



SCALE DIMENSION

OFFICIAL NEWSLETTER OF THE SCALE SQUADRON OF SOUTHERN CALIFORNIA



WANT YOUR PLANE ON THE COVER?

SEE EDITORS NOTE FOR DETAILS



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



INSIDE THIS ISSUE

- **Commander's View**
- **Editor's Note**
- **Man O War**
- **What our Members are building**
- **Tips from The Shop**
- **Meeting Location**
- **Events Calendar**
- **Promoting the Hobby**
- **Membership Application**
- **About the Scale Squadron**

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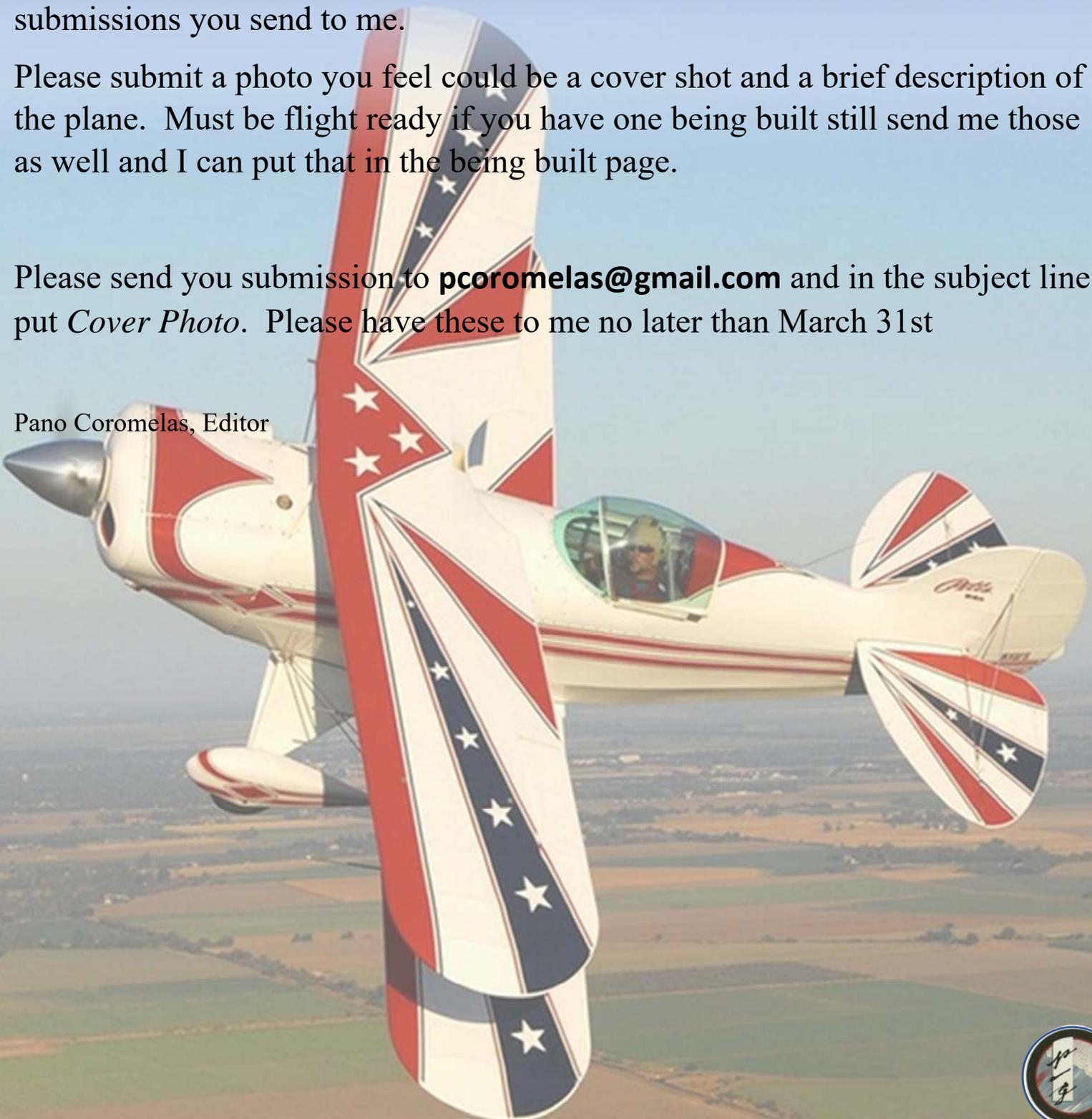
Hey Gang!

How would you like to have your plane on the cover of next month's issue of Scale Dimensions? That's right! I am going to pick one picture from the submissions you send to me.

Please submit a photo you feel could be a cover shot and a brief description of the plane. Must be flight ready if you have one being built still send me those as well and I can put that in the being built page.

Please send your submission to pcoromelas@gmail.com and in the subject line put *Cover Photo*. Please have these to me no later than March 31st

Pano Coromelas, Editor



Man O'War retiring after 31 years and 381 missions of exciting service. Over 300 Log entries, each entry is a flying session or maintenance.



Well here is a milestone for me. I've been flying a Bryon P51 for almost 31 years, 1 major crash/rebuild, numerous repairs over 381 missions. I acquired the NIB Deluxe Kit in trade for a Byron Staggerwing in flying condition with a friend in Phoenix in 1988. Originally built by KB's Models and flown on May 6, 1990 at MCAS Tustin (LTA) in Lou IV livery powered with a Q50 in the Byro Drive spinning a Zinger 26x14 four bladed prop. It flew and looked awesome but vibration was unacceptable. Taught me how to fly with the rudder when the ailerons fluttered and failed on the first HS pass with the same Q50 in direct drive flight when speed jumped from 60mph to 100+mph.





Repainted after 56 missions in Man O'War livery in 1996 powered by a freshly rebuilt G62 direct drive.

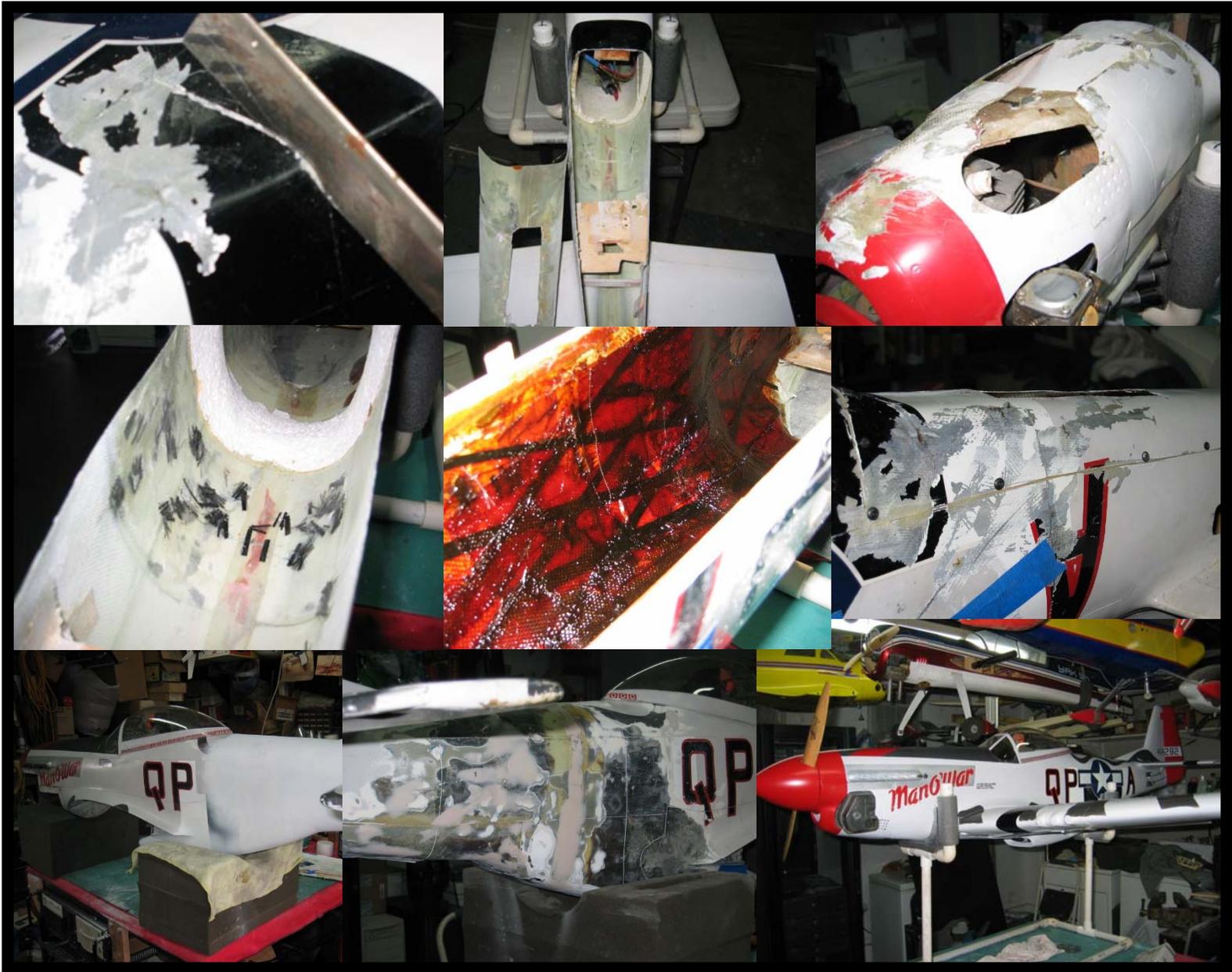
The engine has 325 runs, untold gallons of gas and runs stronger than ever. That G62 turned it into a real hot rod. On a radar gun many times, in the mid to upper 120mph range on any given day. Not one dead stick landing. Intended to be flown at any field and pass any reasonable DB check with an APC prop and stock muffler which made it very quiet and fastest on the gun.



Many flights in formation and in warbird gaggles. Every flight I pushed ManO'War to its limits, no milk runs – ever.



Body slammed at full speed with 159 missions when the fuse failed in front of the dorsal fin.



Completely rebuilt and flying faithfully everywhere I went for the next 12 years and 222 missions. Yesterday, February 14, 2021 there was a failure of the main spar at the wing root. I noticed the extra dihedral and called Mayday, successfully landing and taxing back to ramp. After 31 years of faithful service, it's time to retire this bird. It's still in one piece and I'm not sure what to do with it. What an incredible journey I've had with this airplane, every minute of every flight, everywhere flown was special. How can I not build another?



WHAT OUR MEMBERS ARE BUILDING

Sam Wright - TEMPCO GLOBE SWIFT

The Globe Swift, also known as the Globe/Temco Swift, is a light, two-seat sport monoplane from the post-World War II period. The Swift was designed by R.S. "Pop" Johnson in 1940. The design was financially secured by John Kennedy, president of the Globe Medicine Company, to be built by his new Globe Aircraft Company. World War II interrupted their plans, however, and the 85 hp (63 kW) GC-1A Swift advertised as the "All Metal Swift" re-designed by K.H."Bud" Knox, received its type certificate on 7 May 1946.

Later that year, the Swift received a more powerful engine of 125 hp (93 kW), making it the GC-1B. Globe, together with TEMCO, built 833 GC-1Bs in six months. Globe was outpacing sales of the Swift, however, and did not have enough orders to sell all of the aircraft being built. As a result Globe was forced into insolvency. TEMCO being the largest debtor paid \$328,000 to obtain the type certificate, tooling, aircraft, and parts to enable them to continue production in late 1947, in the hope that reviving production would enable TEMCO to recover their loss. TEMCO went on to build 260 more aircraft before shutting Swift production down permanently in 1951.



Full Size Specifications:

- Exterior Height: 6 ft 2 in
- Wing Span: 29 ft 4 in
- Length: 20 ft 10 in
- 2 Passenger
- Retractable Main Gear

The Globe Swift has always been on my build bucket list. Jack Dunkle from JMD models bought a ¼ scale version to ta squadron meeting at least 15 years ago. I fell in love with that model and finally an opportunity presented itself to full size at the Rialto Airport. That did it and the passion and desire remained until Jack decided to retire from JPL and move to Colorado. I was able to purchase his 30 year old molds for the Globe Swift and the Speedster canopy and cowl upgrades along with the ¼ scale Cessna 195.

My buddy, Vic Catalasan of Vic's RC, agreed to redo the molds to modern day standards. Vic makes all the glass fuselages and parts for Jerry Bates Designs. I added panel lines and Vic popped me out the fuselage, both cowls and canopies for the stock version and the speedster.

The challenge was making a new vertical stab in the correct outline and that finally arrived to where I was happy with it. Jerry Bates designed an all wood built up wing and tail feathers and we



WHAT OUR MEMBERS ARE BUILDING

converted the Globe Swift to a 3-piece wing with a center section. And TNT metal spar. The original design was for foam wing cores. Bob Holman cut all the wood parts.

The Horizontal stabs are all wood built up and as you see from the photo, ready for glass work. The vertical stab is set up for a working tail strobe too.

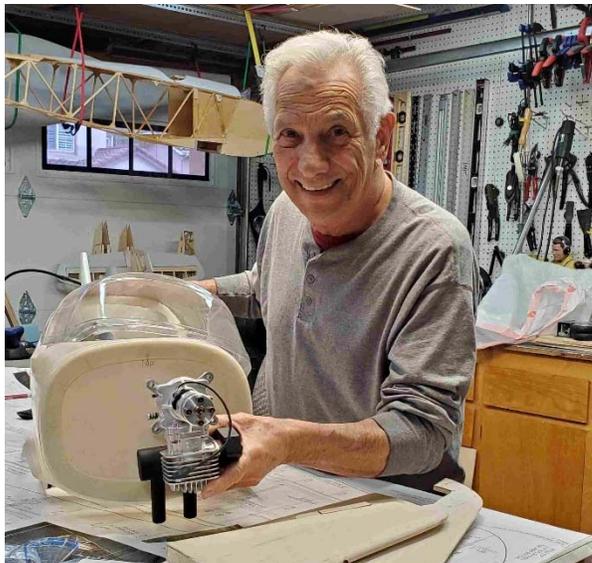


There were many challenges to consider and the main one was access to the electronics. The dog house original canopy doesn't leave a lot of room for

access so I decided to put an access hatch in the belly pan under the cockpit floor. The Streamlined Speedster version has a sliding canopy, so not much of an access issue there, but I wanted to build the original version first. The original slotted grill on the cowl has always appealed to me as the photos show.



Power will be with a DLE 30 rear Carb, side exhaust and a Mile High Pitts Style muffler. I was concerned about the power, but Jack assures me the prototype flew on a 30.



The gear is all electric from Down and Locked and the scale cast Trunnions were the last pieces from Robart.

This model is quarter (1/3.8) scale with a 90" wingspan and weighs approximately 26 to 30 lbs. Wing plans are available from Jerry Bates, Wood from Bob Holman and the glass parts from Vic's RC. All the brass control arms are scale and I make those with 4000 watt laser from .05 Brass sheet.

I have been on this model build steady for a while and determined to finish it. So, watch for upcoming updates.

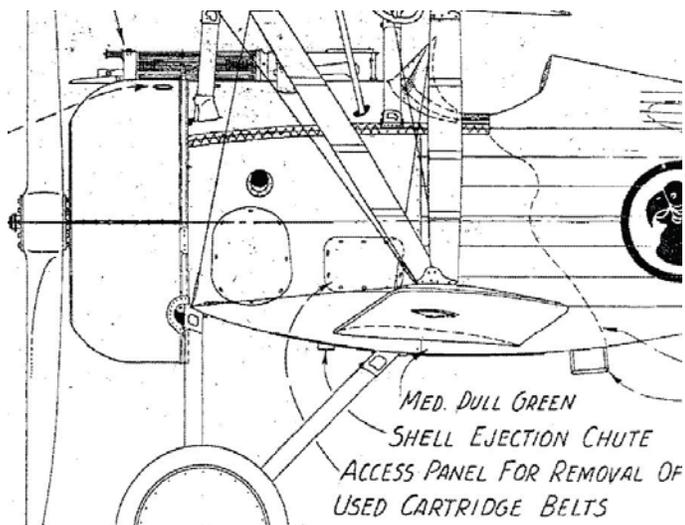


TIPS FROM THE SHOP

SCALE RC SWITCH HATCH COVER



One of the quickest ways to ruin the look of a scale model airplane is to install your RC radio power switch so everyone can see it. Hiding radio switches is big part of every scale project and with my current project I also wanted to hide the radio's on/off switch and charge receptacle. With any scale model the first place to look is a scale 3-view drawing which includes various details such as hatch covers. So on the left side of the full-size Nieuport 24, there are a couple very obvious hatches. One of them is for removing spent ammunition casings and with my model, this hatch would be 3x2 inches, perfect for getting to my radio switch



The area where this hatch is located on my model is covered with 1/32 inch plywood so it is very smooth, and has a hard surface.



Working with my 3-views I determined that I would slightly modify this hatch. The full size has a series of thumb screws all around the edges and this would be too time consuming to get to the on/off switch. So, I decided to add a length of miniature piano hinge to the top edge of the hatch cover. This is about 3/8-inch wide (3/16 Inch either side of the hinge pin) and they are available in 1-foot lengths at most hobby shops. If you don't find it there check out micromark.com.



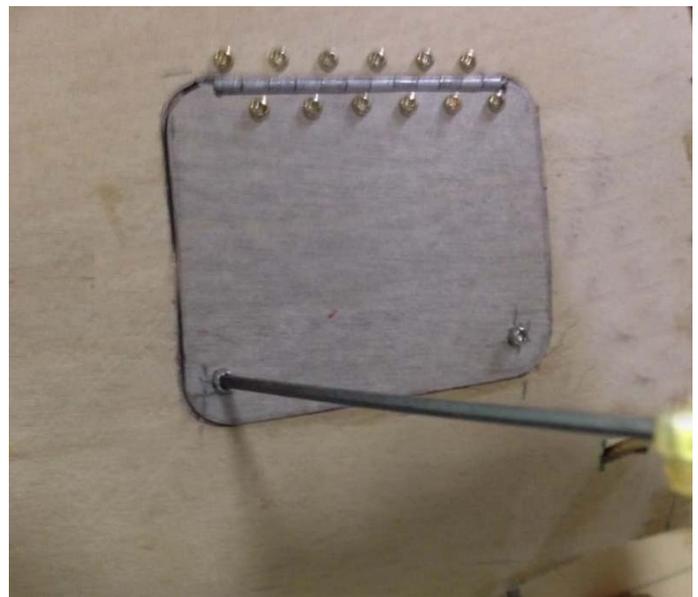
TIPS FROM THE SHOP CONT..

These hinges are not made of brass, though they have a brass plated finish. They made of mild steel and you can easily cut them with a rotary tool and a cutoff disc.

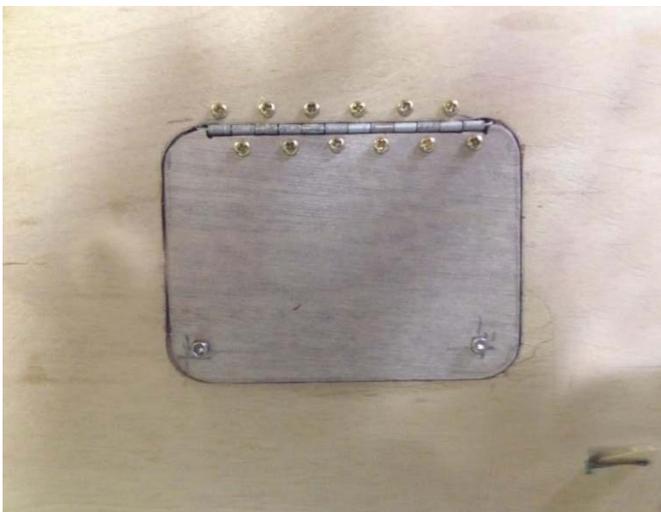
To make the hatch cover, I laminated two layers of 1/64-inch plywood together using yellow wood glue. I glued the two layers together and then taped them to the side of the fuselage so they would when dry, retain the curved profile that matched the fuselage side panel. I used some clear food wrap to prevent the pieces of plywood from gluing to the fuselage.

Once the glue had dried, I removed the tape and then cut and sanded the hatch cover to the required size. I then held the hatch cover in position and then traced its shape onto the side panel. Again using a cutoff disc, I carefully removed the material from the new hatch opening make sure to be neat and not cut outside of the pencil guidelines. I then drilled several 1mm screw holes in the hinge tabs and staggered the screw spacing. A tip here is to make the hatch opening slightly smaller than the cover, then carefully sand the edges of the cover for a precise fit.

Here you see the hatch cover installed in the fuselage side panel. Note that the hinge knuckles are recessed slightly into the movable part of the hatch cover. This minimizes the space between the two mating edges. Also note that the spacing all around the cover is very even for a neat appearance. Also note the two screw heads in the lower corners.



By inserting a hex driver into the front screwhead and turning counter-clockwise, you release the latch holding the cover closed. The right screw is non-functional and is there just for scale looks.



TIPS FROM THE SHOP CONT..



Under the edges of the opening there are thin plywood strips to form an ledge for the hatch cover to seat against. The latch slips under the ledge to securely hold the cover shut. You could also use strong magnets to secure the hatch cover, but this would require adding a thin piece of steel to the underside of the cover.



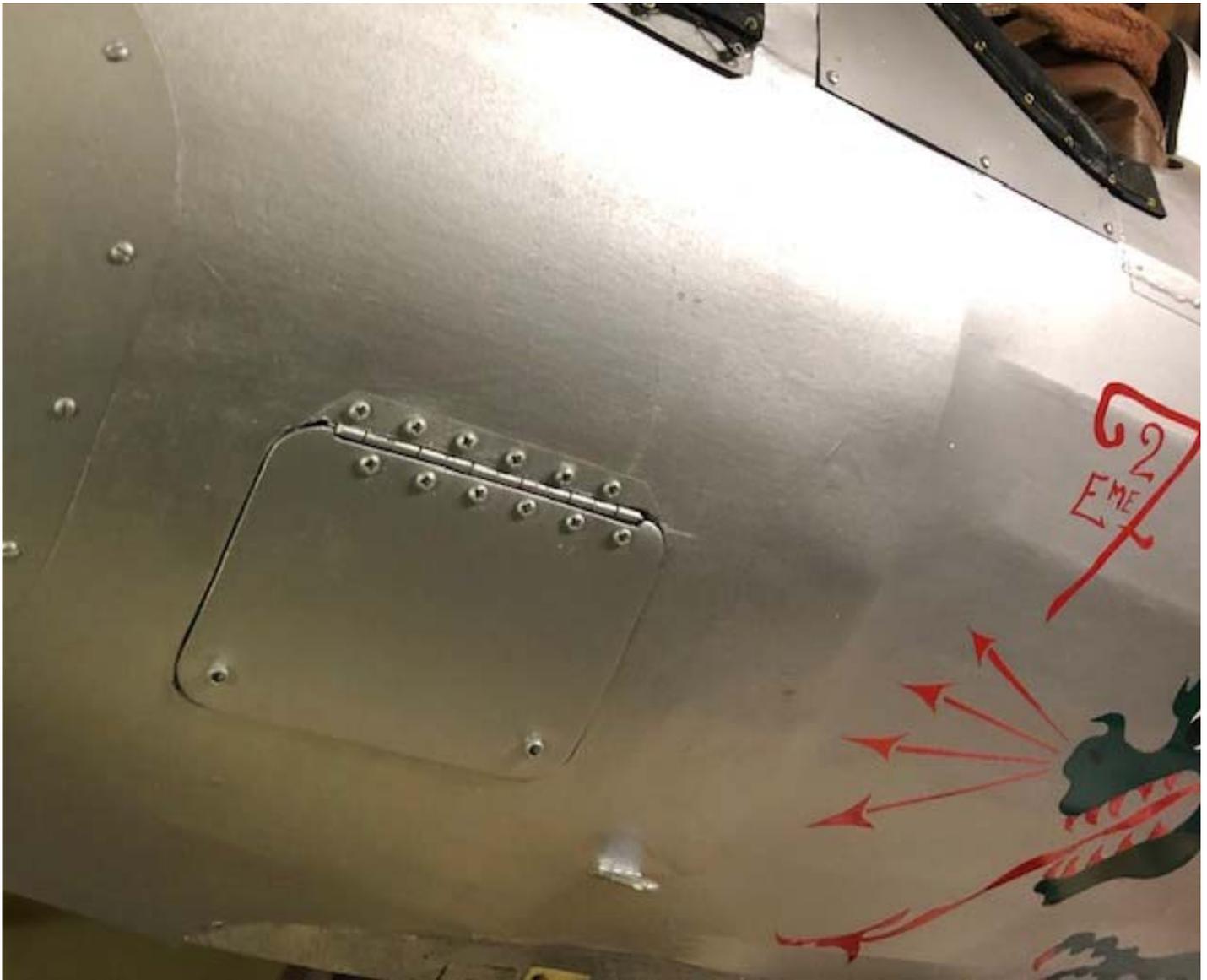
Here you see the latch. It is simply made with a screw and nut, a plywood spacer the same width as the inner ledge and a brass latch tab. The tab was soldered to the locking nut and then threaded into the screw. Tighten into place and the job is done.



Here, the installed RC radio switch hatch has the radio and ignition switches installed in the inner surface. Neat and completely out of sight when the model is painted and finished.

Using larger fasteners allows weathering stains to show up easier and adds to the model's vintage appearance.

TIPS FROM THE SHOP CONT..



Being a WW I biplane, the obvious screws and latch heads look scale and will look even better with some weathering added to the all silver finish.

Gerry Yarrish

Updated: February 17, 2021 — 9:58 AM

MONTHLY MEETING NIGHT

Monday

March 8, 2021

7:00pm

**MARCH
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!**

WINGS OVER ARIZONA

MARCH 26-28

[Wings Over Arizona](#) | [Arizona Model Aviators \(azmodelaviators.com\)](#)

GIANT SCALE FLY-IN

(Formally the Castle AFB EVENT)

JULY 28TH - AUGUST 1ST, 2021

[Tri Valley RC Modelers](#)

NAT'S

SEPTEMBER 16-19, 2021

[NASAScale - National Association of Scale Aeromodelers](#)

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

I WILL KEEP EVERYONE POSTED.

2021

WINGS OVER ARIZONA



GIANT SCALE FLY-IN

MARCH 26, 27, 28

9:00 to 4:00 each day

Hosted by ARIZONA MODEL AVIATORS / Superstition Airpark*
AMA Sanction #10855 *see attached map

Size Matters!

- 80" or larger for monoplanes
- 60" or larger for biplanes
- 140" combined fuse & wing for jets
- or true 1/4 scale
- over 55 lbs requires waiver

Pilot Fee: \$35 for all 3 days
Spectator parking: \$6 per car
RV dry camping - rsvn required (contact CD)

Food vendors available for lunches

Gas, Glow, Electric & Turbine* (*waiver req)

DAWN PATROL Saturday 7-8am
for Both Military & Civilian pre-1939

AMA or MAAC required

Covid19 policies will be in place
See club website for details

NO 3D FLYING

RSVP & more event info at our Facebook Page
<https://facebook.com/wingsoveraz2021/>



Awards for: BEST MILITARY, BEST CIVILIAN BEST MULTI-WING, BEST WWI, BEST OF SHOW

CD: Tim Dickey - tdickey2@icloud.com - (480) 540-7553
Co-CD: John Mangino - manginoaz@cox.net - (480) 980-1386

...Share Your Love of Scale Aviation





Join us for the
9th Annual



Central Coast Giant Scale Fly-In

July 28th - August 1st 2021

Hosted by the Tri-Valley RC Modelers of Santa Maria, Ca.
AMA Gold Leader Club #170

The facts:

- ◆ Landing Fee: Only \$25.
Includes: Parking, lunch on Saturday, and a raffle ticket;
- ◆ Dry camping for \$10/night;
- ◆ Only Giant Scale planes until 5pm;
(Mono 80", Biplanes 60");
- ◆ Proof of current AMA required;
- ◆ Epic Pilot's Raffle on Saturday.

The fun stuff:

- ◆ World Famous Santa Maria Style BBQ dinner on Saturday night;
- ◆ Beautiful Santa Maria weather;
- ◆ Food & drinks available daily;
- ◆ 500' asphalt runway and expanded shade cover,
- ◆ Open flying after 5pm;
- ◆ Only 3 miles from the Radisson.

**Pre-registration requested: Call Chuck Barnes @ (805)886-7921
or email CDBarnes10@comcast.net**



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87" NICK ZIROLI PLANS

NATIONAL Balsa - SHORT KIT

PHOTOPACK DOCUMENTATION



THIRD PRIZE

DA 85



TICKETS:

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

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

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!

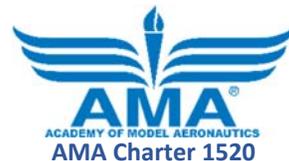


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.