

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



Founders of the  
US Scale Masters Championships

# SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

Free Pizza  
at the July  
Squadron  
Meeting!  
See Page 14



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Founders & Proud Supporters of  
The U.S. Scale Masters Championships



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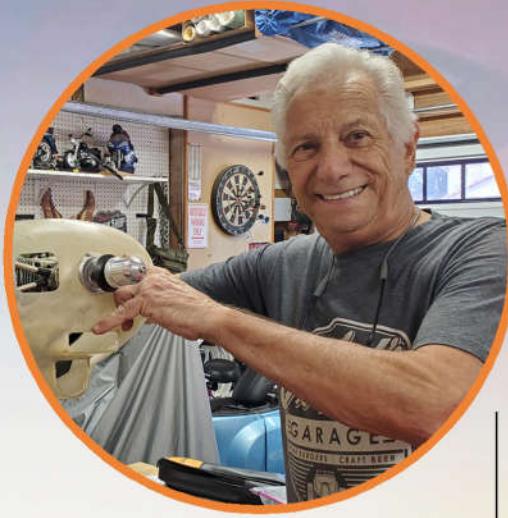
#### On the Cover

1. Jamie Colley's scratch-built deHavilland DH.89 Dragon Rapide on a graceful slow flyby.
2. A Fokker D.VII, this one belonging to Tim Cardin in a slow and low flyby.
3. Jerry Rice's distinctive Fairchild Republic A-10 Thunderbolt II climbing out after a landing gear pass.



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# COMMANDER'S VIEW



## Sam Wright

Commander

**Make Model Aviation Great Again**

Welcome Members!

I am so excited to write this column this month with so much good news.

As you all know the mandate for mask and being together in public places has pretty much been lifted. That means we will have a real meeting this month at our regular location at the Green Valley Adult Clubhouse. I'm sure we will have a great turn out and lots of Show and Tell from all the shop time we all had over the last year. Remember Show and Tell from members receive a ticket to be drawn for goodies at our annual Christmas Party.

More good news! This month's meeting is no more cookies and coffee. It is being replaced by an assortment of pizza and soft drinks from the same restaurant we had cater our Christmas Party Italian dinners.

Now for some additional good news: our annual

**Warbirds and Classics** is approved and in full motion for **August 6-8, 2021** at the OCMA field with a new fresh surfaced runway.

Saturday lunch is free tacos for registered pilots plus all you can eat. Those who experienced that treat before knowing it is a heck of a deal. Only \$10.00 for guest for beef, chicken or pork tacos and you can have 2nds. You will not get that quality and bargain at Taco Bell. The food is fresh, and the two guys serve it up as you order it.

We also have a Friday evening treat and I believe at this point it is pizza. More on that at the meeting. **Mike Greenshields** is taking the lead on the event, and I am your AMA CD and probably running the mike with help from Pano.

If you have not registered, please hurry as we already have about 25 registered with only a few RV spots open and the Blue Pit areas which is the grass for trailers. If you park in the pit area you will need to unload and park. You can purchase your banquet tickets on the site as well as your T-shirt with the new artwork for the event. James Events has offered one of their picnic areas with plenty of tables. The dinner will be casual and

probably the Western BBQ Beef and Chicken and all the trimmings.

No doubt it will be warm so pack a canopy and plenty of water. Donuts and coffee will be available Saturday and Sunday morning.

Are you ready for more exciting news? **Pano**

**Coromelas** is moving to Idaho but will provide a PA for our event and help out. He also handed the newsletter reins to **Eric Puchalski** and that contributes to the new look and content. I was so excited to bend Eric's arm as he has some outstanding ideas. Eric is always looking for input from you on your projects as well.

In closing, Mike will have sign-up sheets for Warbirds and Classics at the meeting, and looking for volunteers for parking, registration, air boss, raffle, and other cool chores. No one will be stuck all day with a job. Mike does a great job in scheduling so you can fly as well.

I look forward to seeing all your smiling faces at the meeting. Masks are optional and oh, yeah, save me a slice of pizza!

**Sam Wright, Commander**  
**sam-w@cox.net**



# EDITOR'S NOTES

First off, thank you to everyone who commented on the June issue of *Scale Dimension*. That was my first issue as Editor and I truly appreciate the feedback.

There's a fair amount of "stuff" in this issue and I hope you find at least some of it useful, entertaining, or both.

To start with, June was **National Safety Month**. I was a little slow picking up on that last month but I'm making up for it here. Take a look at the article beginning on Page 9 for some background on the AMA's and OCMA's safety programs.

**Warbirds & Classics 2021** is literally right around the corner. Given that this is our primary fundraiser for the year, it's critical that everyone lends a hand. Mike Greenshields is looking for volunteers to man the usual jobs. See the Warbirds & Classics update on Page 5 for more information.

Another of the FAA Reauthorization Act's requirements has kicked in. This time it's **The Recreational UAS Safety Test**, or TRUST. (Yeah, I know the "U" is an abbreviation for another acronym but I guess TRUASST didn't sound as sexy.) See the article on Page 13 for some background and how to find and take the test.

I've talked with a number of people who are still a bit uncertain about how their **FAA registration number** needs to be displayed. There's also some angst out there about

applying the number to an otherwise pristine scale finish. The article on Page 12 should help clear this up and give you some ideas for complying with the requirement without ruining the presentation of your masterwork.

Last month I tried out a new idea for the newsletter that I'm going to carry forward for as long as possible. I call it **A Day at the Field** and it's mostly my impressions of what's going on at the flying field. I'll try to include photos of people, airplanes, and other goings on. This month's edition starts on Page 6. Let me know when you'll be out there and I'll see if I can make it. Heck, maybe you'll make the cover of the next *Scale Dimension* (or maybe your airplane will, anyway). If we can't synch up then maybe you could take some pictures and sent them to me?

## Coming Out of COVID

There can be no denying that we're coming out of a pretty awful time, but after 18 or so months we're finally on the upswing. Something I've found when talking to people is that some folks have dropped into a mindset that makes it difficult to get back in the swing of things. Maybe we've gotten a little lazy due to a lack of exercise, or maybe it's just some bad habits we've picked up as a result of having our lives turned every which way but loose.

Whatever the cause there are those who are not finding it easy to get back firing on all



**Eric Puchalski**  
Newsletter Editor

cylinders. If you or someone you know falls into that category, I have a couple ideas for you:

**Come to the Squadron meetings.** There's nothing like a little face time (the real thing, not the iPhone app) to remind us of what a great group of people we're connected to.

**Tell us what you're doing.** If you can't make the meetings then email me and I'll work with you to get your story out there. *Everyone* is good at something and we're blessed to be surrounded by people who are masters of one or more aspects of this hobby that we all love.

So, come to a meeting, show off your work, and give the rest of us something to aspire to.

**Eric Puchalski, Editor**  
[roadkill1954@gmail.com](mailto:roadkill1954@gmail.com)

# WARBIRDS & CLASSICS 2021

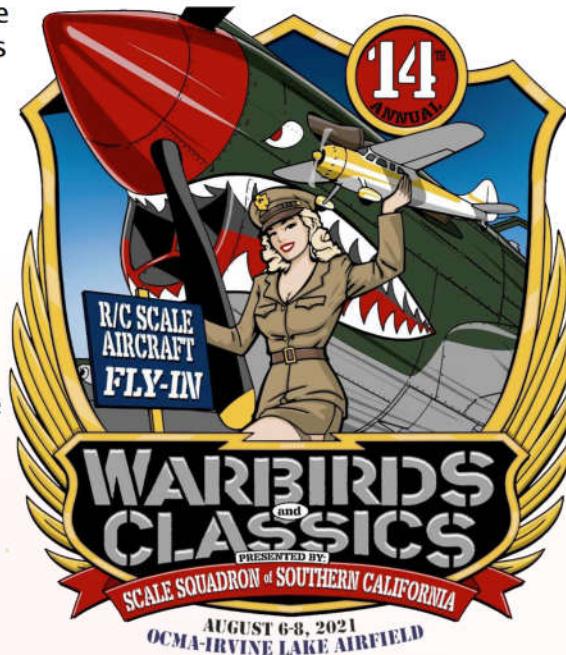
## The Warbirds & Classics Event for 2021 is ON!

Plans are moving along for the 14th annual Warbirds & Classics event. The event dates (August 6-8, 2021) are getting closer and planning activity is stepping up accordingly.

In the past, Warbirds & Classics has been attended by pilots from all over the country. It is the centerpiece of Scale Squadron club activities and truly is one of the premier scale model aviation events on the West Coast. In 2019 (the last time the event was held) just over 70 pilots were registered with over 100 scale models of all types and sizes. We missed the 2020 event due to COVID restrictions but we plan to be back on track in a big way for 2021. Check out **Sam Wright's Commander's View** column for more details about what to expect as far as activities and amenities.

Registration is \$40 for pilots and admission is free for everyone else. There is no limit on the number of airplanes per pilot registration.

If you have never attended a Warbirds & Classics event as a pilot, be assured that this is just about the most fun you can have in Southern California for only 40 bucks. The fact that a couple meals are kicked in just sweetens the deal all the more. Even if you only show up for a look-around you'll be amazed at the number of models, the quality of construction, and the superb piloting skills that will be on display. If nothing else, it will serve as an inspiration to get you more involved in scale modeling.



stems poking holes in your wings are a thing of the past!

- This is an AMA sanctioned event so current AMA membership and proper FAA registration marking on your model are required.
- Commemorative T-shirts are on sale on line and at the event.
- No turbines or drones.

### Volunteers Still Needed

We are still very short on volunteers. If you could help with any of the jobs that must be done with an event like this (parking, registration, ground and air traffic control, set up, take down, concessions, etc.) please contact **Mike Greenshields**. Even if you're a pilot, Mike is very good about scheduling so that your flying time will not be impacted.

*See you at Warbirds & Classics 2021!*



### Note to Pilots

- OCMA Field is located in an *extreme* fire hazard area in the foothills of the Santa Ana Mountains. Absolutely NO open flame, including grills, campfires, etc. will be permitted.
- A fully-charged and operating fire extinguisher is required in your pit area.
- If you're flying glow or gas **NO SPILLS, NO DRIPS, NO EXCUSES!** You *must* catch and recycle fuel.
- The 600' runway has been recently paved and striped; the days of dirt getting sucked into fans and weed

# A DAY AT THE FIELD

Flying activity at OCMA field has been a little light recently due to the SoCal Edison construction project that is now well under way. The Edison project requires a *lot* of full-scale helicopter operations and it's not unusual for the Safety Officer to bring everyone down on short notice due to a flyover. But the weather has been too nice to prevent a few intrepid pilots from showing up and waiting for lulls in the chopper traffic.

When you do go out, remember that at this time of year, red flag warnings are not unusual and are often implemented with very little notice. If you're wondering whether the field is open, check the OCMA website for current status.

Here are some guys who lucked out and got some great flights in.

**Nope, not a model.** And when one of these bad boys flies through, everyone gets to shoot a practice landing.



**Jamie Colley** is a master at building scale aircraft of all kinds using just basic materials. Here he shows his **de Havilland DH.89 Dragon Rapide** and **P-51 Mustang**. The DH.89 is scratch-built from foam, carbon fiber, and a few other odds and ends. He said it all went together pretty easily except for those wheel pants. The P-51 is an ARF. Jamie said he thoroughly enjoys scale modeling but he prefers smaller models because they're so much easier to produce and transport.



## A Day at the Field

Jack Cannon brought a fleet of large EDFs including a DeHavilland DH.112 Venom, Aero L-39 Albatross, Lockheed T-33 Shooting Star, and Douglas A-4 Skyhawk. Jack has had the DH.112 for 9+ years and he still thoroughly enjoys it. He's been flying at OCMA field for a couple years and says he loves the field and the friendly people.



It's not unusual to have visitors at the field but the four-legged kind enjoying a stroll across the take-off end of the runway doesn't happen very often.



An interesting color scheme on the Albatross.



Jerry Rice's big, beautiful Fairchild Republic A-10 Warthog (AKA Thunderbolt II) is amazingly well detailed and flies very nicely on its twin EDFs, according to Jerry. Unfortunately, he didn't get much air time this day due to all the helicopter traffic.



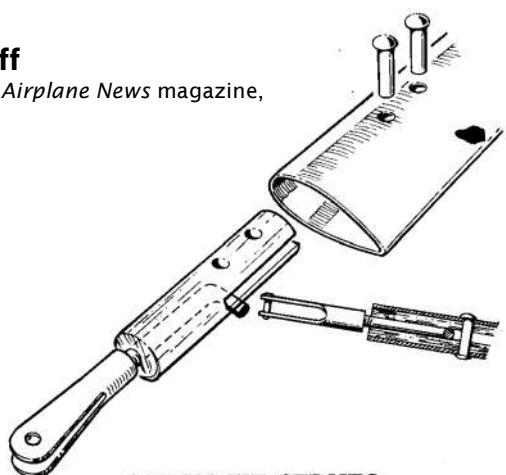
# A Day at the Field

Tim Cardin flew his giant Fokker D.VII "Blues Brothers." An interesting feature of this airplane is its electric starting system. Rather than flipping that giant prop to get the fan started, all Tim has to do is push a button and off he goes. He refers to the power system on this airplane as a "hybrid" that provides the best of both gas *and* electric. Tim is a terrific pilot and it's always great fun watching him put his big birds through their paces.



## Shop Stuff

From *Model Airplane News* magazine,  
March 2009



### QUICK-FIT STRUTS

To simplify the attachment of struts (especially on 1/4-scale models), use heavy-duty metal clevises instead of screws and nuts. Cut a dowel plug, slit it as shown, and then drill it to accept a threaded rod. Secure this attachment in the streamlined alloy tube strut with some epoxy and a couple of rivets.  
*George Daniels, Ceres, CA*

Just another Thursday morning at OCMA field. If you're not coming out because you think you might be lonely, think again!



# JUNE IS NATIONAL SAFETY MONTH

by Eric Puchalski

A little late on this but June was **National Safety Month!** In recognition of that, I thought it would be a good opportunity to review the AMA and OCMA safety programs to see how they are used and augmented for operations at OCMA field.

## AMA's Safety Code

AMA's interest in safety goes all the way back to the early 1930's when the AMA was founded. The main reason for establishing AMA in the first place was to create US national standards for model competitions and contests. Late in 1937 a special meeting was called specifically to develop a national safety code as well. The result was the very first *Gas Model Safety Code*. All AMA membership applicants signed the code and pledged to fly safely.

Over the years AMA's safety program evolved as new and different model types and events came into existence. Initially, Free Flight was the main modeling activity. Control Line models soon appeared, followed by R/C. As would be expected, the safety program expanded to include these new types. As competitions began to include more specific activities within FF, CL, and R/C, a new safety standards review process was developed to help keep modelers safe while enjoying the hobby. This evolution continues today and has made it possible to adapt the safety code for helicopters, drones, turbines, FPV, and other specialties within each of the main groups.

The AMA Safety Committee recently completed a review and update of the AMA Safety Program, which was approved by the AMA Executive Council, and the **latest version** is posted on the AMA's website.

## OCMA's Safety Code

OCMA operates the OCMA field at Black Star Canyon under agreements with the Orange County Parks & Recreation Department. While the field is in a fairly remote section of the foothills of the Santa Ana Mountains, the property belongs to the people of Orange

County. Gaining permission to use the land for an R/C airfield required several years of negotiations with the County and some concessions on how we operate our models.

OCMA has developed an additional safety code that augments the AMA's Safety code and applies to *all* model operations at the OCMA field. These rules were part of the negotiations with the County and are part and parcel of the land use agreement between the County and OCMA. Violation of the rules and operating a model in an unsafe manner could result in the loss of the field.

All model operations are governed by *both* AMA and OCMA codes.

While OCMA has no specific and separate "safety rules," document, the General Field Rules section of the *OCMA Rules & Regulations* has a number of safety-related components.

## Use Common Sense

Wouldn't it be great if it were just this easy?



What we generally refer to as "safety" with respect to operating our models is really "risk management and mitigation." This means simply the analysis of what might go wrong and the application of practices to prevent bad outcomes before they ever happen.

We live our lives governed by the law of Cause and Effect. Not everyone has experienced every effect resulting from every cause. To fill in the gaps we rely on what we call "common sense." Although it's sometimes apparent that some people have a more ready supply than others, keep in mind that common sense in an individual is adjusted almost minute-by-minute as the individual gains experience.

*(Continued next page)*

# AMA National Model Aircraft Safety Code

Take, for example, the practice of taxiing in the pits. Most of us have done this at least a few times with no ill effect and we may wonder at the rule that disallows it. On the other hand, most of us have also seen the occasional thrown prop or runaway airplane when the throttle stick was accidentally bumped. Even though those occurrences are rare, common sense dictates that we should avoid a behavior that may, however inadvertently, damage someone else's airplane; or worse, someone else. Since not everyone may have that particular piece of common sense at their disposal, we write and enforce a rule.

No one expects everyone to have experienced all situations and observed all outcomes. So if you're not sure about something then apply basic common sense. If you're still not sure then ask someone.

I would encourage you to take a few minutes to review the AMA and OCMA safety codes on this and the following page. And as you look them over, be happy that you'll be able to say (for the most part) "Well, that makes sense."



The following is the current safety code prepared and published by the AMA.

## AMA National Model Aircraft Safety Code

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

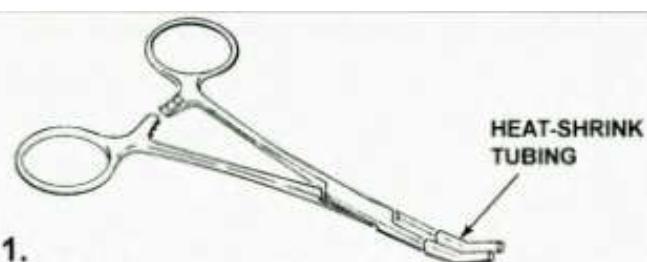
- ◆ I will not fly a model aircraft in a careless or reckless manner.
- ◆ I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- ◆ I will not operate any model aircraft while I am under the influence of alcohol or any drug that

could adversely affect my ability to safely control the model.

- ◆ I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- ◆ I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- ◆ I will maintain visual contact of an R/C model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- ◆ I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- ◆ I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- ◆ I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's *Competition Regulation*.
- ◆ I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

## Shop Stuff

From *R/C Report* magazine, March 2009



1.

1. Steve Cross, of Wildwood, MO, uses medical forceps to remove and replace fuel lines when filling some of his fuel tanks. Over time, he found the teeth on the forcep jaws damaged the fuel line, sometimes causing leaks. He resolved the problem by placing heat-shrink tubing over the jaws. They still grip well, but no longer bite into the fuel line tubing. Short lengths of silicone fuel tubing would also work.

# OCMA General Field Rules

The following excerpt is from the OCMA's general rulebook and covers safety rules for the field.

## Orange County Modelers Association General Field Rules

All pilots must fly in a safe and orderly manner. Safe and orderly manner is defined as follows but not limited to:

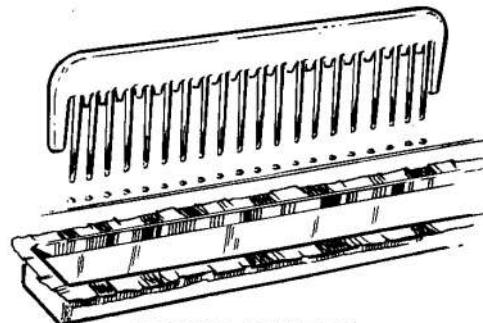
- a) Flying north of the Flight Deadline at all times, with the exception of take-offs and landings. This Flight Deadline extends all the way across our flying field to the east and west. You cannot cross this line even if you are "way out" in either direction. This includes "hovering" which also must be done north of the Dead Line. All aerobatic flying, whether fixed or rotary wing, is to be done well beyond the Dead Line.
- b) Announcing loud enough so all flyers present on the flight line can hear; all take-offs, landings, touch and goes. These are the only maneuvers that can cross to the south of the Deadline. Yelling "dead stick" gives that pilot the right of way. Do not enter the runway from the pit area unless you have observed a clear runway. If you don't look; you can't see.
- c) All pilots must fly from one of the five "pilot stations" at all times. Do not fly from the taxi ways or the pit area and certainly not from the runway. This rule applies whether you are alone or in the presence of other pilots at the field.
- d) If there are any full-scale aircraft, fixed wing or rotary, near the lake or on our side of the hills, you must land immediately. The field is then closed for all flight operations, fixed wing or rotary. However, if, and only if, a Field Marshall or Board Member is present, they have the authority to allow flying IF such aircraft is shut down, that is, no motors running, or rotation of rotors or running lights on.
- e) There is no flying during "Red Flag" events.
- f) The AMA Safety Code, as found in each issue of *Model Aviation* published each month, shall be enforced at all times and is considered part of these rules.
- g) All pilots must observe the flight boundary area as depicted by the map appended at the

**end of these rules.** The north, south and east areas of our fly zone roughly bordered by the plateau and the areas south of the deadlines are no-fly zones.

- g) Should an aircraft go down outside the club's flight boundaries, or beyond the fences, members must follow the procedure outlined in **the appendix** "Aircraft retrieval from protected habitat", also found on our website.
- h) No alcohol consumption allowed at the field.
- i) All pilots shall have their own fire extinguisher in the pit area in the designated places. Club fire extinguishers found in the lockbox are for emergency use only,
- j) Absolutely no taxing of any aircraft of any size in the pit area.
- k) No starting of engines in the pit area. Only use the designated areas near the taxi ways to start engines. This applies to all engine types including internal combustion and electric types whether propeller or fan driven. Turbines, whether fixed wing or rotary, are not allowed.
- l) All aircraft must display, on the outside, the current FAA registration number.
- m) Do not intentionally fly anywhere near any birds or other animals who inhabit our field. "Buzzing" animals is strictly forbidden,
- n) Any flying considered unsafe, even if not mentioned in these rules is forbidden.

## Shop Stuff

From *Model Airplane News* magazine, April 1992



### RAPID RIVETS

Here's a way to make 10 or more rivets in a single stroke! Break the alternate teeth off a hair comb, dip it into a shallow tray of white glue, and quickly touch the model with it. Clean the teeth regularly to keep the rivet size consistent. If you don't have a suitable tray for the glue, you can make one by lining balsa with foil. *Tore Hansen, Drammen, Norway*

# FAA REGISTRATION NUMBERS

by Eric Puchalski

When the **FAA Reauthorization Act of 2018** was signed into law, it included a requirement to register for and obtain an FAA-issued registration number for our "drones." (Man, I *hate* that word!) As of early 2019 the FAA has required that the operator's registration number appear on the outside of our aircraft. It cannot be hidden behind doors, hatches, wing saddles, etc., or be stuck to the instrument panel, floor, or anywhere else inside the cockpit. It does not have to be visible from above so it can be placed on the bottom of the fuselage or flying surfaces. There is no requirement that a specific font, size, or color be used.

A common complaint about adding the registration number to our scale models is that it will take away from the scale integrity of a model's finish. There are a couple ways to mitigate that. First, the rule does not say the application must be permanent. **Photo 1** shows a good way to apply the number temporarily so it can easily be removed for static display. This is simply a piece of clear packing tape and a hand-written number. It can be applied at any convenient location on the model. If you're concerned about peeling paint when removing the label, try low-tack painter's masking tape (**Photo 2**). One thing to keep in mind if you use a Sharpie or other alcohol-based ink marker: nitro fuel and gasoline will remove the markings. You can prevent this by laying a second piece of clear tape over your writing. **Photo 3** shows how you can also use an office label maker (e.g. Brother P-Touch) which will make a nice looking label that's easily removed.

Another way of hiding the number is basic camouflage. Since there are no specifications for font, color, or size you can use noncontrasting colors and small font sizes. Working with a computer graphics program makes this pretty easy. **Photo 4** shows how you might do this with your next Cub project. After applying standard Cub Cadet Yellow (RGB 241,152,0) to the fuselage use a slightly different shade (e.g., RGB 230,140,0) for the registration number. Use this with a small font (say, 8 point or so) to make decals and the result will be very difficult to see without it being pointed out.

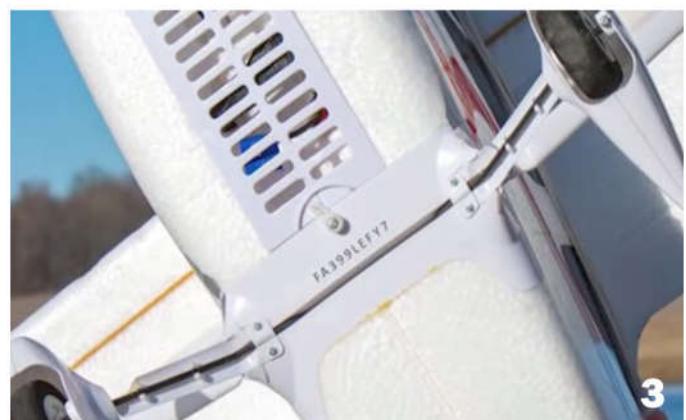
If those methods appear to be cheating then you can incorporate the registration number into your final paint trim design. We've all done this on occasion with our AMA numbers. The FAA registration number is ridiculously long so it's a little harder to make inconspicuous but we're a pretty clever bunch and I'm confident we'll figure something out. 



1



2



3



4

# NEW FAA REQUIREMENT: TRUST

by Eric Puchalski



One of the new requirements imposed by the **FAA Reauthorization Act of 2018** is that pilots and operators must prove that we understand the rules that govern the operation of our models in shared airspace. To provide this proof, the FAA has, in conjunction with the AMA, developed a knowledge and safety test that we must pass before we can legally fly our models.

Called *The Recreational UAS Safety Test*, or TRUST, the test is supposed to prove that we know how to safely operate our models in U.S. airspace. TRUST can only be administered by the FAA and selected test administrators. Fortunately, the AMA is an authorized test administrator.

Currently, the rule is that you only have to take the test once and you will not have to take it ever again. This, of course, is subject to change as things evolve.

It's not clear when the test must be completed so it's probably a good idea to do it sooner rather than later. If you're planning on attending any of the upcoming events, it's probably a good idea to complete the test before you register.

Taking the test is free but, apparently it can only be done online via AMA's or FAA's website.

As with most government websites, response time is agonizingly slow. Even though the test is only 24 multiple choice questions, leave yourself about an hour to get through it.

The subject matter in the test has little to do with safe model aircraft operation and much to do with compliance with the FAA Reauthorization Act. For example, they won't ask if it's a good idea to tether your airplane when starting the engine but they *will* ask if you know how to determine whether you are about to fly in controlled airspace and what a CBO (Community Based Organization) is.

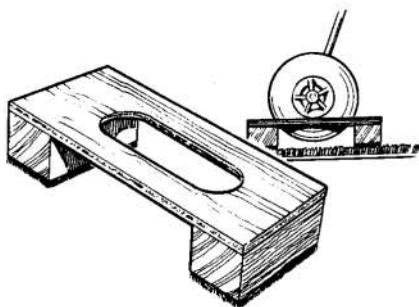
After you finish, you'll receive a TRUST completion certificate that you should print or save electronically. You will be required to carry a copy of it with you anywhere you might be expected to show proof of FAA registration. This certificate is the only proof that you will have that you passed the test. The way the test process is designed, you will only have one opportunity to save the certificate. The FAA has decided that taking the test is anonymous and *they will not keep a record of your completion*. So if you lose your certificate you'll need to retake the test. You will be expected to produce a copy of your certificate if asked by law enforcement or FAA personnel.

You can learn more and take the test at:

<https://www.ModelAircraft.org/TRUST>

## Shop Stuff

From *Model Airplane News* magazine, July 1992



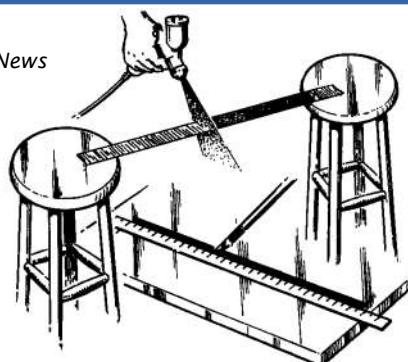
### TRUCK-BED WHEEL CHOCKS

The secret behind these scrap-wood chocks is the hook side of the Velcro® that's glued to the bottom. This snags the carpeting and stops the model from sliding around en route to the field.

*Michael Van Zuidam, South Holland, IL*

## Shop Stuff

From *Model Airplane News* magazine, July 1992



### CHEAP TRIM TAPES

Stretch 2-inch-wide (50mm) masking tape between two stools, then spray it with your color choice of quality epoxy paint. After it has cured, lay the tape out on a sheet of glass, then cut it into the required widths. This tape bends around tight curves and doesn't fall off in the sun. Dave recommends an overcoat of clear epoxy after application.  
*Dave Platt, Palm Bay, FL*

# MONTHLY MEETING NIGHT

Monday  
July 12, 2021  
7:00pm

## The July 2021 Meeting is On & We're Back In Person!

### It's Been a Long Time Coming But We're Coming Back!!

Beginning with the July 12<sup>th</sup> meeting we will be back to meeting face-to-face at the Green Valley Clubhouse! The *better* news is that in recognition of everyone's patience, **the Squadron board has decided to buy dinner for everyone** attending this first meeting in over a year! We'll have pizza and fixin's for everyone who shows up.

And speaking of showing up, remember that visitors are always welcome so don't be shy about bringing someone. And be aware that after more than a year, we expect each of you to have *something* to share for **Show & Tell**. (No pressure, right?)

Meeting location is the **Green Valley Adult Clubhouse**. The address is:

17250 Los Jardines West  
Fountain Valley, CA 92708

#### Directions from the South:

- From I-405 North, exit at Euclid
- Turn Left onto Euclid at the offramp
- Turn Left onto Slater
- Go **past** Los Jardines East
- Turn Right at the light onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

#### Directions from the North:

- From I-405 South, exit at Brookhurst North
- Merge onto Brookhurst and turn Right onto Slater
- Turn Left onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

# UPCOMING EVENTS

## Special Note Regarding Events

With the easing of restrictions brought on by the COVID-19 pandemic, many clubs and organizations are beginning to schedule model aircraft events. A list of upcoming scale events that are easily reachable from Southern California is included on the following pages. We encourage everyone to participate in as many of these events as possible in order to show support for clubs that have gone through the same difficulties that the Scale Squadron has experienced recently. Remember that when you attend any of these events, ***you are an ambassador of the Scale Squadron.*** Be sure to mention your affiliation with the Scale Squadron and represent us well! (Also, bring back lots of photos and get them off to Eric Puchalski so they can be included in the next newsletter.)

Date	Host/ Location	Event/ Summary
Jul 28-Aug 1	Tri Valley RC Modelers Santa Maria, CA	<b>8th Annual Central Coast Giant Scale Fly-In</b> Giant Scale only (80in mono 60in bipe) until 1700. Jets, nite flying & 3D ok. Landing fee \$25(includes pilots raffle & lunch on Sat) Dry camping \$10 per night. 500 x 50 paved runway, shade canopy, pwr available in the pits. Santa Maria style BBQ Sat eve.
Aug 6-8	Scale Squadron Irvine, CA	<b>14th Annual Warbirds &amp; Classics Scale Fun Fly</b> One of the premier scale events on the West Coast, hosted by the Scale Squadron of Southern California. Newly surfaced 600' runway. AMA membership & FAA registration marking on all models are required. Saturday lunch included for registered pilots. RV parking (no hook-ups). <b><i>This is a high fire danger zone so absolutely NO open flame!</i></b> Fire extinguisher required in your pit area. Commemorative T-shirts on sale on line and at the event. No turbines or drones.
Sep 17-19	Hemet Model Masters Hemet, CA	<b>SoCal USSMA Qualifier &amp; Scale Meet</b> Early registration & practice on Friday. Static judging on Friday & Saturday at 9:00am. Flight rounds start at 9:00am on Saturday & Sunday. Lunch provided on Saturday. Turbines allowed with waiver. AMA membership required for all pilots.
Sep 18	National Association of Scale Aeromodelers	<b>2021 NASA Raffle</b> Not exactly an "event" but well worth mentioning due to the terrific prizes being offered.
Oct 23-24	One Eighth Air Force	<b>One Eighth Fall Scale Event</b> (Dates are tentative, more info to follow)
Jan 28-30, 2022	Sun Valley Fliers	<b>Winter Warbirds</b> (Dates are tentative, more info to follow)

## Errors & Omissions

If you see any errors in any of the information in this list or the flyers on the following pages, please contact **Eric Puchalski** or any of the members of the Scale Squadron Board of Directors. If your club is hosting a scale-themed event that's not on this list, contact Eric to get the event added to the list. If you have flyers, an informational website, or online registration page we would be happy to include that in this section as well.

**ATTENTION SCALE MODELERS – PILOTS – FANS!!**

**Public  
Welcome!**

**FREE for  
Spectators!**



Founders of the  
US-Scale Masters Championships



## **14<sup>th</sup> Annual Warbirds and Classics Scale Fly-In**

**OCMA Flying Field (Irvine, CA) August 6-8, 2021**

**Registration & Event information: [scalesquadron.com](http://scalesquadron.com)**

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

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

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

**PRE-REGISTRATION - [www.scalesquadron.com](http://www.scalesquadron.com)**

**No Turbines or Drones**

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

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

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

**CLUB MEETING 2<sup>nd</sup> MONDAY OF EVERY MONTH**

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

PLACEMENT ★ PRECISION ★ REALISM

# “SOCAL USSMA QUALIFIER”



## R/C SCALE CONTEST

**Sept. 17-19, 2021**

**HEMET, CA**



Pilot's Fee: \$35

Early Registration and Practice on Friday

Static Judging on Friday & Saturday at 9am

Flight Rounds Start 9am Saturday & Sunday

Lunch Provided on Saturday

Turbines Allowed w/waiver

AMA Required For All Pilots

600ft x 72ft Paved Runway

Overnight Dry Camping Available

Hotels & Restaurants Ten Minutes Away!



Competition In Five Classes:

**EXPERT**

**TEAM**

**ADVANCED\***

**PRO/AM PRO\***

**PRO/AM SPORTSMAN\***

(\*ARFs allowed)

Free for Spectators!

Beginners Welcome!

Further Details at  
**U.S. SCALE MASTERS**  
[www.ussclemasters.org](http://www.ussclemasters.org)

C.D./ Contact: Curtis Kitteringham  
[cak11@cox.net](mailto:cak11@cox.net)  
(760) 807-5519

Hosted by  
**HEMET MODEL MASTERS**  
[www.hemetmodelmasters.net](http://www.hemetmodelmasters.net)

**JR PROPO**  
PROFESSIONAL RADIO CONTROL SYSTEM



[www.nasascale.org](http://www.nasascale.org)



## FIRST PRIZE

### TOP RC CORSAIR

JR PROPO RADIO SYSTEM  
DA 70  
A123 BATTERIES & SWITCHES  
WARBIRD PILOTS

## SECOND PRIZE

**PT-17 SHORT KIT**  
87" NICK ZIROLI PLANS  
NATIONAL BALSA - SHORT KIT  
PHOTOPACK DOCUMENTATION

## THIRD PRIZE

DA 85



## FOURTH PRIZE



LEGEND HOBBY MORAINES SAULNIER

*ED* ElectroDynamics  
ELECTRONICS FOR THE SUBSCALE MODELER

**robart**

**TICKETS:**

1-\$5 3-\$10 7-\$20 20-\$50

AIRCRAFT  
DOCUMENTATION  
SERVICES  
180 92 000 4444

DRAWING TO BE HELD AT THE NASA SCALE CLASSIC ON SEPT 18, 2021

## Advancing & 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 Scale Squadron members.

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 well outperform that of its full-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 everyone wants to make a scale masterpiece. That's OK, too! Whatever pleases you is what counts. Whether you are kitbashing, 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

**second Monday of each month at:**

Green Valley Adult Clubhouse  
17215 Los Jardines West  
Fountain Valley, CA.

Meetings start at **7:00PM** and last about 2 hours.

Our meetings throughout the year include the usual club business as well as Member Show & Tell, Modeling How-Tos, 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. Visitors are always welcome. All members and visitors alike are encouraged to bring their latest scale models and projects!



# JOIN US!

## Membership Requirements

Membership in the Scale Squadron is open to all Academy of Model Aeronautics (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 AMA membership card, your FAA Small UAS Certificate of Registration, and receipt of Scale Squadron membership dues.

The Scale Squadron Board reserves the right to deny or delay new membership approval.

## Membership Benefits

Membership in the Scale Squadron includes:

- ◆ A subscription to the *Scale Dimension* monthly online newsletter.
- ◆ Squadron membership card and name tag.
- ◆ Advance notice of scale aircraft events.
- ◆ Annual Holiday Banquet for members and one guest.

## Membership Meetings

Meetings are the second Monday of each month at 7:00pm. The December meeting includes the Annual Holiday Banquet and raffle drawings for anyone who presented a topic at any of the prior year's monthly meetings.

See the *Who We Are* section of this issue for details on the meeting location.

## How to Join

If all this sounds like something you would like to be a part of, you can join us in a couple ways:

1. See the last page of this issue for a membership application. Fill out the form and submit it along with the required supporting documents.
2. Use the [Online Form](#) on the Squadron's website to provide basic information and pay the membership dues. A copy of the online form will be sent to you via email. Print this out and submit it with the required supporting documents.

## How to Submit Your Application

All membership application submissions must include:

- ◆ A hard copy of the membership application form
- ◆ If the membership dues were not paid online then include a check for \$30.00 made payable to "Scale Squadron." Dues are not prorated if you join after January 1.
- ◆ A photocopy of your AMA membership card
- ◆ A photocopy of your FAA Small UAS Certificate of Registration

Mail these to:

**Scale Squadron Membership**  
PO Box 8074  
Fountain Valley, CA 92728

You will receive your membership card and instructions for how to obtain your key to the OCMA field by return mail in about a week.

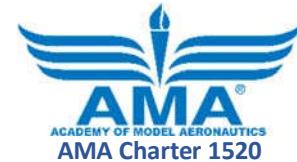


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.