



SCALE DIMENSION

OFFICIAL NEWSLETTER OF THE SCALE SQUADRON OF SOUTHERN CALIFORNIA

VOTE



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



INSIDE THIS ISSUE

- Commander's View
- TOP GUN Photos
- Editor's Note
- Tips from The Shop
- Meeting Location
- Event Calendar
- Promoting the Hobby
- Membership Application
- About the Scale Squadron

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NEWSLETTER EDITOR

Pano Coromelas

P.O. Box 8074

Fountain Valley, California 92728

EMAIL: Commander@ScaleSquadron.com



COMMANDER'S VIEW



Sam Wright

Commander

Make Model Aviation Great Again

It has been a long haul with the pandemic and all the restrictions we had to adjust too. Fortunately, our hobby is an outdoor action type for the most part, so we can enjoy the outdoors. Plus get out of the house.

I just returned from Top Gun and even with restrictions, it went well, and the weather was awesome. Frank Tiano did it again and the only event worldwide to sustain for 32 years and I announced every one of them. The downer was wearing a mask on the airline for the entire trip both ways.

I hope this all will pass soon, and I know all of us want to stay healthy especially those of us in the gray hair ranks. When it passes and we can all get together comfortably, we should have a blowout BBQ to celebrate.

The rec center is on voice mail and that tells me the office is

closed for the Covid restrictions, so it is safe to assume no meeting this month and that even makes our annual Christmas Dinner doubtful.

There is no official word on the party yet and when we do know, we will send out a special email to everyone.

Personally, I have been working in my shop playing catch up on all the unfinished projects I had. I am sure there are a lot of us in the same boat. I must say though after being at Top Gun for a week, I did get the bug to fly and build in a huge way and that was a good thing because it is too easy to say, I will work in the shop and avoid people.

Jerry Bates Plans and the guys that cut wood tell me they are all busy and that balsa is getting tougher to get at affordable prices. The fact that they are all selling plans, cut kits and parts means we are all building across the US. Even ZAP Glue sales are up, and that is even better news.

I must say I am disappointed that you guys are not sending anything to Pano to put in the newsletter. Each month we scrounge around to find informative information for our newsletter. It is even tougher on

Pano who enjoys being creative with new photos and articles, so please do your part as a good member and send him some information on your project.

I did send Pano the scores and special awards from Top Gun so you can see how different airplanes and pilots' fair. I get to see it all and words and photos just do not do this great event justice.

We will have #33 at our regular date of the end of April and 1st of May 2021 which is just about 6 months away. I hope the virus scare is past and we can really get together again. Our spectator count was fair at Top Gun, but not at all like years past.

Frank plans to send invitations out in the next two weeks and we will move forward to the 33rd Top Gun Invitational.

In the meantime, stay healthy and enjoy the hobby even with the restrictions.

Dream, build and finish that scale project even if your fingers stick together.

Sam

Sam Wright, Commander

sam-w@cox.net

TOP GUN



The OV10 Bronco is a new ARF from Horizon. 108" wingspan, powered with two Rimfire Brushless motors. Kit is about \$1500.00, Retracts \$450.00 and add motors gas or electric although not much room for a gas engine so electric may be the best choice. Nicely weathered with full cockpit and pilot. Flew awesome and a few U-Tubes on its performance at Top Gun.

P40B Blown up by Jerry Bates and powered with a 150cc Kolm 3 cylinder inline gas engine. 140" wingspan and owned by Michal Fetyko. Won its class at Top Gun. This is the view from my announcing tower of the static judging. The guy close to the P40B is the Craftsmanship Judge.



The Corsair, built by Jamie Fiffles from Don Smith plans. You can see Jamie explaining the Corsair to the judges from his documentation book.

TOP GUN CONT.

Craig Bradshaw, used to quarterback for the Houston Oilers and Terry Bradshaw of the Pittsburgh Steelers brother. Bucker Jungmiester 123 120" span, scratch built.



Mike Barbee and me with hius scratch built Beechcraft King Air. Scratch Built. Powered with two Knotronics brushless geared motors and 8 6S Lipo batteries.

David Hayes Rockwell Thrush and two Time Mr. Top Gun winner with this Rockwell Thrush crop duster.



TOP GUN CONT.



Tim Dickey with his Fairchild PT23 from Jerry Bates plans with a Robart R780 Radial Engine. Tim is from the One Eighth Air force in Phoenix, Arizona.



Bret Baker won Mr. Top Gun with the scratch Built U2C spyplane.

Pro Prop										
#	Name	Model	Static (5)	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank
PP16	Ali Machinchy	OV-10	25	96.250	99.000	96.500	99.000	123.167	390.750	1
PP02	Will Berninger	P-47	25	90.000	95.125	98.125	99.125	122.458	382.375	2
PP01	Mike Barbee	Aeronca L-3	25	93.625	93.125	96.125	98.250	121.000	381.125	3
PP03	John Boyko	T 34-B	25	90.000	92.250	96.375	98.875	120.833	377.500	4
PP15	John Welcome	P-47D	25	87.500	93.500	95.125	98.125	120.583	374.250	5
PP08	Mike Hague	P-47	25	90.875	94.250	93.125	98.500	120.292	376.750	6
PP09	David Moser	B-25	25	91.000	94.125	97.625	78.375	119.250	361.125	7
PP04	Chad Cotsamire	FW-190	25	90.500	89.750	94.500	96.750	118.917	371.500	8
PP12	Aarahn Stewart	P-47	25	84.875	87.000	96.750	97.375	118.708	366.000	9
PP05	Sean Curry	Zero	25	89.875	94.375	90.500	96.125	118.667	370.875	10
PP11	Jerry Nugent	Extra 300X	25	71.500	90.750	89.375	95.000	116.708	346.625	11
PP14	Frank Tiano	PT-19	25	86.750	82.250	90.625	93.250	115.208	352.875	12
PP06	Tim Dickey	Piper J-3-P	25	84.375	86.250	85.625	0.000	110.417	256.250	13
PP10	Frank Noll	P-47	25	92.125	91.250	0.000	0.000	86.125	183.375	14
PP07	Greg Foushi	T-28	25	85.000	0.000	0.000	0.000	53.333	85.000	15
PP13	Curtis Switzer	Sopwith Pup	25	0.000	0.000	0.000	0.000	25.000		16

Pro Jet										
#	Name	Model	Static (5)	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank
PJ04	Ali Machinchy	F-86	25	96.375	99.125	98.125	98.625	123.625	392.250	1
PJ10	Frank Noll	F-16	25	97.750	95.375	96.875	98.125	122.583	388.125	2
PJ02	P.J Ash	F-86	25	97.750	94.250	96.250	97.625	122.208	385.875	3
PJ07	Jose Melendez	F-86	25	94.125	95.750	97.500	97.375	121.875	384.750	4
PJ03	Rei Gonzalaz	F84-F	25	87.125	96.750	97.000	96.375	121.708	377.250	5
PJ01	Michael Abraira	Viper-Jet	25	92.750	97.000	97.175	92.375	120.642	379.300	6
PJ13	Adrian Valencia	Hawker Hunter	25	93.125	91.750	95.750	97.250	120.375	377.875	7
PJ09	Nick Morrow	L-39	25	84.000	89.000	94.375	95.125	117.833	362.500	8
PJ08	Les Morrow	MB-339	25	91.250	77.625	82.875	87.500	112.208	339.250	9
PJ11	Brian Omeara	F-86	25	27.625	0.000	0.000	0.000	34.208	27.625	10

Sport Prop										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Ft.	Rank
SP04	Mike Fetyko	SBD Dauntless	25	99.125	88.750	93.125	92.750	120.000	373.750	1
SP22	Mike Wolvin	AT-6	25	92.375	87.000	97.750	94.875	120.000	372.000	2
SP16	Mark Radcliff	Piper Cherokee PA-28	25	89.625	91.625	98.000	94.250	119.625	373.500	3
SP02	Zach Cozzolino	Zero	25	90.750	72.000	95.750	97.000	119.500	355.500	4
SP06	Cody Hague	Stuka	25	86.750	88.125	95.250	95.250	117.875	365.375	5
SP09	Carl Lidou	AGM3-22	25	79.625	91.125	95.750	91.750	117.875	358.250	6
SP08	Blake Haskins	Spacewalker II	25	83.375	91.875	88.875	94.125	116.625	358.250	7
SP15	Barry Raborn	Corsair	25	85.625	94.000	80.250	93.875	116.167	353.750	8
SP17	Ted Roman	Super Cub	25	79.125	82.375	94.625	94.375	115.458	350.500	9
SP11	Monty McMillan	Spitfire	25	83.000	80.875	93.500	91.125	114.208	348.500	10
SP20	Carl Stewart Jr.	P-51	25	90.125	85.000	91.000	41.125	113.708	307.250	11
SP03	Fabio Fanti	Tucano T-27	25	83.625	91.125	66.750	90.500	113.417	332.000	12
SP13	Doug Pierce	PT-19	25	78.000	86.250	90.000	88.125	113.125	342.375	13
SP10	Jim McDevitt	Zero A6M5-2	25	85.625	87.250	85.625	0.000	111.167	258.500	14
SP18	Len Stanko	T-34 Mentor	25	83.125	80.375	85.750	89.125	111.000	338.375	15
SP12	Roger Niolet	Piper L-4	25	80.750	88.500	85.000	0.000	109.750	254.250	16
SP21	Bill Toppa	Fokke D-7	25	81.625	81.125	80.250	90.625	109.458	333.625	17
SP14	Mike Purcel	SBD Dauntless	25	88.500	86.750	0.000	0.000	83.417	175.250	18
SP01	Mark Chapman	Nieuport 28C	25	89.250	78.000	0.000	0.000	80.750	167.250	19
SP19	Carl Stewart Sr.	SBD Dauntless	25	82.625	0.000	0.000	0.000	52.542	82.625	20
SP05	Jamie Fiffles	B-17	25	80.625	0.000	0.000	0.000	51.875	80.625	21

Sport Jet										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	R
SJ01	Henry Castellanos	SU-30	25	89.875	95.500	95.000	98.000	121.167	378.375	
SJ05	Gabriel Pellegrini	T-33	25	93.600	92.875	94.375	97.875	120.283	378.725	
SJ04	Bill Freeland	F-16	25	0.000	92.250	86.000	97.500	116.917	275.750	
SJ02	Ralph Esposito	Mirage 2000	25	80.000	80.125	81.625	0.000	105.583	241.750	
SJ03	Michael Fetyko	F-16	25	0.000	0.000	96.125	67.375	79.500	163.500	

Expert Jet										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
EDF01	Marvin Alvarez	PA8 Poseidon	0.000	86.125	97.500	98.000	97.750	97.750	379.375	1
EDF06	Ali Machinchy	SU-30	0.000	96.125	98.000	95.875	97.250	97.125	387.250	2
EDF08	Jose Melendez	F-4 Phantom	0.000	94.375	88.500	98.125	94.875	95.792	375.875	3
EDF05	Sean Curry	A-10	0.000	90.750	88.750	94.125	96.500	93.792	370.125	4
EDF04	John Burdin	F-4	0.000	84.000	89.250	94.750	95.375	93.125	363.375	5
EDF07	Jerry McGhee	MiG-29	0.000	85.500	88.500	94.000	95.000	92.500	363.000	6
EDF03	Richard Baker	F-14	0.000	88.375	91.000	90.000	95.000	92.000	364.375	7
EDF09	Carlos Paez	T-33	0.000	88.375	93.000	92.750	0.000	91.375	274.125	8
EDF11	Paul Stenberg	F-100	0.000	85.750	91.250	89.625	0.000	88.875	266.625	9
EDF12	Frank Tiano	T-33	0.000	90.000	87.250	0.000	0.000	59.083	177.250	10
EDF02	Phillip Ash	MiG 21	0.000	82.125	0.000	0.000	0.000	27.375	82.125	11
EDF10	Len Stanko	F-86	0.000	16.000	10.000	0.000	0.000	8.667	26.000	12

Expert Scale										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
E02	Bret Becker	Lockheed U-2C	100.000	91.750	93.125	97.375	96.500	195.667	378.750	1
E01	Mike Barbee	King Air	96.750	97.125	96.000	95.875	99.000	194.125	388.000	2
E06	Larry Folk	Cub Top-Cub	96.250	96.125	94.125	96.250	96.000	192.375	382.500	3
E04	Tim Dickey	Fairchild PT-23	97.500	92.750	89.750	93.750	94.125	191.042	370.375	4
E08	Nick Morrow	Yak 130	94.000	41.500	94.250	96.875	96.250	189.792	328.875	5
E05	Jamie Fiffles	Corsair F4U	92.000	90.750	87.500	89.875	94.625	183.750	362.750	6
E03	Craig Bradshaw	Buker Jungmeister	88.500	90.000	85.000	0.000	0.000	146.833	175.000	7

Masters Scale										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
M01	Richard Feroldi	Albatros D.V	97.750	95.250	91.500	0.000	0.000	160.000	186.750	1
M02	David Hayes	Ayres Turbo Thrush	97.750	93.125	38.250	0.000	0.000	141.542	131.375	2

Unlimited										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
UL07	David Shulman	P-40B	97.750	97.875	98.875	98.750	94.750	196.250	390.250	1
UL02	Will Berninger	T-34B	97.250	97.500	97.875	97.750	96.750	194.958	389.875	2
UL01	Marvin Alvarez	Albatros D5A	96.000	98.875	96.000	97.375	98.875	194.375	391.125	3
UL06	Brian Omeara	F-86	96.000	97.875	96.125	95.125	96.625	192.875	385.750	4
UL03	Henry Castellanos	Boeing 787-8	92.250	96.500	97.000	95.750	96.000	188.750	385.250	5
UL04	Ralph Esposito	Tucano	94.000	0.000	95.000	94.125	94.250	188.458	283.375	6
UL05	David Hayes	Rockwell Thrush	98.250	54.500	0.000	0.000	0.000	116.417	54.500	7

Team Scale										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
T03	Ali Machinchy / Trond Hammerstadt	ME-262	97.250	98.625	96.250	99.100	97.375	195.617	391.350	1
T01	Zach/Brent Cozzolino	P-47	95.750	94.250	98.875	97.500	98.000	193.875	388.625	2
T02	Rei Gonzalez / Phil Noel	MiG 15	97.000	96.000	92.625	0.000	0.000	159.875	188.625	3

X-Class										
#	Name	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Score	Tot. Flt.	Rank
X05	Rob Lynch	YAK	96.750	99.000	98.625	98.250	98.750	195.542	394.625	5
X01	Michael Abaira	Pilatus PC-21	96.000	96.875	98.750	98.250	98.000	194.333	391.875	4
X02	Ralph Esposito	Tucano T-27	96.750	95.750	94.000	97.375	96.125	193.167	383.250	3
X03	Chris Jackson	Mirage F-1	78.500	97.125	97.500	92.250	0.000	174.125	286.875	2
X04	Fernando Kuehnel	Cougar	78.250	82.750	87.750	88.000	0.000	164.417	258.500	1



SPECIAL AWARDS 2020

	Sponsored By:	Winner / Aircraft
Masters High Static	ZAP GLUE TIE 97.75	Richard Feroldi / Albatros
Expert High Static	WARBIRDS WEST 100.00 !!!	Bret Beker / U-2C
Team High Static	MODEL AIRPLANE NEWS 97.25	Ali Machinchy / ME-262
Unlimited High Static	POWERBOX AMERICAS 98.25	David Hayes / Thrush
X-Class High Static	RIFF-RAFF 96.75	Ralph Esposito / Tucano
Civilian Runner-Up	JR PROPO	Mark Radcliff / Piper Cherokee
Best Civilian (Pilots Choice)	WARBIRDS WEST	Henry Castellanos / Boeing Dreamliner
Best Military Runner- Up	RAY & ROBIN'S HOBBIES	Mike Fetyko/ Dave Shulman / P-40
Best Military (Pilots Choice)	CARF MODELS	Henry Castellanos / SU-30
Best EDF Entry	HORIZON HOBBY	Gerry McGhee / Su-30
Best WW2	DM PACK-ITALY	Mike Fetyko / SBD Dauntless
Best Biplane	HI-TEC RADIO	Craig Bradshaw / Bucker Jungmann
Best Golden Age	FALCON PROPS	Doug Pierce / PT-19
Best WW 1	FALCON PROPS	Mark Chapman / Albatros DV
Best Pre WW2	WARBIRDS over the ROCKIES	Tim Dickey / PT-23
Best Jet	HI-TEC RADIO	Rei Gonzalez / F-84F Thunderstreak
Best Pro-Am Pro-Jet	OUR PAL SAL	Frank Noll F-16C
Best Pro-Am Sport-Jet	DREAMWORKS RC	Henry Castellanos SU-30
Best Pro-Am Pro-Prop	BOB'S HOBBY CENTER	Ali Machinchy OV-10
Best Pro-Am Sport Prop	MICRO FASTENERS	Jamie Fiffles B-17
Best Multi Performance	DESERT AIRCRAFT	David Moser / B-25
Engineering Excellence	ROBART MFG.	Bret Becker / U-2C
Outstanding Craftsmanship	POWERBOX AMERICAS	Larry Folk / J-3 Top-Cub
Best Unlimited Showing	ZAP GLUE	Henry Castellanos / Boeing Dreamliner
Top Buns Award	FLY GIRLS	Aarahn Stewart
Special Recognition	THE STATIC JUDGES	Michael Abaira / Pilatus PC-21
Special Recognition	EZ BALANCER	Sean Curry / A6M Clipped Wing ZERO
Everybody Loves You	JOHN & SYDNI SMITH	John Boyko
Critic's Choice Runner-up	MODEL AIRPLANE NEWS	Craig Bradshaw / Bucker Jungmann
Critic's Choice	ZAP GLUE	Henry Castellano/s Boeing Dreamliner

EDITORS NOTE:

Hey Gang

No submissions for *Show and Tell* or *What Members Are Building* this month. Still doing a lot of DIY around the house and unfortunately no RC building or flying.

My wife and I went on a trip to Boise, Idaho to visit my daughter and her husband. They told us a few months ago that they are expecting, and I am going to be a grandpa. We are really excited about this and of course my wife has been shopping already. While we were up there, I looked at the RC fields they have up there, nice field but cold, not my thing.

Pano Coromelas, Editor



01072020

TIPS FROM THE SHOP

MENDING BROKEN WINGS



Let's face it. If you fly RC airplanes, sooner or later, you're going to damage your model. Knowing how to deal with common damage inflicted on our models saves you money and extends the life of your plane. So why buy a replacement wing when you can fix it yourself?



Here's our damaged wing. This is much like what would happen if you ran your plane into the safety fence at the flying field.

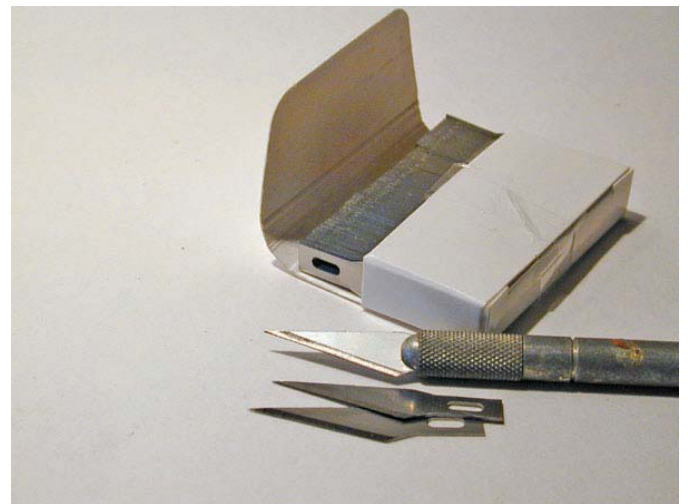
With so many ARFs available on the market today, few modelers are actually building up their models from kits. This has produced a whole generation of excellent flyers who simply don't have the building skills needed to produce an RC model. Without this

experience, trying to repair an ARF can be difficult. The techniques shown here are not limited to ARFs and can be used to fix any model you have.

MATERIALS



The two most important things for a repair project are good glue and a sharp hobby knife. For most of my repairs, I use Pacer Technology's Zap medium and thin CA, Zip Kicker and for high-stress areas, 20-minute Z-Poxy epoxy.



A sharp hobby saw is perfect for making smooth cross-cuts in wood. When smoothing things out, you'll need a couple of sanding

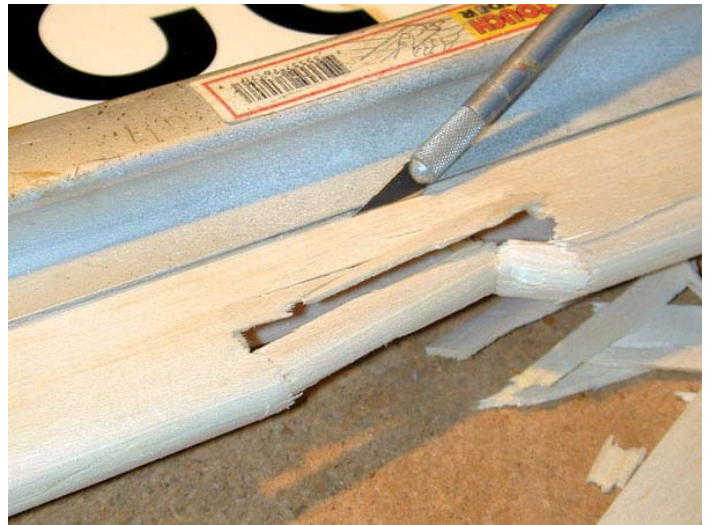
TIPS FROM THE SHOP CONT.

blocks or bars equipped with medium and fine sandpaper. For removing large amounts of material, a good razor plane is also a good tool to have.

1 The first thing to do is to remove the covering material so you can see exactly what's busted. Be like a doctor and cause no further harm! Don't just cut deeply into the covering and balsa sheeting. Be careful to cut only through the covering without damaging balsa sheeting. If you do, it can weaken the area around your repair.



2 To remove the sheeting around the damaged area, I used a long sanding bar as a straightedge to guide my hobby knife. The sandpaper prevents it from shifting while cutting the balsa. Once you remove the sheeting, you'll be able to see if there are any internal parts that need replacement.



3 For this wing repair, we needed to replace the leading edge (LE) and the front portion of the broken rib.



4. Here you see the the repair area has been cleaned up and the replacement LE material and the two notches that will need to be cut to carry the LE past the open area are shown.

TIPS FROM THE SHOP CONT.



5. A razor saw does this job quickly and easily.



6. Here the replacement LE material has been fitted snugly into place. To produce the shape of the rib replacement part, trace an undamaged rib next to the damaged one. Cut the part to shape and then place it against the damaged one.



7. Here you see the rib front and the LE replacement parts all glued into place. Tack glue the parts into place first, then lightly flow thin CA into the cracks and seams to make sure everything is secure.

TIPS FROM THE SHOP CONT.



8. Before you can replace the top and bottom wing sheeting, you first have to add doubler strips under the edges of the undamaged sheeting so you have something to glue the new sheeting to. You may also need to glue some doublers to the side of the ribs to provide purchase to support the ends of the new replacement sheeting.

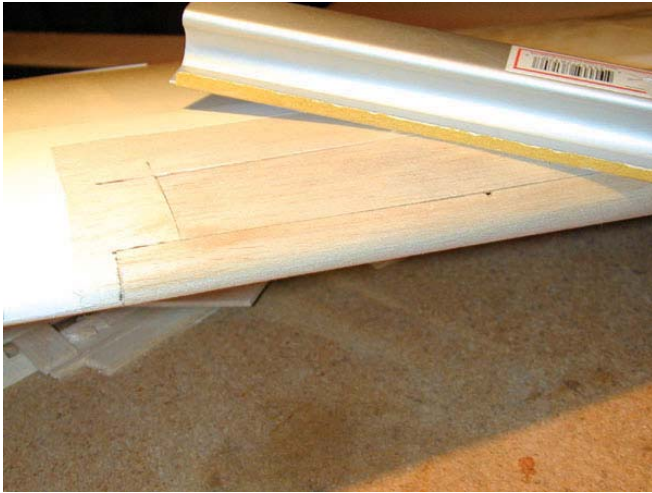


10. Once the wing structure has been closed up, start removing material from the leading edge and then shape and sand everything flush and smooth. A Balsa Razor Plane makes short work removing material from the LE stock.

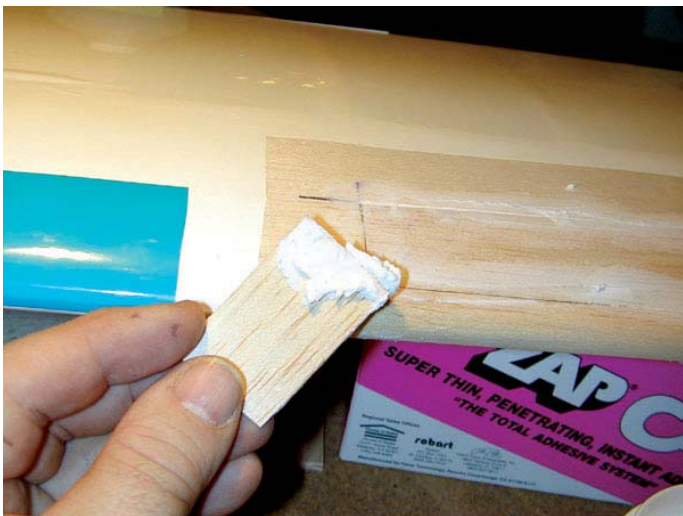


9. Here the new sheeting has been glued in place. Before closing up the bottom of the wing, re-glue all of the inside seams to make sure you have strong bond everywhere.

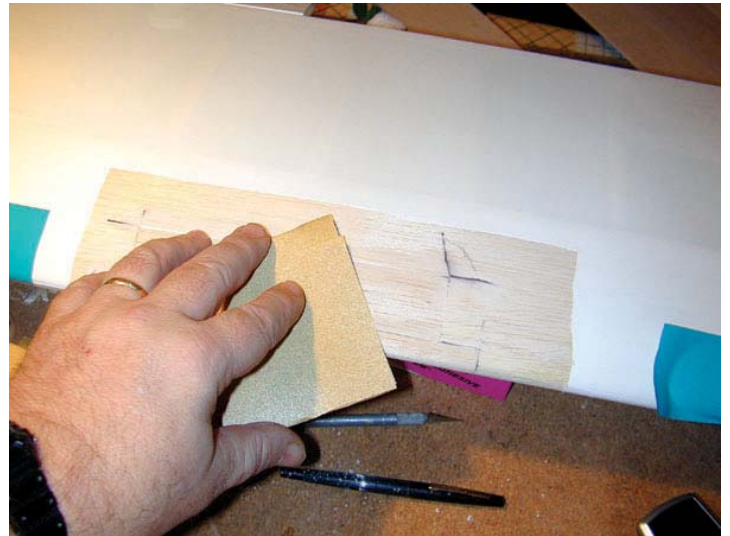
TIPS FROM THE SHOP CONT.



11. Filling the seams with a lightweight spackling compound is the next step. I use Red Devil "OneTime" filler for this. It is extremely lightweight, dries in 30 minutes and is very easy to sand smooth. (It's available at the hardware store and home improvement department at Home Depot.) To make the filler easier to apply, use a damp sponge to lightly moisten the wood around the repair. Use a scrap piece of sheeting and apply the filler like you are frosting a cake. Press it firmly into all the seams and dents and then let dry.



12. Use 220-grit sandpaper and sand everything smooth. If there are any starved areas needing more filler, just repeat the process and sand again until everything is level and smooth.



13. Wipe the dust off the model and get some matching covering material, your covering tools and supplies. For the Hangar 9 Pawnee I used matching UltraCote, (from Horizonhobby.com.) Use some rubbing alcohol to degrease the covering all around your repair. This removes the oily residue from your fingers and fuel residue that will prevent a good bond.



TIPS FROM THE SHOP CONT.

14. First apply the base white color. Cut the white covering about 1-inch larger all around and apply the patch in two pieces starting with the bottom side of the wing. Iron the covering down and smooth out any wrinkles and then apply the top piece.



15. Once the white has been applied, cut to shape and apply the trim color and overlap all the seams by about an inch. Be sure to seal all the edges down securely and, while you are at it, check all the other edges and covering seams on the wing and seal them down as well with your hot iron.



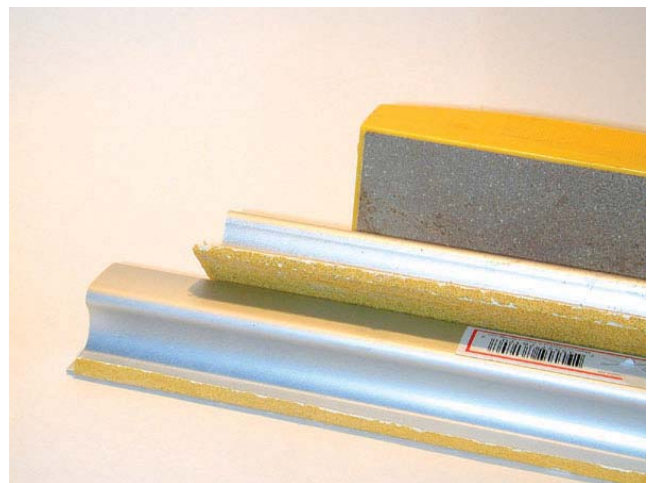
That's it! Don't look now, but your wing panel is ready for flight again! If you kept everything neat, your repair will be hard to see.

Tips & Tools

For good repairs (and building for that matter,) you need to have the proper tools. Here are some of the ones I used for this repair.

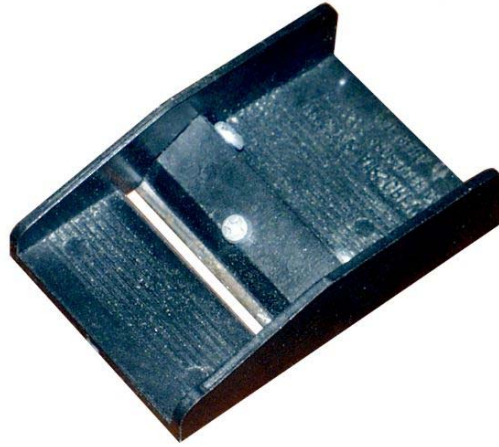


Sharp razor saws are the tools of choice when cutting thick stock and for cross grain straight cuts.



Sandpaper and sanding bars. You can't have enough. I have long and short ones and I like the aluminum ones from Great Planes with stick-on sandpaper strips.

TIPS FROM THE SHOP CONT.



My favorite tool of all is the Razor Plane. There are several available and I like this one from Master Airscrew. It is designed to used common hardware store razor blades. It is made of composite plastic and They last for years and years.

So that's it. Go build or repair something and get back in the air!

Updated: March 12, 2020

Gerry Yarrish

MONTHLY MEETING NIGHT

Monday

November 9, 2020

7:00pm

NOVEMBER 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!**

NOVEMBER EVENTS

November 14th , 2020 – Veteran's Day Fly-In

Miramar Radio Control Flyers

<http://miramarrcflyers.com/>

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

I WILL KEEP EVERYONE POSTED.





AMA Chartered #3496

MIRAMAR
Radio Control
FLYERS



AMA 8yr Gold Leader Club

Veteran's Day Fly-In

Saturday November 14th
0800 — 1400



Field Gate Open Continuously 0800-1000
On the half-hour & hour thereafter until 1400

Food and Refreshments Served

Important Information for All Attendees at

miramarrcflyers.com

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!

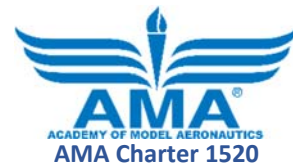


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.

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.