same mask over and over, it is not doing you any good. Mask are readily available now like toilet paper, so please use care and replace the mask occasionally.

Pano, our Squadron Newsletter Editor had been doing a tireless job of getting you all to send him project photos. I know it is a struggle to get

photos at all, and many of you are just not building at all.

I know as you age, the attraction of getting into the shop diminishes, and we are hoping the build photos in the newsletter will engage you to start or finish a project. First, it is healthy to stay busy rather than watch all the craziness on television. Secondly, we have a lot of talent in the club and most of us will help you if you let us know you need help. As an example Randy Wilbur came down to my shop to help paint the parts on his T6 project. After a short session on using Monokote, he excelled in finishing the project including the wing. That is a rewarding feeling to see someone tackle a rough peeled model and get it back into shape. I know there are others that want to help as well and all you need to do is ask.

Right now, being involved in either flying or building is what is keeping our dedicated band of scale modelers together until we can meet again in one room without all the restriction. As of this writing, the Green River rec center is still closed for the month of July with comments about August as well. We will know more as we edge to towards the end of the month.

I park my RV at Irvine Lake and on the weekends, the shore fishing is going strong with social distancing and the county seems happy that it is working out. The left parking lot is

generally full indicating it is popular with the county residents as well. Hopefully that will lead to relaxed restrictions on flying, but that remains to be seen.

In the meantime, help Pano out by sending him photos of your projects. This is for active members only, so we can enjoy what you're working on. All of us have an airplane we have a love affair with through possibly the military, or a relative owned one or you saw it up close at an airshow. It doesn't matter, the fuel is there to replicate it in miniature. That is what we do and it isn't always about competition, but about making the model look like the full size version. I have way too many love affairs and my garage is evidenced of that, but with this stay at home business wise, I have been working on them all.

Make an effort to stay involved in our great hobby and ask for help if you need it. If you let me know, I am sure I can find someone to help if I am not busy.

Most importantly, stay healthy and observe the social distancing. I am sure we will get through this and life hopefully will get back to normal as we remember it.

Best Regards and Good Health to you all,

Sam Wright, Commander

sam-w@cox.net

EDITORS NOTE:



HAPPY 4TH of JULY!!!

I hope this will be the last Virtual Show and Tell. I don't know about you guys, but I am certainly over all this staying home stuff. I got great response from the email Mike sent out!! I got Show and Tell and What you guys are working on! Thank you all for sending me your items this month.

Hope you all enjoy!

Pano Coromelas, Editor



01072020

WHAT OUR MEMBERS ARE BUILDING

Randy Wilbur sent in his AT-6 he got from Sam. You may remember he brought this in April's Show and Tell is still at it. Getting some good progress.



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

Wing getting paint.



Cowl cut out, Motor in.



Paint done, now time to reassemble! Get electronics in and go fly. Why does work always get in the way.



WHAT OUR MEMBERS ARE BUILDING

Rob Hahn is still at it. Here are some updates for his fan project. A-4 Skyhawk



I added this half-round fiberglass hatch to the top of the PE cuff. It is held down by a very strong white polyester strap tensioned by a spring under the bottom of the cuff.



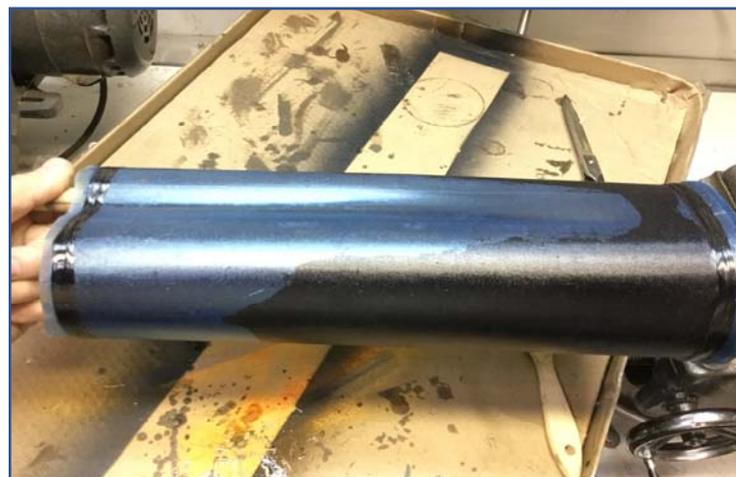
With hatches removed there is good access. That's an experimental heat sink attached to the glow plug pin. Everything is soft mounted.



The vertical fin will be permanent with the fuselage. The tail piece will be detachable for tinkering access..



Added two layers of 1.4oz fiberglass cloth to bottom 1" both sides front half of fin to allow enough foam to be removed from inside without it falling apart.

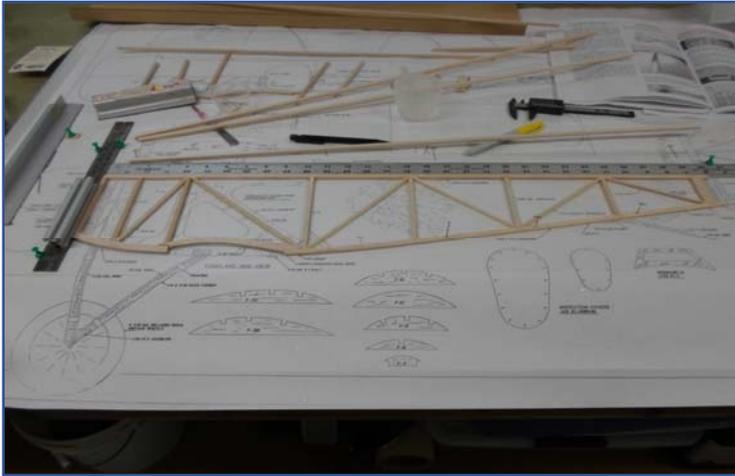


Third attempt at making a usable thrust tube. First one too heavy, second too porous, using lighter cloth this time. It was difficult to remove this part from the mold. After several attempts I finally got it off. It turned out good with one exception. While rinsing the mold release from the inside of the part I noticed some sort of blue crud coming out of it as well. It was little flakes of resin. It seems that perhaps too long in the freezer too soon after curing has fractured the surface of the resin. Other than that, the part has good integrity and weighs only 1.3 oz.

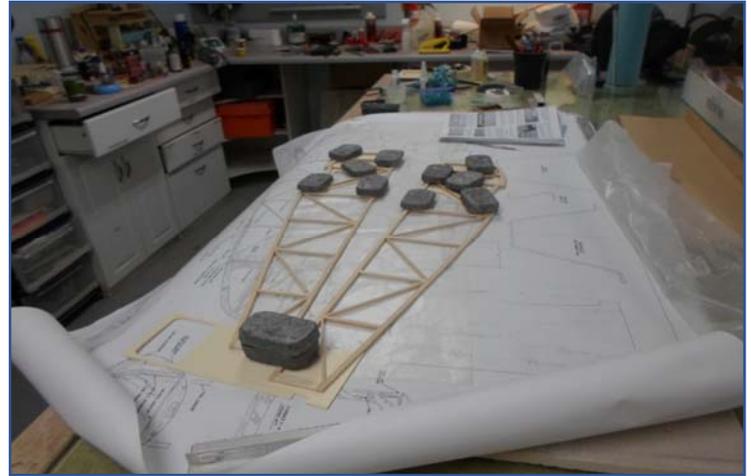


WHAT OUR MEMBERS ARE BUILDING

Gary Glasband is working on a Balsa USA 1/6 scale Nieuport 17.



Well my office was locked down for about 60 days by the Long Beach Health Dept. Balsa USA did a Facebook build along project for a 1/6 scale Nieuport 17.



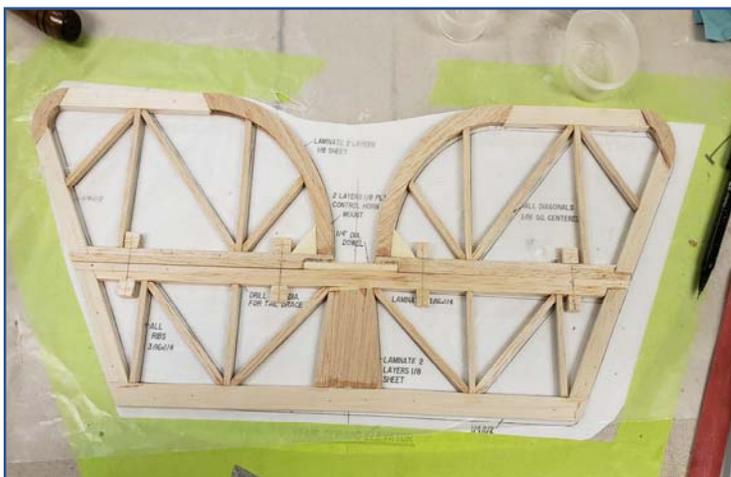
I decided to order a kit and follow along. The following pictures are in order and fairly self-explanatory. I have actually made a bit more progress than the final picture my Radio tank and servo installation.



Fuselage getting together



Another view



Elevator

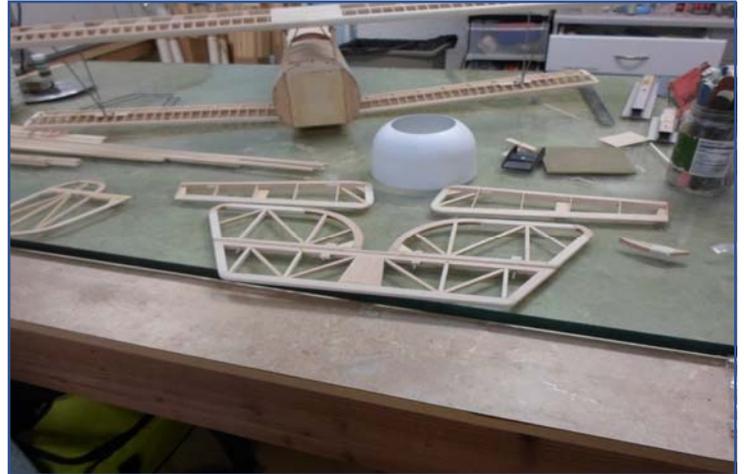


Rudder

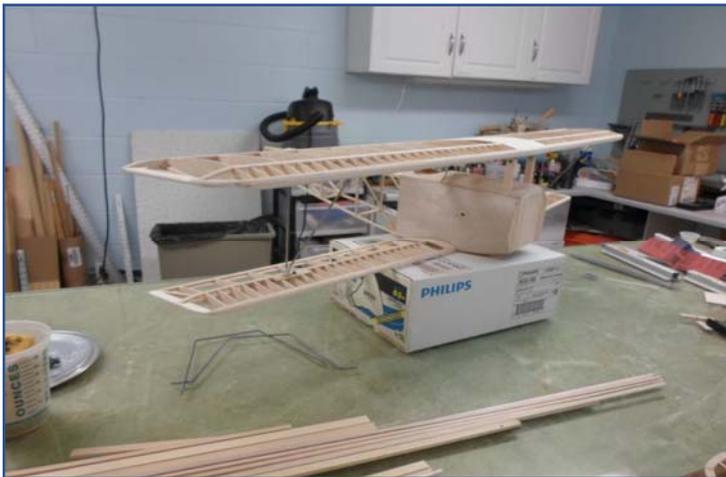
WHAT OUR MEMBERS ARE BUILDING CONT.



Wing being built



Tail section



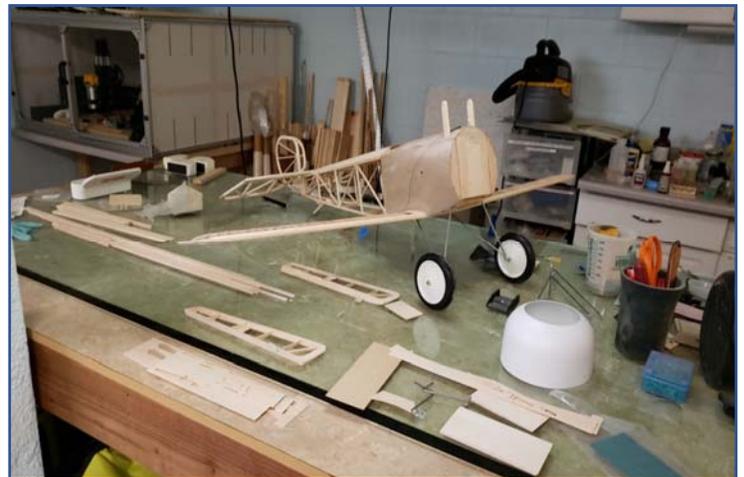
Getting it together



Another view



I like to finish everything first. I then disassemble cover paint and reassemble.



Hope to be flying it by sometime July perhaps a bit ambitious since I have let it sit for a week with out progress.

WHAT OUR MEMBERS ARE BUILDING

Tim Carden has been busy being retired and hiding out. Here is his DVII project.



With my new toy (the Pitts from Show & Tell) in the air, I turned my attention back to the DVII. The truly sad thing here is the part I used as a test for the paint/fabric is still in perfect shape.



It is the wing on the landing gear and doesn't get direct sunlight. I'm sure if I set it in the sun it will fail too. The crippled Oratex came off easily with just a little coaxing from my heat gun.

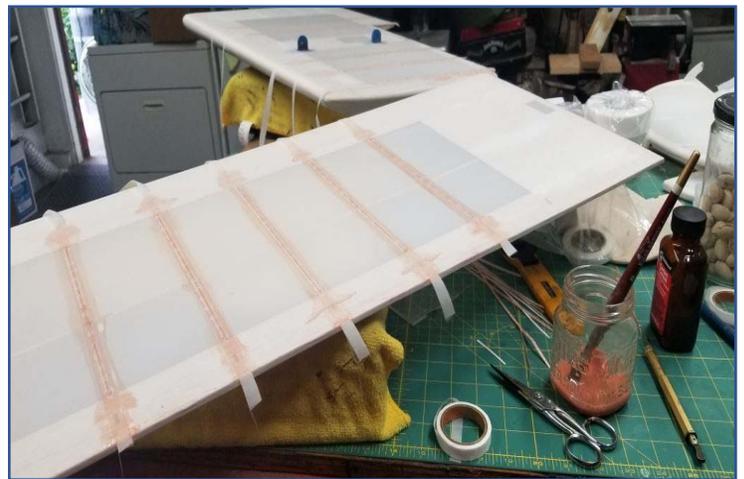


I think the biggest challenge was re-hinging everything. The CA hinges included with the ARF turned out to be a serious weak link. I am thankful that things went as they did and I found this issue before parts started blowing off in the air. I did as the instructions said, even drilling a small hole in each hinge slot to help the CA wick in. I wicked CA into the hinges to almost an obscene amount. All the wood around the hinges was saturated, half the hinges pulled out showing little CA. I put blocks of balsa at every new hinge location and used Robart large hinge points this time.

WHAT OUR MEMBERS ARE BUILDING CONT.



Without hesitation I began recovering it with Poly Fiber from Stitts Lite. I know there won't be any issues with that! Plus I forgot exactly how much I enjoy working with it. I am always reminded of my early silk and dope modeling days.



This time around I decided to put the stitching and tape down for a bit more detail. I am using the same paint scheme I devised, all purely as a fun flying airplane. I went with a "Flying Circus" theme, not scale, but I think it is fun and is MINE, there are no other DVII's like it. Graphics are coming from Callie Graphics and are as unique as the paint scheme.

 Pinked Finishing Tape _____ inch x 25 yards Likewise Enterprises LikewiseFit@gmail.com Voicemail: 714-908-7755 PinkedTapes.com	 PinkedTapes.com Pricing	
	1/2" x 25 yds	\$8.50
	3/4" x 25 yds	\$9.75
	1" x 25 yds	\$12.75
	2" x 25 yds	\$17.10
Straight-Edge for WWI replicas		
3/8" x 25 yds	\$7.00	
1/2" x 25 yds	\$8.00	
1" x 25 yds	\$11.00	



I wanted to add that our good friend Chip Mull is doing well after open heart surgery last December. He was here a few days ago finalizing his sale of F&M Enterprises (Stitts Lite) who is based near Flabob Airport, they should be in operation soon. His daughter is now handling pinked tapes for Models @ <https://pinkedtapes.com/>

SHOW AND TELL VIRTUAL REALITY

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.



Sam is showing his OV-10 Bronco from Rich Uravitch Design 1/4 scale 108" wingspan-powered with two Hacker 60 Brushless Motors and Model Souds system to simulate turbo props.



MK Models Super Chipmunk Pattern Plane. 72" Wingspan, fitted with removable hatch for battery access a Scorpion 40 size brushless motor. Will be finished as Art Scholls Super Chipmunk w/ Cali Grafix.



Anand is showing his EMP, 86 inch wingspan, Have 2 x O.S. 91 engines 2 Stroke, plenty of power, Robart air retracts. The wings detach at the outboard 2 feet making it just fit into my SUV. I have made several mods on it. Being a twin, of most importance is getting the engines in synch at different speeds. With the two OS engines I think it will be quite fast, has plenty of power/pull.



Tim is showing his 1/3 scale DeeForce Pitts ARF. Since Tim had no assembly instructions, he studied parts & pics of the completed model. Turns out there were only a couple bits of information that would have been handy. Like exactly how much dihedral is in the lower wing, I used the dihedral braces as the correct angle and needed about another 1/2" which ended up being a non-issue. The other was the C.G., I used information from another 1/3 ARF Pitts which ended up making me a tad nose heavy, always better than a tad tail heavy.

TIPS FROM THE SHOP

INSTALL A DUMMY SCALE ENGINE



If you've been following my online Build-Along Series on the MAN website for my Sopwith Camel, then you know I have been featuring little mini projects as they pop up in the construction. Well, as master scale modeler Dave Platt has mentioned numerous times, "A scale model is never truly finished—you simply stop working in it." Here as well, I first test flew the Sopwith Camel back in June and have flown it several times over the summer. All the while with my Zenoah G38 engine fully exposed in that big radial cowling. So, to help dress up the Camel, I have begun to install a dummy rotary engine. I hope you find the techniques involved interesting as they can be used on any similar round nosed airplane you might be building.

Starting point

Balsa USA is a great source for all things WW1 and they have been offering nice molded fiberglass dummy engines for a long time. I picked up a 9-cylinder molding at the recent Rhinebeck Jamboree and wasted no time in getting it detailed out and ready to add the Camel's engine compartment.



Nicely molded from several layers of fiberglass cloth, the BUSA molding is nicely detailed. You would spend a lot more time trying to make your own. This is an older photo, the one I just picked up has a nice gel coat finish on the front.

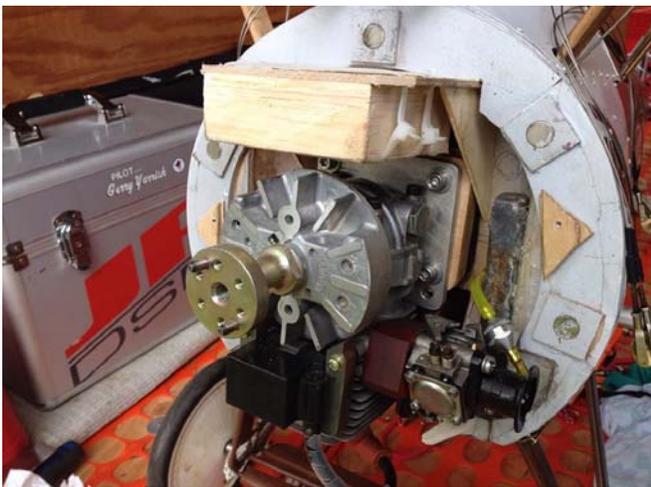


The first thing to do with any molded fiberglass part is to use a grinding wheel and a Moto-tool and remove any sharp edges or areas starved of resin. After this, throw it in the kitchen sink and scrub it with dish washing detergent so you can remove any left over parting agent that might still be on the surfaces.

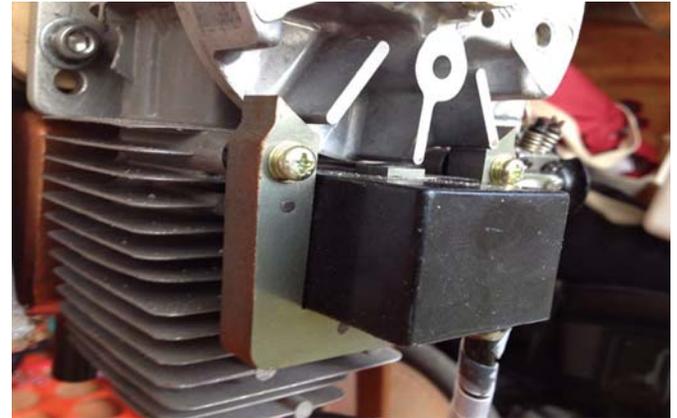
TIPS FROM THE SHOP CONT.



Here you see the open end of the cowling, it is important to use a molded engine that will fit properly. The 1/4-scale BUSA rotary engine is 7 3/4 inches in diameter, a perfect fit.



With the cowling removed you will notice I installed a ballast box filled with lead shot and resin right over the engine. I made it's dimensions with the use of a dummy engine in mind.

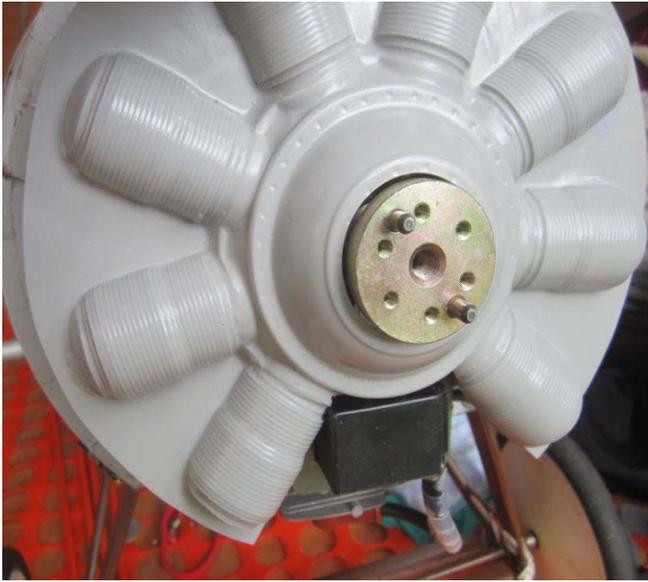


Here's the front end of the G38 with it flywheel and magnet for the magneto ignition showing proudly in front of the cylinder head. The engine is installed upside-down with the cylinder and muffler both pointing downward. The first thing to do is to open up the molded engine to clear the ignition block. But more importantly, the opening is also for cooling airflow to enter the engine compartment.



Making the opening is easy with a cutoff disc and a Dremel. I simply removed one of the cylinders and opened up the area between the other cylinders as shown here. Also, the center opening for the crankcase, has to be big enough to fit over the G-38's propeller hub.

TIPS FROM THE SHOP CONT.



Here I am test fitting the molding over the G-38. The opening should provide about 1/8 inch of clearance all around so vibration won't cause any chaffing of parts. You can also see that cylinder is right in the line of fire for airflow.



So the molding fits nicely centered over the G38 while contacting the front of the ballast box. Another good thing about the box structure is that it helps channel airflow down toward and around the engine and not up in the empty space about the engine.



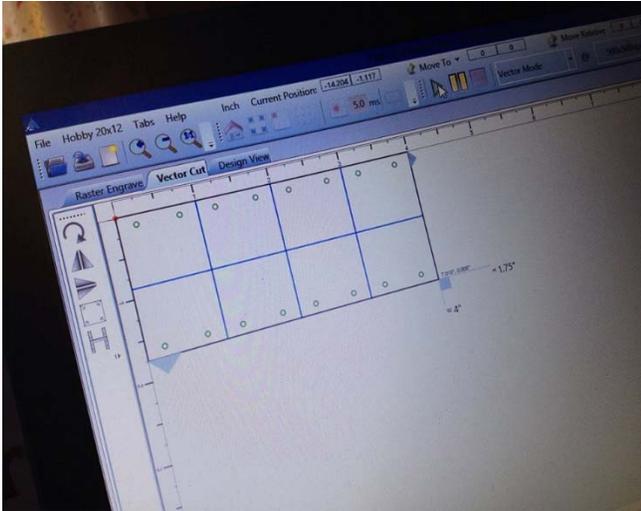
Before painting, I drilled holes and added nuts and screws to add detail to the engine case. Also, I drilled offset holes in the engine case for the bushing (from short sections of brass tubes), for the pushrods which will be added later. Medium and Thick ZAP CA glue is used throughout. Be light with the kicker as it can cause the glue to foam up, which will not help the finish.



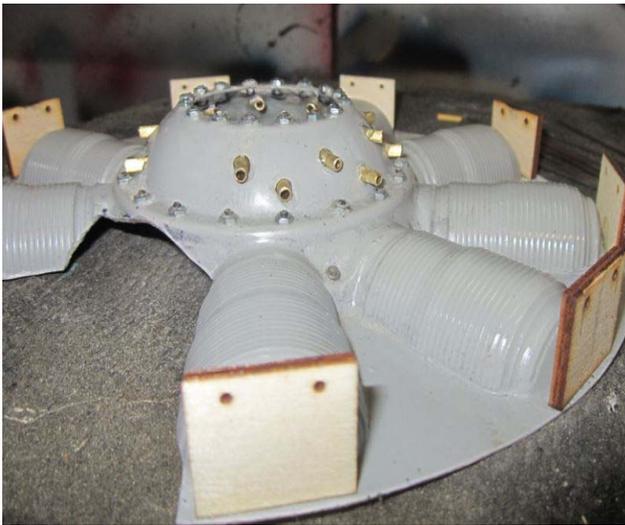
You might also have noticed the lite-ply guide/supports I glued to the engine molding. These have 1/16 inch holes in them set at the proper spacing to hold the

TIPS FROM THE SHOP CONT.

pushrod wires. Here is the simple cut job loaded into my laser cutter.



Using my 40W [Full Spectrum Laser Hobby Laser](#) I was able to import some simple CAD drawing and cut out the eight are required for the dummy engine. You can see the lite-ly guide plates in detail here below.



Painting

To begin the paint job, I start with a coat of metallic silver from Décor. This paint is fast drying and it gives a real metallic almost chrome look to the part. I like using this bright coat as the first layer which I will build

the weathering coats onto later in the process.



The paint really makes all the bits and pieces come together for a scale appearance. The 16 pushrods are made from pieces of 1/16 inch welding wire.



So here the cylinders, and the back webbing have been spray painted flat black. I have found that there is no need to carefully mask off the engine case while spraying the cylinders. Again here I use Décor spray paint which dries very quickly and is gasoline proof when dry.

TIPS FROM THE SHOP CONT.



As you can see, there is a slight amount of over spray on the edges of the crankcase, and that's what we want. Additional detailing and weathering will be added to the engine to help bring out the finer detail and overall realism a scale model requires.



The next step is to add the pushrods. For the Sopwith Camel, I want a more "used" appearance.



Here above, we have the 16 pushrod wires for the rotary engine. I used 1/16 inch welding wire and sanded them smooth and clean. They have a natural metal finish so no painting is required. I also bent one end 90 degrees. The length is about 1/4 inch.



Before installing the pushrods, I took some 320 grit sandpaper and glued it to some wood to form sanding sticks. A wide one for the top of the cylinder and a narrow one for the base. As you can see, by carefully sanding away the black paint, you expose the underlying silver and gray colors. This adds depth and kills some of the shine of the black paint.

TIPS FROM THE SHOP CONT.



As with everything else about scale modeling and weathering, it takes a subtle touch. Don't get heavy handed as you will only make the silver lines (tops of the cooling fins), wider.



After sanding the fins, I go around the engine case and apply a very thin layer of watered down acrylic black to all the details. When dry, this black will bring out the surface details.

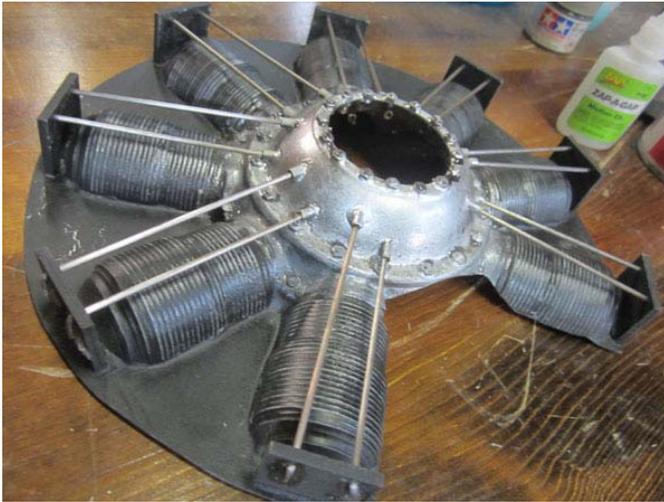


Here you see two of the pushrod wires inserted into the wood guide plate and inserted into the brass bushing tubes at the crankcase. A little ZAP will hold them in place. These top plates will be covered over by the lip of the engine cowling and not seen.



Here all the pushrods are in place. They are glued at the top bent ends as well as inside the bushing tubes from the inside of the engine molding.

TIPS FROM THE SHOP CONT.



Next I mist a very light coat of light gray over the chrome silver base color of the crankcase and let dry. I also use a thin brush and add a gray wash to flat areas and in corners where the real full-size engine would gather dust and oil residue.



Here you see the gray and black wash still puddled around some of the nuts and screws around the engine and the base of the cylinders. Now let it dry. You can speed the process with a heat gun, but I find that letting the washes evaporate naturally produces the best-looking staining.

The overall project took only about 10 hours and spread over a few days, that's no time at

all. I finally decided to attach the molded engine to the inside of the engine cowling. This is the typical way to affixing it to a model, but if you have the room, you can also install standoffs to the firewall around the G38 and attach the dummy rotary that way. Here's how I did it.

You'll notice the wood guide plates I installed above each cylinder. These both support the pushrod wire ends and, give excellent attachment points for the molding to be glued to the inside of the engine cowling.



After sanding the paint off of the edges of the guide plates, set the dummy engine in position over the model's real engine and then you reattach the engine cowling. Make sure the dummy engine is centered around the prop hub and that nothing comes in contact with the G38 when the propeller shaft is turned. Now tack glue a couple of the guide plates to the inside of the cowling using Thick Zap and kicker.

Remember, before applying any glue, it is very important to clean off the inner surface of the cowling to ensure a strong glue bond. I use MEK to remove all the paint and primer

TIPS FROM THE SHOP CONT.

from the inner surface of the fiberglass cowling.



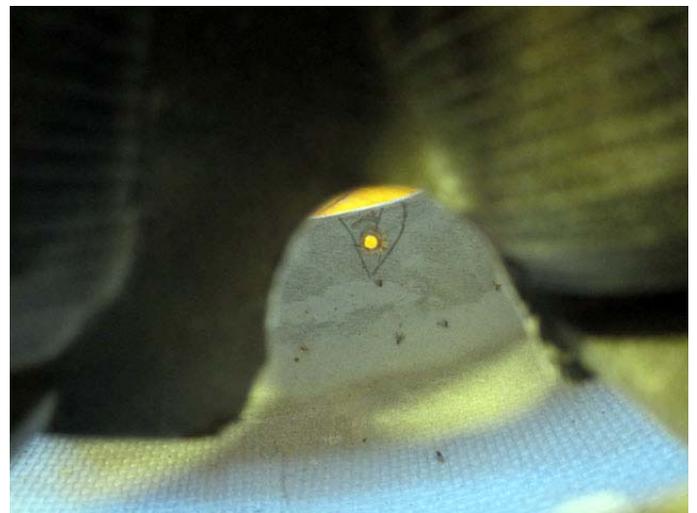
After the glue sets, tack glue a couple more plates to the inside of the cowling. Once you have three or four plates glued in place, you can remove the cowling.



Here's a close up of one of the plates glued to the cowling. Finish gluing the rest of the guide plates in place being sure to build up a strong fillet around the guide plates.



After all the attachment points have been secured, be sure to make some openings in the webs between the cylinders. These are to get to any screws or other attachment points for securing your engine cowling in place.



All you need is an opening large enough to fit a screwdriver. With my magnetically secured cowling, I also installed two screws to prevent the cowling from rotating due to engine vibration. The screws go through the rear plywood cowling ring and thread into hard points in the front of the firewall.

TIPS FROM THE SHOP CONT.



Here you see the backside of the dummy engine. Notice that there's plenty of space around the dummy engine for airflow to cool the engine. Most of the airflow will be through the large opening just in front of the cylinder. Also if there is a gap between the cowling and any of the plates, (as shown here to the right), add a scrap of lite ply to fill in the space. Use plenty of Zap and kicker.



Reinstall the engine cowling and check the clearances around the model's engine. Try to have at least 1/8 inch all around. When everything lines up properly, remove the engine one more time and give it a few light coats of honey colored clear Urethane spray finish. This will seal the wood guide plates

and coat the pushrods so they don't corrode. Also the color give the engine a semi wet look like it just ran and is covered with castor oil.



So, that's it! The molded fiberglass dummy rotary engine from Balsa USA is an excellent starting point for any round nose airplane. It certainly is a lot less work than scratch building your own WW1 cover-up. After a couple of flight, check the clearances between the scale engine and the prop hub. If anything is rubbing, use a Dremel Moto-Tool and grind away any interference areas to increase the clearance. Also pay attention to how your engine runs. If it seems to be running hotter than before, adjust the carb., to richen the top end a little. And recheck the idle transition. Have fun!



[Model Airplane News](#)

MODEL
Airplane
NEWS

MONTHLY MEETING NIGHT

Monday

July 13, 2020

7:00pm

JULY 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!**

SEPTEMBER EVENTS

September 26, 2020 - Planes of Fame “Vintage Fest”

<https://planesoffame.org/events/vintagefest-1>

OCTOBER EVENTS

October 16-18, 2020 Warbirds & Classics Over Las Vegas

<http://www.propnuts.org/events.html>

October 28-November 1st, 2020 – Top Gun

<https://www.franktiano.com/top-gun>

**WAITING TO SEE WHAT EVENTS ARE GOING TO
BE RESCHEDULED.**

I WILL KEEP EVERYONE POSTED.



PLANES OF FAME
AIR MUSEUM

JOIN US ON SEPTEMBER 26, 2020 AT THE 1ST ANNUAL

VintageFest

Air Display - Hangar Dance - WWII Era Celebration

Celebrating the 75th anniversary of the end of WWII

TICKETS
ON SALE
JULY 15

HISTORIC WWII
WARBIRD FLY-
OVERS BY THE
PLANES OF FAME

VINTAGE SHOPS,
RE-ENACTORS,
MILITARY VEHICLES,
CLASSIC CARS

LIVE MUSIC,
DANCING,
VINTAGE DRESS,
BEAUTY SALON

BEER GARDEN,
FOOD AND DRINK,
FAMILY FUN,
JR. AVIATORS DAY

PLUS: 1940'S DANCE FEATURING TIM GILL ALL STARS BAND & THE SATIN DOLLZ!



6th Annual

WARBIRD & CLASSIC SCALE EVENT OVER N. LAS VEGAS



AMA SANCTIONED
#10199



OCTOBER 16, 17, & 18th 2020

WILLIE MCCOOL REGIONAL PARK, 4400 HORSE DR., NORTH LAS VEGAS, NV.

THIS IS AN AIRPLANE EVENT WITH NO SIZE RESTRICTIONS.

SCALE FOAMIES & ARF'S ARE OK. LANDING FEE IS \$25.00 FOR THE ENTIRE EVENT.

THERE WILL BE A LUNCH BBQ ON FRIDAY, SAT & SUN. OVERNIGHT PARKING IS AVAILABLE.

FOR MORE DETAILS, PLEASE VISIT OUR WEBSITE @ WWW.PROPNUTS.ORG

SPONSORED BY

PROPNUTS RC CLUB

N. LAS VEGAS, NV

Contact Event Coordinator and CD
Larry Staples @ 415-798-0304

THERE CAN BE ONLY ONE.



NEW FOR 2020!
EDF Black Ducted Fan Class, sponsored by



~~April 29 - May 3rd~~
NEW DATE
Oct. 28 - Nov. 1st
LAKELAND, FLORIDA



- Non-stop R/C Flying at its Best!
- Huge Hobby Vendor Area
- Major Team Demos @ Noon Air Show
- Open Pit Policy
- Meet & Mingle with 130 of the World's greatest pilots



Located at "Paradise Field" on W. Pipkin Rd, @ 4999 Air Show Rd. Lakeland, FL.

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 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!

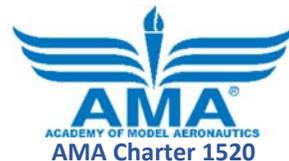


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.

ABOUT THE SCALE SQUADRON

SCALE SQUADRON OF SOUTHERN CALIFORNIA

Officially AMA
Chartered on
April 7th, 1977

1977

WHERE IT ALL BEGAN



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 its 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.