

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

**Tim Cardin's
Salmon-Thirty-
Salmon**
Page 5



Page 9

A Trip to AeroScott

Page 12

Pinheads & Bowling Balls

Page 18

AMA District 10 VP Election

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



- 03** Commander's View
- 04** Editor's Notes
- 05** Tim Cardin's "Salmon Thirty Salmon"
- 09** A Trip to AeroScott
- 11** USSMA SoCal Qualifier
- 12** Pinheads & Bowling Balls
- 14** September Meeting Update
- 17** Meet Tim Dickey
- 18** AMA District 10 VP Election
- 19** October Meeting Announcement
- 20** Upcoming Events
- 26** Who We Are
- 27** Join Us!
- 28** Membership Application

The Scale Squadron of Southern California 2021 Board of Directors

Commander

Sam Wright
Commander@ScaleSquadron.com

Executive Officer

Eric Puchalski
roadkill1954@gmail.com

Past Commander

Mike Greenshields
mikegreenshields@gmail.com

Treasurer

Tim Cardin
Tim.Cardin@CardinWest.Com

Secretary

Ed Woodson
seulberger@sbcglobal.net

Board Members at Large

Larry Wolfe
copsmom98@aol.com
Gordon Truax
gltruax@att.net

Webmaster

Mike Greenshields
mikegreenshields@gmail.com

OCMA Representative

Ed Woodson
seulberger@sbcglobal.net

Newsletter Editor

Eric Puchalski
roadkill1954@gmail.com

Mailing Address

PO Box 8074
Fountain Valley, CA 92728

On the Web at:

<https://www.ScaleSquadron.com>

Scale Dimension is published monthly by The Scale Squadron of Southern California. Copyright 2021, all rights reserved. Reproduction in whole or in part of this publication is granted with acknowledgment of the origin of the information. This must include the name of the publication (*Scale Dimension*) and the name of the publishing organization ("The Scale Squadron of Southern California" or "The Scale Squadron"). This newsletter is published approximately one week before the first day of each month. We welcome all editorial submissions but assume no responsibility for the loss or damage of unsolicited material. Contributions and photographic material are welcome but must be accompanied by release of liability for the publication of potentially copyrighted material. TO AUTHORS, PHOTOGRAPHERS, AND PEOPLE FEATURED IN THIS NEWSLETTER: All materials published in *Scale Dimension* become the exclusive property of The Scale Squadron unless prior arrangement is made in writing with The Scale Squadron. SUBSCRIPTIONS: *Scale Dimension* is distributed at no cost to Scale Squadron members and newsletter subscribers. If you are not a member of the Scale Squadron but would like to subscribe to the newsletter, send your subscription request to the editor to get added to the distribution list. Be sure to include your name, email address, and a general outline of your interest in modeling. ADVERTISING: If you are interested in advertising in *Scale Dimension*, contact the editor for information on how to do that. DEADLINE: Contributions to the newsletter must be received before 15th of the month in order to be included in the next month's newsletter. DISCLAIMER: While every effort has been made to avoid mistakes, The Scale Squadron is not liable in any way for errors or omissions.

On the Cover

1. **Tim Cardin** looking good while landing his Boeing 737800. (See his assembly article beginning on **Page 5**.)
2. **Jaime Colley** once again showing what can be done with a generic **P-50 Mustang** RTF and a little patience and research.
3. **Steve Garcia** greasing another wheel landing with his distinctive **Clipped Wing Cub**.





Sam Wright Commander

Make Model Aviation Great Again

Hello Members,

The end of Summer is here and Fall has officially started with some low clouds and some moisture. You may have to dress a bit more, but there is still plenty of good flying left for the year.

With that there are still a lot of events to attend and you will find information about many of them right here in our newsletter.

I recently made the trek to Hemet for the **U.S. Scale Masters Southern California Qualifier** and had a great time. The Scale Squadron was well represented at the event with eight members attending, three of them as static and flight judges. You will find some coverage and photos from that event (including details of a mishap with my **Hangar 9 RV4**) elsewhere in this issue.

When I returned from Hemet I also got back on the bench to get something ready for the **One Eighth Air Force's Fall Scale Fly-In** later this month, October 22-24. This is a laid-back event at a super nice field and great hosting club.

We were able to order more **Warbirds & Classics** T-shirts and mailed all those that were ordered and paid for at the event. That means we are all caught up and still have a few shirts left to sell. There is one medium, a few larges, two XLs, a 3XL,

maybe 2 ladies' large scoop necks, and that is it. \$15.00 each and you can pay for them at the meeting with check, cash, or PayPal.

We received a lot of good feedback on the artwork and the gray T-shirt color. How will we top that next year?

Please note the full-page flyer for **Greg Stone for District 10 VP** on **Page 18** in this issue. We haven't had much attention or an article from the current VP for whatever reason and we are ready for a positive change. Greg has been diligent in traveling to every club and their events, showing that he truly wants to represent District 10 at AMA Headquarters. Greg was very instrumental in the endless meetings with the Orange County Parks Department during the transfer of ownership of OCMA Field from Irvine to the County. He also helped maintain OCMA Field even during a very trying incident that could have closed the field. AMA ballots for district VP elections are already in the mail. I hope you will join me in voting for Greg Stone for AMA District 10 VP.

I want to welcome our most recent new members to the Scale Squadron as follows: **Frank Baker, Lynn Burks, Jaime Colley, Tim Dickey, Felipe Leite, Chris Madsen, Kevin Mardirosian, Brandon Matarese, and David Scherling**. Thank you for joining our band of enthusiastic scale modelers. We hope we can make your time with us fun and rewarding. Never hesitate to ask for help anytime.

Remember **Show & Tell** is open to all members in any stage. Each person presenting a Show & Tell receives a ticket for the Christmas party raffle drawings. There is no limit on the number of meetings where you can bring Show & Tell items.

I do hope to see you all **Monday, October 11**. I know it is Columbus Day, celebrate it with us at the meeting.

Fly, Fly, and Fly...

Sam Wright, Commander
Commander@ScaleSquadron.com



EDITOR'S NOTES

Wow, it has been a busy month!

Summer's about up and even though flying season in California lasts all year, I think fall is when it's the best. Temperatures start to get reasonable, kids go back to school, and families get back into their normal routines. Days get shorter, true, but that's not a problem for us retired guys, right?

I retired last December and I think I'm finally getting the hang of this whole sleeping in thing. I'm also getting used to not having to cram all my modeling activities into a weekend plus a couple hours a night after work. It's so much more enjoyable knowing that I can stop at any point, pick it up again tomorrow, and still be ahead of where I would have been before retirement.

I should have done it years ago!

In addition to the Scale Squadron hosting the **Warbirds & Classics** event in August there have been several other scale events accessible to SoCal pilots in the past month and a number of additional events coming up. One almost local event was the **U.S; Scale Masters Southern California qualifier** hosted by the **Hemet Model Masters Club**. Our own **Sam Wright** flew in that event and even though he has some repair work to do, he placed second in Pro/Am Sportsman class (see **Page 11**). Not to take anything away from Sam's achievement, but check out his article and you'll understand that if Sam can do it, any of you can!

Speaking of scale (I guess we do that a lot, right?), one thing I noticed at Warbirds & Classics is the impact a correctly sized pilot figure has on a scale model. The pilot figure is an essential part of a scale model and should be sized to the same scale as the rest of the model. With so many airplanes to look at it became obvious which builders put in the effort to correctly size their pilot and which just used whatever was at hand. That inspired me to include the **Pinheads & Blowing Balls** article beginning on **Page 12**. If you're wondering what size the pilot should be in your next masterpiece, take a look. **Tim Cardin** addresses the other issue of a properly dressed pilot in his article about the Freewing AL37 on **Page 5**.

A few weeks ago I made a trip out to Chino Airport with a friend to visit **Scott Swirles** at



Eric Puchalski
Newsletter Editor

AeroScott. Scott does R/C engine repair and we spent a couple very informative and enjoyable hours with him. Take a look at my "trip report" on **Page 9** to see how that turned out.

Most of us have, at one time or the other mourned the loss of **Solartex** for covering our models. I may be the last one to the party here but it looks like we now have a replacement. It's called **Oratex** and is available from several sources (Google it). I haven't tried it yet but while researching it I've come across a number of online discussions comparing the two. There's a pretty good one on **RCScaleBuilder.com** that gets to the heart of the discussion.

The consensus seems to be that the two products are essentially the same except that Oratex is a little heavier and requires a bit more heat. Solartex has a somewhat finer weave and tends to wrinkle less in the sun over time while Oratex needs to be reshrunken once in a while.

There are some other minor differences. I'd be curious to know if anyone has tried Oratex and, if so, what are your thoughts?

One final mention: **Vote for Greg Stone for AMA District 10 VPI!** (See Greg's statement on **Page 18**.) By now you should have received a ballot from AMA. Fill out the postage-paid business card and drop it in the mail.

Eric Puchalski, Editor
roadkill1954@gmail.com



TIM CARDIN'S FREEWING AL37 AIRLINER

by *Tim Cardin*

Modeling and flying R/C have been a lifelong passion for me and it's always been about having fun. Sometimes that fun comes in the form of high level competition, sometimes as making saw horses on which to sit the Cessna T50 fuselage (**Photo 2**). There was no point to that other than the fun to see the under construction fuse on saw horses like might be seen in a hangar somewhere. I still have them if someone needs a little support.

A few months ago I watched **Michelle Nolan** with her **737 Max 8** airliner at the field in United Airlines livery and was completely blown away with its presence in every way. I love airplanes and flying scale, this one hit a high mark on all levels. I never considered commercial airliners as a modeling subject before. Turns out her model is a plug and play ARF that she expertly refinished in United Airlines livery.

It turns out it is a **Freewing AL37 Airliner Twin 70mm EDF Jet – PNP (Photo 1)** and comes as complete as a model can. It didn't take long before I felt I had to have one finished in Alaska Airlines livery. I found it on MotionRC and of course it was on backorder. I put myself on the email notify which was fine with me because I wasn't 100% on board with the project and this gave me time to mull it over and consider everything a larger EDF required. By the time I received the "We have your model in stock notice" I couldn't order it fast enough. I contacted **Callie Graphics** regarding Alaska Airlines livery which of course she had and I immediately ordered. Now I am getting excited!

A few days later the box shows up on my porch and I started exploring. Without going into a review of the model, I was very impressed with the construction and installation of all the hardware, right down to the landing lights. Everything is there, twin 70MM EDF with 12 blade fans on in-runner motors, twin speed controllers, electric retracts, master control box that handles the multiple servos, 2 aileron, 4 flap, 2 elevator as well landing gear, lights, etc. It's even programmed to turn on the landing light when the landing gear is lowered.

There is not much building here, you simply need to glue the two ends of the fuselage together and you're done. I started following AL37 build articles online to see how everyone was dealing with repainting the EPO foam. I decided to go with the simpler solution which was to light sand and do some modest fill work at the joint in the fuselage.

Not able to leave well enough alone I did add some 1/4" square balsa to add some strength to the joint without

Photo 1: This is the money shot! Leaving John Wayne with noise reduction departure. I have to get the gear up sooner! (Don Aitken photo)



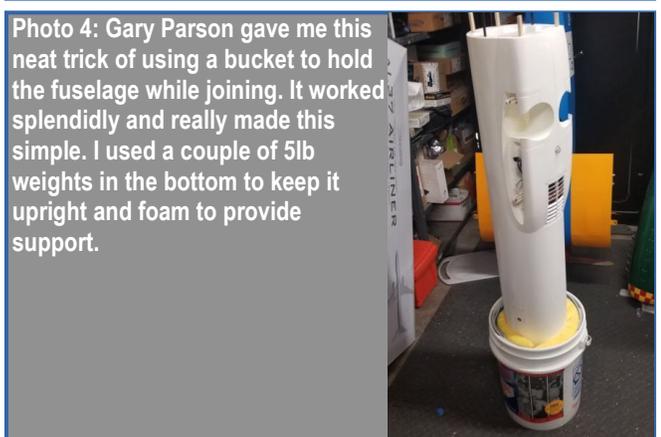
Photo 2: This is what I wanted to see. I think I used this construction time to mull over other aspects of the model yet to build. It was still fun though!



Photo 3: In some build articles people used carbon fiber rods for additional strength. My logic says balsa is stronger than foam and will provide the re-enforcement without the expense and is probably lighter than what I saw.



Photo 4: Gary Parson gave me this neat trick of using a bucket to hold the fuselage while joining. It worked splendidly and really made this simple. I used a couple of 5lb weights in the bottom to keep it upright and foam to provide support.



Tim Cardin's Freewing AL37 Airliner

adding much weight (**Photo 3**). Balsa is stronger than foam so I felt it was a good light weight mod. I used a method suggested by my friend Gary Parson to hold everything in place while the glue dried (**Photo 4**).

The model was painted white with a blue tail and decals for an imaginary airline. I needed to repaint the fuse white for my chosen livery. There are some peel and stick white strips to hide the joint in the fuse if you really don't want to sand. I used Dap "Alex Flex" flexible spackle for the filler in several light applications to conceal the joint and to fix the small dents and dings. I've used various light weight spackles on foam in the past and it has always off gassed at some point sitting in the sun and blistered. The Dap Alex Flex has not done that at all and the model has set in direct sunlight on some of the hottest days this year with no ill effect. It is important to note that the model came well packed and pristine, the dents and dings were all from me learning how to handle a 7' long tube. I used a sanding block with 320 grit dry sandpaper to sand the spackled area and repairs smooth. I finished sanding with 400 grit wet paper across the entire fuse and rudder, removing the injection dimples and seams. Gently sanding is the key here, foam is delicate and won't tolerate aggressive sanding.

Also, check to make sure you really are "done." As shown in **Photos 5 and 6**, tiny seams and cracks will be apparent as you change the light.

Michelle pointed out to me that the AL37 as delivered is manned with WWII bomber pilots. Brown leather jackets, white ties and high crested caps. Completely wrong, so she repainted them proper. I worried the canopy off as there is no other way to get to the pilots. Removing them, I repainted their jackets white, ties black and added some epaulets to finish the look. Now they're official (**Photo 7**).

Cockpit detail completed, I masked the windows and shot the entire fuse and rudder with "MinWax" gloss clear to seal the foam and all the spackle (**Photo 8**). It not only seals the spackle completely it offers some protection to the foam from the paint. The model came with some of the decals already installed, removing them proved more damaging to the foam than expected so they were painted over and sealed which worked perfectly. Next step was a full primer coat to finish the sealing and show off any other imperfections (**Photo 9**). None of the spackle was visible once the primer was on and with an extremely light sanding was ready for paint. I used Rust-Oleum 2X rattle can paint, primer, gloss white and gloss blue for the belly.

Photo 5: White on white is really hard to see and make sure all your sanding and fill work is proper. Everything looks pretty good in this picture...



Photo 6: ...until you see *this* picture. I use a small flashlight at a shallow angle to survey. It immediately makes all imperfections very visible and makes it easy to see when sanding is complete.



Photo 7: Look how much nicer the Pilots look when dressed properly! Fortunately the canopy hides their hats because paint wasn't going to help. The hardest part was removing the canopy without damaging it.

Photo 8: All sanded and clear coated with MinWax glossy clear.



Tim Cardin's Freewing AL37 Airliner

It was about this time that Gene Serrano sent me a link for the Alaska Airlines "Salmon-Thirty-Salmon" airliner. I had already ordered the decals from Callie expecting nothing more than the simple Eskimo* on the rudder and Alaska label. I followed the link and was immediately blown away with the graphic. My reaction was *magnificent!* With only a couple days before my order was to be shipped I emailed Callie asking if she had different flavors of Alaska airline livery and how I'd fallen in love with the "Salmon-Thirty-Salmon." Her reply, "I actually have the current scheme, Alaska's Honoring Those Who Have Served, Starliner 75 and the salmon scheme!". Upgrading to the Salmon scheme was an additional \$18, clearly due to the amount of vinyl required. Not a problem, I upgraded my order immediately. You have to love Callie Graphics; she does amazing work, is priced very reasonably and always treats everyone like her best customer.

So now my airliner is all painted, cured and ready for graphics. The extra week to upgrade my order gave me the perfect amount of time to make sure everything was good to go.

I've ordered from Callie before and everything always came in an envelope and separated to fit. I wasn't sure what to expect with this order. It came in a poster mailer this time. Opening it I was completely blown away. Inside I find *seven feet* of rolled decals. The Salmon is one piece - YIKES! I unrolled it, laying it on the floor I placed one of the carpeted slats on top of it with extra weights to help smooth out the curls. I left it overnight and it helped (**Photo 10**). I cut each side out and then hung it from the ceiling to finish helping it relax while I figured out how I was going to apply them.

My wife came to the rescue once again and helped me peel the backing off which is no small feat for a 6' long salmon decal. With the backing off, I misted the fuse with Windex. This allows you to move the graphic. Without some sort of lubricant those graphics will stick the first place they touch and at minimum pull the paint if lifted, heaven forbid it should touch itself sticky side to sticky side. My preferred solution is Windex. After setting the decal in place I used a credit card or something similar to squeegee over the decal to remove the Windex. I also use a microfiber towel and gentle pressure (**Photo 11**). Care must be taken as the foam will not stand any type of aggressive action and is easily dented. It took about 1-1/2 hours to work the graphic down to satisfaction, my wife helping reset and position as needed. I took a significant break in the middle of the operation to work the cramps out of my hands. As you work the Windex from under the graphics they start sticking and the more you work it the better they stick. With some

Photo 9: Now all in primer, the join is invisible and the only things seen on the fuse are the locators for the window decals.



Photo 10: Here are the graphics in one piece. Laying on the floor with weighted support overnight did a good job taking the curls out.



Photo 11: Typically the graphics would be squeegeed down with the top covering in place to protect the graphics. Not this time!

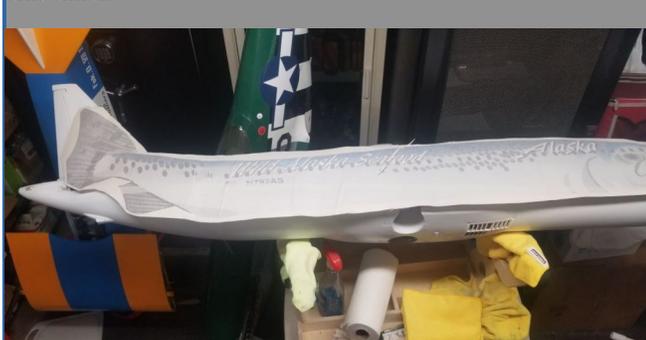


Photo 12: With a misting of Windex, backings removed, the graphics are much friendlier to deal with and lay down much nicer. The tail was the most challenging part of the application. I'm pretty good at it now!



Tim Cardin's Freewing AL37 Airliner

patience you can work the graphics down with little or no faults. One side on and it's time to walk away (**Photo 12**). In the morning I went over it again to remove any bubbles and to make sure it was stuck down good. Overnight most of the remaining Windex evaporates and the graphic is permanent. Now with some experience and again with my wife's help we were able to get the other side down in about 1/2 an hour with no cramps making it a much more rewarding experience.

Final assembly was interesting and fun. It is very cumbersome to attach the wings but Freewing has simplified much with a gang plug that handles four servo and several light connections in one simple plug. The problem comes with the fact that the gear must be down in order to slip the wings into position. Unfortunately that meant making the connections to the wing at a position where the gear can be lowered, unplugging, moving the wing into install position and reconnecting the connections. Very awkward as the wings transport and store much easier when the gear raised. I made a "Y" connection for the electric gear and using a servo driver I can raise and lower the gear with the wing detached. This is *way* easier! A longer ribbon cable would also work, just an inch longer is all it would take.

I find it very rewarding flying the Salmon-Thirty-Salmon (**Photos 13 and 14** show the livery to good advantage). It has plenty of power; the EDFs sound very realistic especially when at taxi speed and is very interesting to fly. Flying it scale is where it really shines; in fact it begs to be flown scale. We watch the full scale airliners on approach to John Wayne at the field all the time. So far flight time is about 4:30 using a 6000MA 6S battery there is between 25%-30% remaining at the end of the flight. Enough for one aborted landing if needed. But I find it is very difficult to fly a full, scale pattern, so far my timer is going off before I get the last maneuver in. It is a twin and that could be used as a mechanical option reducing air time but I would prefer to fly the full routine.

When I went to the Hemet Scale Master Qualifier, I had resigned myself to not competing as both my front line competition models are down. But all I heard was why didn't I bring the Salmon-Thirty-Salmon, it would easily fly in the Pro-Am class. Duh, the thought hadn't crossed my mind.

While there isn't much actual building here, the AL37 provides an excellent platform for painting and adding scale detail. As I look around the field I see many others have opted for this path to a really nice looking scale model. In particular I would like to thank Michelle Nolan (**Photo 15**) for her inspiration in acquiring and assembling this model. 

Photo 13: Clarence waiting for clearance, buckle up, trays in the upright position, electronic devices off.



Photo 14: Adding the blue to the bottom really helped make the graphics pop and gives some good contrast to the model. Gear down, flaps full, pointed at the numbers. Pucker up, in we come! (Don Aitken photo)

Photo 15: Michelle Nolan (the inspiration for this project) with Salmon-Thirty-Salmon.



**From the Anchorage Daily News in regards to who is pictured on the tail: "While everyone has their own theory, we haven't found an official record indicating that it was based on any one person," said Halley Knigge, an Alaska Airlines spokesperson. "And, more importantly, it was never intended to depict a specific person. Rather, it was chosen to represent the Arctic region and its people."*

A TRIP TO AEROSCOOTT

by Eric Puchalski

One of my besties and sometimes co-conspirator in occasional random adventures, **Jack Guiso**, suggested that I take a look at what **Scott Swirles (Photo 1)** is doing out at Chino Airport. Scott owns and operates a model engine repair and maintenance business called **AeroScott** out of a hangar at Chino. Personally, I love working with model engines of all types and sizes so one fine morning in September with the promise of meeting up with someone who actually knows what he's doing, we loaded up and headed to Chino.

Scott's business office is at home and his major machine shop is at another location. But the core of the repair and maintenance operation is located in the rear of a hangar belonging to one of Scott's friends. This is where he evaluates, disassembles, reassembles, adjusts, tunes, and test runs his projects. If he has to fabricate any parts, that's done at his machine shop.

For aviation fans, being able to work in a hangar at CNO has some nice advantages. First and foremost is that *it's an airport and you're surrounded by airplanes!* Throughout our visit with Scott there was the constant sound of aircraft engines overhead and taxiing around the hangars. While that provides a terrific (and distracting) ambiance, Scott also shares the space with a full-size **Stearman PT-17**, a **Piper J-5 Cub Cruiser (Photo 2)**, and a **Beechcraft Model 17 Staggerwing** restoration project (**Photo 3**). The Stearman was also a restoration project but was recently completed, certified and at this time the airframe only has about five hours on it. The Staggerwing restoration has been under way for 10 years, give or take. This project was a bit more ambitious than the Stearman as it started out pretty much as just a steel frame, some uncovered wing panels, and some boxes of parts.

Background

Scott grew up around aerospace machine shops and spent 40 years as an automotive mechanic. He knows airplanes, he knows engines, and he knows tools. My first inkling that I was talking to a true professional was when I looked in his toolbox and saw what I initially thought was an advertisement for a mechanic's tool company (**Photo 4**). His overall workspace is nicely organized with everything in easy reach (**Photos 5 & 6**). (In my mind I contrasted this with my own toolbox and workspace at home and decided not to show pictures of those.)

Before Scott got into flying R/C airplanes in the early 1980's, he raced motorcycles but decided to give that up when the kids started coming along and he thought it would be nice for him to still be around to enjoy them.



A Trip to AeroScott

Once he got into R/C, he found himself doing engine repair and maintenance initially for friends, then for friends of friends, and eventually for people who heard about the great work he did. He founded AeroScott in 1989 when he saw a need for a local engine repair and maintenance facility to support local fliers. He was originally associated with Hobby Shop USA and worked out of their facility. When they closed up shop he moved into the space at CNO with his friend and continued operations. Since then, his business has grown to the point where he does around 200 projects a year with clients all over the world. He retired in 2014 and now devotes his entire “work” day to AeroScott.

Specialties

Scott has no particular specialty and is equally qualified to take on 2-stroke, 4-stroke, glow, spark, nitro, gas, single- or multi-cylinder, antique to modern—pretty much anything that makes noise when the parts move and can have a prop attached. He will do anything from simple checkups and adjustments, to major overhauls, to full-fledged restorations. If you have one of those old large-bore nitro burners, he’ll convert it to gas which will allow you to continue to use the engine but save about 30 bucks per gallon on fuel.

Although he’ll take on most anything, his favorite projects are the large displacement Saito, O.S., Moki, and other high-end multi-cylinder units. This includes radials as well as twins. If you own any DLA engines and have sent them in for warranty repairs, odds are they were forwarded to Scott to do the work. He’s also regularly works on DLE and Desert Aircraft engines.

He generally won’t take on work for a few brands (Magnum, ASP, and Evolution come to mind) because it’s become almost impossible to get parts, and repairs will generally run more than the cost of a new engine. But that doesn’t mean he’ll refuse to work on one of those if it’s a special case.

Something Scott does that’s pretty cool is that while he’s testing an engine following repairs, he’ll prepare a video of the test and send that to the owner. This allows clients to see that the engine is actually working before they send in a payment. It also provides prospective clients an opportunity to see his work before they decide to trust him with their checkup or overhaul project.

Contact

If you’re interested in having Scott take a look at your power plant you can contact him through his website (www.aeroscott.com), email (aeroscott89@gmail.com) or phone (909-562-7106). He also maintains a YouTube channel ([AeroScott Model Engine Repair](#)) where you can see a bunch of his work.



AeroScott
Model Engine Repair Services

Scott Swirles
333 E. Arrow Hwy., #1053
Upland, CA 91785
909-562-7106
www.aeroscott.com

Let’s Wrap This Up

Scott has a wealth of knowledge about small displacement engines of all kinds. He loves what he does, is very approachable, easy to talk with, and is happy to share his knowledge. It was very enjoyable spending time getting to know him. I plan to keep in touch with him and maybe drop in once in a while to see what he’s working on. I strongly recommend that you keep him in mind the next time you turn that pride and joy of yours into a lawn dart. 

U.S. SCALE MASTERS SOCAL QUALIFIER

by Sam Wright

As I mentioned in my Commander's column, I attended the **U.S. Scale Masters Southern California Qualifier** hosted by the **Hemet Model Masters** in Hemet, CA on September 17-19, 2021. I was happy to see about eight fellow Scale Squadron members at the event including **Larry Wolfe** and **Gordon Truax** who performed static judging duties (**Photo 2**). **Jim Reed**, an experienced flight judge, managed that chore with other flight line judges.

I took along my **Hangar 9 Van's Aircraft RV-4 ARF** (Yep, I said ARF) and entered it in the Pro/Am Sportsman class. ARFs are permitted in this class which means most of you could have made the trip and had fun competing with something you already have in your hangar!

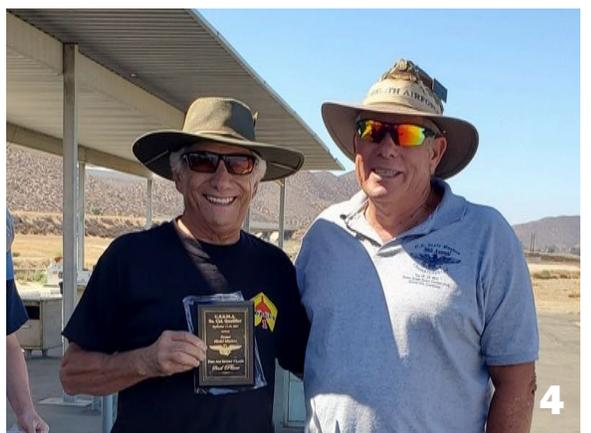
Most competitions, including Scale Masters, are organized into multiple classes ranging from expert levels where the "builder of the model" rule may apply and you will see meticulously crafted museum pieces, to novice levels where all scale models are welcome, regardless of the origin. The novice classes provide a very casual way to ease into the excitement of competing in a judged event.

There were lots of great models at this event (**Photo 1**) but one that really stood out for me was **Tim Dickey's** beautiful **Fairchild PT-23** (**Photo 3**) competing in Expert Class. This model is obviously a labor of love and I am looking forward to seeing it again at other events.

The fun for me was slightly spoiled by a mishap with my RV-4. After a couple flights I flew a third time late in the afternoon and got too far out. The sun was low, turning the RV-4 into a black silhouette and I lost orientation. The plane didn't do well and the two-cylinder **RCGF Stinger 40** twin ate dirt. **Tim Cardin** dismantled the engine, cleaned it, examined the crank and all components, reassembled it, and pronounced it OK. Tim is *the* engine man and knows these engines very well. Somehow out of that disaster I received a Second Place in the Sportsman Class (**Photo 4**).

Overall, this was a wonderful event and a worthwhile trip that included lots of hanging out with old friends and catching up. Even though we are moving into Fall, there are still a lot of events to attend in upcoming months. It was nice to see all the Scale Squadron pilots at this event and it would be nice to see a similar turnout at upcoming events. Scale Masters Qualifiers are done for the year but you will find information about many other upcoming events elsewhere in this issue.

So, dust off that old ARF, find a scale event to fly it, and see if you can beat my second place!



PINHEADS & BOWLING BALLS

Pinheads & Bowling Balls: Stop Guessing Your Pilot Size!

by Eric Puchalski

The wrong sized pilot in your scale model can easily destroy any illusion of realism, but getting the scale right can be quite a hassle. Here's a quick guide to make it easy.

We've all done it. We build our ultimate (for now) scale airplane and decide to finally use that fully detailed Warbird Pilots or Dreamworks Products pilot figure we've been saving for something special. After seating the pilot, he (or she) looks a little small (like a pinhead) or maybe a little oversized (like a bowling ball wearing a helmet) because the scale of the pilot doesn't match the scale of the airplane. But we go ahead with it because the airplane is a masterwork and the pilot figure just looks *so cool*.

There's not much we can do if we have our heart set on using a particular pilot in our next project

except to size the project around the pilot. But by doing a little figuring up front we can at least predict the size of the pilot we should be using for our specific model so we're not *too* surprised when we get to that final fitting.

Pilot Figures Used in Modeling

Pilot figures typically come in three basic forms: just a **head** all by itself, a **bust** that includes a head and upper torso, and **full figure** that includes everything from helmet to boots.

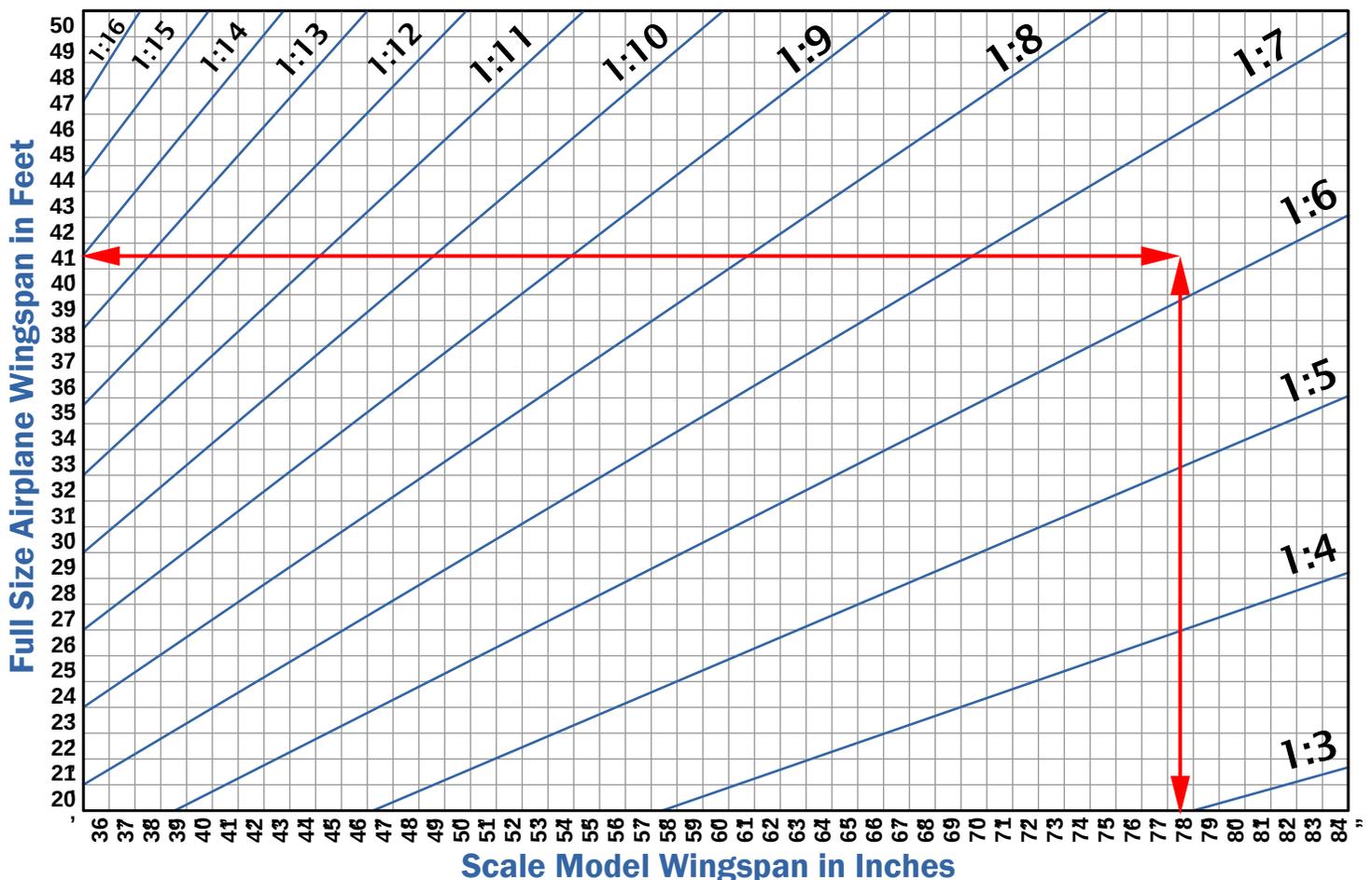
On average, a person's head from chin to crown is about one seventh of their overall height. Using the TLAR* method, a bust should be roughly twice the height of the head alone.

Determine the Right Size Pilot Figure

First, you'll need to know the true scale of your model. If you're sizing for a sport model, pick a full size airplane of similar look and performance, and use the wingspan from that. Then, using **Chart 1**, find the

**That Looks About Right*

Chart 1: Scale Conversion



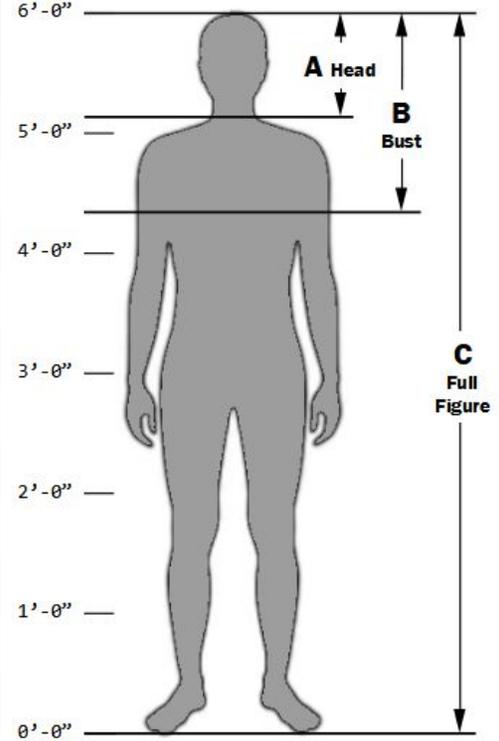
Pinheads & Bowling Balls: Stop Guessing Your Pilot Size!

wingspan of the full size airplane in the column on the left and the actual wingspan of your model along the bottom. Draw a horizontal line from the full size wingspan and a vertical line from the model's wingspan. Where they meet will fall into one of the areas between the blue radial lines, each of which define an area representing the converted scale.

For example, a full size P-47 has a wingspan of 41 feet. Assuming my model has a wingspan of 78", the scale of my model is on the high side of the 1:6 area. (The true scale is 15.853% but that converts to 1:6.32 which isn't an easy fraction to work with.)

Chart 2: Scale Dimensions for 6' Tall Pilot

Scale	Head (A)	Bust (B)	Full Figure (C)
1:4	2.57	5.14	18.00
1:5	2.06	4.11	14.40
1:6	1.80	3.60	12.00
1:7	1.47	2.94	10.29
1:8	1.29	2.57	9.00
1:9	1.14	2.29	8.00
1:10	1.03	2.06	7.20
1:11	0.94	1.87	6.55
1:12	0.86	1.71	6.00
1:13	0.79	1.58	5.54
1:14	0.73	1.47	5.14
1:15	0.69	1.37	4.80



Dimensions are in inches.

Chart 2 shows scale size equivalents for a 6-foot tall human pilot. So assuming my full size pilot is six feet tall, a 1:6 scale pilot head should be about 1.8" high. A bust should be in the 3.6" range and a full figure should be around 12" tall.

Additional Resource

But (you say) I'm building Patty Wagstaff's Extra 300L in 1:3 scale and Patty's 5'-5" not 6'-0" and I want everything perfectly coordinated size wise. Fear not if your plane won't fit the chart or your prototype pilot chooses to be something other than 6 feet tall. I've built an Excel workbook that will provide the information in **Chart 1** for any combination of wingspans and pilot height. It looks something like **Figure 1**. It's pretty straightforward and easy to use and should get you in the ballpark.

Just let me know if you want a copy of the workbook by dropping me an email and I'll send you a link where you can download it.

Eric Puchalski, Editor
roadkill1954@gmail.com



Figure 1: Sample Pilot Sizing Using Excel Tool

Wingspan			
	Feet	Inches	Overall
Full Size	26	0	312.00
Model	8	6	102.00
			33%

Pilot Height	
Feet	Inches
Full Size	5 5.00
Scaled	1 9.25

Scale Pilot Size		
Head	Bust	Overall
9.29	18.57	65.00
3.04	6.07	21.25

Notes:
Pilot sizing for Patty Wagstaff's Extra 300L project.
Model will have a 102" wingspan.
I'll need a female pilot figure around 21" tall.

[ed. This article draws heavily on an article titled Would You Let Any Old Dummy Fly Your Model? that was written by **Kelvin Shacklock** and published in Model Airplane News magazine sometime in the 1980-1990's.]

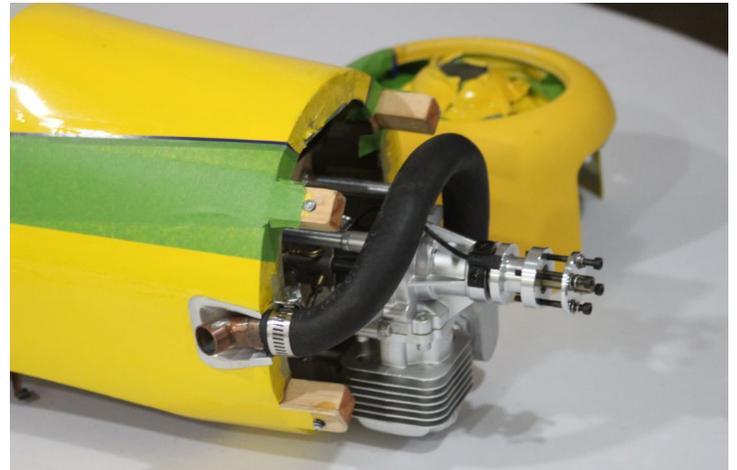
SEPTEMBER SQUADRON MEETING

Great attendance once again. It's clear that everyone is glad to be back to meeting in person. **Commander Sam Wright** expertly guided everyone through the general business, announcements, introduction of new members, etc. Past Commander Mike Greenshields provided a wrap-up of the Warbirds & Classics, including the good news that we didn't lose any money on the event. (Something we were initially concerned about.) Then we got down to what we were *really* there for: **Show & Tell**. This was a busy segment with *six* presenters. (There were almost seven presenters but **Steve Penn** had to leave a little early and was not able to talk about his rare **Saito G60** gas engine that he recently added to his collection. Maybe at the October meeting?)

At the August meeting, **Jerry Thompson** showed his just-completed **North American P-51D Mustang** that he built from a Top Flite kit. This month he presented a video of the Mustang's first flight. The video covered the entire flight including engine start, takeoff, trimming, a few aerobatics, landing, and taxi back. It was great to see how well the Mustang performed and to watch Jerry's reaction. **Tim Cardin** did the first flight honors and congratulated Jerry on an excellent job and beautiful airplane.



Randy Wilbur brought along his **North American T-6 Texan** originally built from a **Midwest** kit. Randy is rebuilding the airplane after it's recent kamikaze run. **Tim Cardin** assisted with an engine overhaul and **Sam Wright** is helping with the paint. An interesting detail is the engine exhaust which is a piece of automotive heater hose with a spring inside to prevent it from collapsing or kinking. This arrangement allows the exhaust to be routed to the scale exit location behind the cowl. Work is nearly complete and Randy expects to fly it again soon.



September 2021 Squadron Meeting

John Perry has a love of the **North American F-82 Twin Mustang**. It shows in his in-depth technical knowledge of the airplane and is demonstrated by the fact that he's built several models of it. In fact, his plans call for building three more, all at the same time! He also offered to assist anyone who wants to try building one.

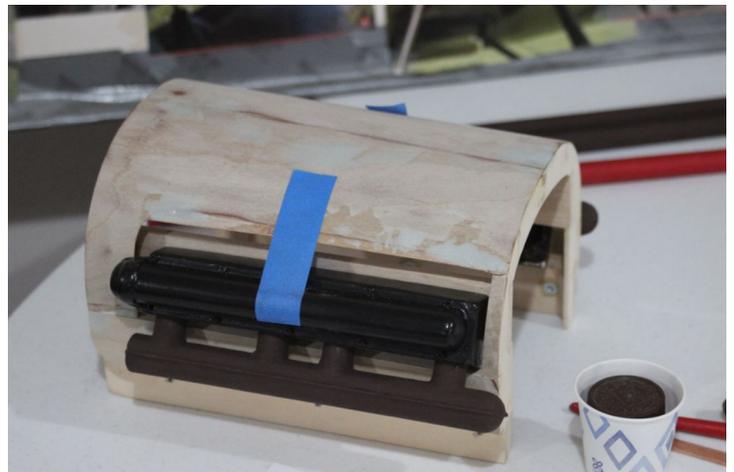
The model he brought to show is a nearly complete glow powered night fighter version. It's built from a P-51 mustang kit which required a lot of mods (and a second fuselage) to get to the correct scale outline.

To help avoid engine outs, John has installed a programmable on-board glow driver from **Dave's R/C Electronics**. The glow driver is specifically designed for twin engine setups. John said it came with everything needed to do the installation and he's very happy with it. At a cost of around \$60 he says it's cheap insurance.



Ed McCormick demonstrated an interesting approach he's using to work out the scale details for a **Royal Aircraft Factory S.E.5a** project. He calls it his "thinking board" and it comprises photos of the details he intends to include on the finished model. He said it allows him to keep an overall vision of the finished airplane while he digs into individual details. As an example, he showed the framed up cowl with completed exhaust headers installed. While building the headers he was able to refer back to the thinking board to make sure what he did would fit on the completed airframe.

He described his method for finishing the headers so they had just the right look of in-service metal. They needed a sort of burned rust color with a slightly rough texture. After several runs at it, he finally got the right color and then mixed some ground Chinese white pepper (huh??) into the paint to get the exact texture he wanted.



September 2021 Squadron Meeting

Larry Klingberg always has an interesting story to tell and this evening was no exception. It seems while rummaging through a used bookstore he stumbled onto a book titled *Amelia: A Life of the Aviation Legend*. The book was marked \$1.00 and after taking a quick look through it, Larry happily paid it.

What he found inside was extraordinary. It's a contemporary amateur snapshot of Amelia Earhart's crashed **Lockheed Electra** that she ground looped while taking off from Luke Field, HI. This was the crash that ended her first attempt to fly around the world.

This photo was taken by someone who was watching the attempted takeoff and witnessed the accident. The back of the photo bears the handwritten inscription:

*Amelia Earhart's plane immediately
after the crash at Luke Field in Hawaii
March 20, 1937, Saturday*

What a terrific find!



Tim Cardin was last up and he showed his new **Freewing AL37 Airliner**. He redid the stock livery to match Alaska Airline's "Salmon Thirty Salmon" commemorative **Boeing 737-800**. He did a lot of other work on the basic model and his efforts are described in a build article in this issue beginning on **Page 5**.

This is a very impressive model with a wingspan of 72" and a length of 79". It's powered by twin 70mm EDFs and comes ARF (unless you're Tim) with just some very minor assembly required. It includes full retracts, flaps, navigation lights, and a pre-programmed receiver to run everything.

If you haven't yet seen this model in flight then you're in for a treat when you finally do. You might have to do some trolling to catch Tim and his flying fish but if you get out to the field early maybe you can lure him out with the right bait*.



**[ed., Apologies for the terrible wordplay; I couldn't help myself!]*



MEET TIM DICKEY

by Sam Wright

The Scale Squadron was fortunate to recruit a new member recently; **Tim Dickey**. Tim spent his early years growing up in Middletown, Indiana. His introduction to model aviation came in the form of a Cox .049 PT-19 and U-control stunt planes. Like so many of us his life moved on and model aircraft interests waned but never completely disappeared.

Tim got back into model flying in 2013 discovering the wonderful world of foam and electrics at a nearby vacant lot. Then in 2015 he stopped by the Arizona Model Aviators field to watch that year's Gunsmoke scale competition where he got hooked. Since then he has built several model airplanes, campaigning them at various fly ins including Scale Masters events, AMA NATS, Top Gun and recently the Northwest Scale Modelers.

Tim is a competitor and he knows what he is doing. He is usually in (or very near) the winner's circle at most events. At this year's NATS his scratch-built, Robart radial powered **Fairchild PT-23** won Pilots' Choice Best Military Aircraft and took fourth place in R/C Scale Expert Class. At the recent Scale Masters SoCal Qualifier in Hemet he took second place in Expert Class with his scratch-built PT-23 and he won ProAm/Pro with a Top Flite PT-23.

He's not afraid to take on unusual subjects including an example of a **Piper J3P Cub** which, unlike the typical Continental-powered Cubs, was equipped with a Lenape Papoose 3-cylinder radial.

At the 2019 NATS with his J3P Cub that was unusual for its three-cylinder radial engine.



Tim with his PT-23 at the recent Scale Masters SoCal Qualifier in Hemet.



Static Judging of the PT-23 at the SoCal Scale Masters Qualifier.

At the 2021 NATS Tim won Pilots' Choice Best Military aircraft and took fourth place in Expert class with the PT-23.



Only about 10 of these were produced by Piper for testing purposes.

Tim has a lot to offer and we're fortunate to have him on the Scale Squadron roster. He makes his home in Chandler, AZ so we may not see him often but we will do our best to get him to a Squadron meeting. When you do see him around, be sure to say Hi.



2021 AMA ELECTION BALLOT



GREG STONE

FOR: DISTRICT X VICE PRESIDENT



I'm **Greg Stone** from Southern California and I'm asking for your vote for **District X Vice President**. My priorities are to provide support for our District X clubs, flying sites, and education encompassing both model aviation and STEM programs. I pledge to visit and bring awareness to clubs and club events. I enjoy meeting our members and participating in all types of events.

My goal is to raise visibility across the district about our clubs, all of our club events and fun fly's, and the many AMA resources available to the flying sites. In conjunction with improved visibility, we

need a current district website for everyone to share about events and happenings at their fields as well as current topics that are being covered during AMA meetings. With an emphasis on improved communication throughout our District X, my hope is to establish an open communication channel for all members. I have interacted with many of our fellow district VP's and AMA executives, and intend to build upon these efforts to form effective working relationships for District X. As your District X VP, I will communicate the issues and concerns of our District to the Executive Council and ensure our voices are heard on national matters.

I have been flying radio control for over 40 years and have been involved with many clubs as both a member and club leader. I started in control line and model rocketry and since then have been involved across all aspects of R/C. I have also been active in supporting various educational STEM programs from Science Olympiad to collegiate design, build, fly competitions. Participating in these events has given me the chance to visit flying fields and members in other District X states. I'm committed to ensuring future generations will be able to enjoy modeling as we do today.

MONTHLY MEETING NIGHT

Monday
October 11, 2021
7:00pm

The October 2021 Meeting is On!

The October meeting will be at the Green Valley Adult Clubhouse as usual. There will be lots to talk about and if the past couple months are any indication, we should have lots of Show & Tell presentations.

Keep in mind that visitors are always welcome so don't be shy about bringing someone. And remember that anyone with *anything* for **Show & Tell** will receive a raffle ticket for special prizes to be raffled off at the Squadron Annual Banquet in December.

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

A list of upcoming scale events that are easily reachable from Southern California is included here. 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
Oct 16-17	R/C Flyers Unlimited Oakdale, CA	2021 Giant Scale Fall Fly In Come join the RCFU Giant Scale Fly-In. All IMMA legal scale aircraft are welcome except turbines (due to the site's dry field conditions). Landing fees \$20.00 and a BBQ hamburger and hot dog lunch for \$7.00 on Saturday. Dry RV camping on field w/fees.
Oct 22-24	One Eighth Air Force Mesa, AZ	Fall Scale Fly-In 2021 Pilot's Fee \$40, includes Friday night pizza. All types of scale models welcome, including turbines (waiver required). Saturday night banquet, \$10 includes Guest Aviation Speaker. Awards for several categories. T-shirts available for purchase at Event. AMA required for all pilots. No 3D flying. Dawn Patrol Saturday for WWI & pre-WWII planes.
Nov 5-7	Arizona Model Pilots Society Glendale, AZ	Wings for St. Jude Fun Fly, Giant Scale and Turbine benefit fly in for ST. JUDE CHILDREN'S HOSPITAL. AMA required, spectators welcome and encouraged. 100% of profits go directly to ST. JUDE. Together we can save the life of a child.
Nov 13	Las Vegas R/C Club Las Vegas, NV	Las Vegas Fall Warbird Fly-In Warbird Fly-In event. Prizes, food available. Come have fun with us at Bennett Field on our newly repaved runway.
Nov 27-28	Tucson R/C Club Tucson, AZ	Tucson Winter Scale Classic 2021 Scale fly-in & model swap meet. \$40 Landing Fee, must have current AMA. Camping but no hook-ups. Registration 8:00AM, flying 9:00AM - 4:00PM both days.
Jan 28-30, 2022	Sun Valley Fliers	Winter Warbirds (Dates are tentative, more info to follow)
Mar 18-20, 2022	One Eighth Air Force Mesa, AZ	Gunsmoke 2022 Overnight parking available Thursday - Saturday night, call to reserve a spot. Trailers can be left overnight, security by club. All classes will be judged. \$40 entry. Static Friday - Saturday AM

Errors & Omissions:

If you note any errors in any 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.

Radio Control Flyers Unlimited

2021 Giant Scale Fall Fly In

October 16 & 17, 2021

Ward Hendricks Field, 8400 Eastman Rd, Oakdale, CA



All IMAA Legal Aircraft Welcome

Hard surface runway 800' X 60' Covered pit area

RV camping on site-dry—\$15/night seniors (over 62) non seniors \$30/night-paid to Stanislaus County

Pilots may arrive early and fly on Friday-open field

Field open for night flying Friday and Saturday nights

\$20 Landing fee—Pilot's meeting at 8 AM each morning—Coffee and Donuts provided

Lunch— BBQ Hamburgers and Hot Dogs Saturday only--\$7 plate

AMA sanctioned event-Must show your AMA card

Please RSVP to lenci1938e@gmail.com so we know how many are planning to attend

All pilots MUST have a fire extinguisher in their possession!

Smoking allowed only in vehicles

Shawn Lenci 209.985.4883

lenci1938e@gmail.com

Jack Cooke 209.409.4378

jcookefamily4@yahoo.com

Ron Lenci 209.479.3869

ronlenci@gmail.com

Fall Scale Fly-in '21



photo: Noel Hunt

FW-190
"Best Military"
Spring Fly-in '21
Wayne Layne

MESA
ARIZONA
"Superstition Airpark"

3 Day Model Airshow!

... FUN FOR THE ENTIRE FAMILY

Oct 22-24

Jets!
Warbirds!
Classics!



Saturday
Noontime lineup for
spectator viewing

photo: Brad Osborne

P
R
E
S
E
N
T
E
D
B
Y



photo: Noel Hunt

LOCKHEED CONSTELLATION
"Commander's Choice" John Christensen
Spring Fly-in '21

ONE EIGHTH AIR FORCE

"Showcasing Scale Aviation Through Public Displays & Organized Events"

- E** Pilot's Fee: \$40 - includes Friday Night Pizza
v All Types of Scale Models Welcome - including
e Turbines with Waiver
n Saturday Night Banquet: \$10 - includes
t Guest Aviation Speaker
| Awards for Several Categories
n T-Shirts Available for Purchase at Event
f AMA Required for All Pilots / No 3D Flying
o DAWN PATROL Saturday, WWI & Pre-WWII Biplanes

- S** Spectator Parking: \$6
i Food Vendors on Site
t RV Overnight Camping Available
e Contact CD to Reserve a Spot
i 800ft Runway / Shade / Set-up Tables
n 400ft Ceiling / 100db Limit
f Electrical Outlets Available
o AMA Sanction #11757

**Superstition
Airpark**

*see attached map
33°26'42.5"N
111°34'50.7"W
www.OEAF.org

ONE EIGHTH



CD / Jim Spice - email: coptercptn@gmail.com
(224) 374-2696



HOSTED BY
ARIZONA MODEL AVIATORS
www.azmodelaviators.com

Wings

"Together we can save the life of a child."



2021

Benefit Fun-Fly

AMA Sanction # 10514

Come Fly With Us, For the Kids of St. Jude

Follow us on Facebook

AC FLIGHT DECK
PILOT
COM

November 5,6,7

AMPS - At the Adobe Dam flying field

- Pilot Landing Fee (all 3 days): \$40 (donation to St. Jude)
- Proof of AMA / FAA required.
- Pilot event shirts included in landing fee
- Dry camping available—limited (contact CD)
- Daily pilot awards and raffle (see event website for details)
- Food and concessions on site—(see event website for details)



100 % of ALL monies collected for the event go directly to St. Jude Children's Cancer Research.

Event CD: Mike Niehaus (269) 993-8384

Event website: www.wingsaz.com

AMPS is a Concessionaire of Maricopa County at Adobe Dam Regional Park.

**Tucson Radio
Control Club**



**WINTER
SCALE
CLASSIC 2021**

AMA Sanctioned Event 11986

SCALE FLY-IN

&

MODEL SWAP MEET

NOVEMBER 27TH & 28TH

Funds raised to benefit
stjude.org

PILOTS- \$40 LANDING FEE
for as many planes as you can bring.
Any size is fine, but no profiles please.
LANDING FEE includes pizza & wings for
dinner on Saturday.



**St. Jude Children's
Research Hospital**

REGISTRATION:
8:00 AM both days

FLYING:
9AM to 4PM Saturday & Sunday



10801 E. Valencia Rd., Tucson, Arizona 85747

Sanitary facilities ★ Camping on-site (no hook-ups) ★ Food available

For more information visit: <https://www.trccclub.org>
CONTEST DIRECTOR: Steve Clark, 520-603-1875, havingfunin_rc@yahoo.com

GunSmoke 2022

A Scale Masters Qualifier

Hosted by the One Eighth Air Force March 18, 19, 20, 2022

Competition in 5 classes

Expert, Team Scale,

Advanced, Pro Am Pro,

Pro Am Sportsman

+++++

Friday: Static Judging

10AM to 3PM

Late Arrival Static Judging

Saturday 8:00 AM.

Sat & Sun: Flight rounds

8:30AM to 3PM

+++++

Awards Ceremony Following the Flight Rounds

Sunday

Entry Fee: \$40

Spectator Parking \$6.00 per Vehicle

Overnight Parking available by

Reservation, Thursday, Friday & Saturday night

ONLY

Food at Concession Stands

available Sat & Sun

Pizza & Wings Friday Night

+++++

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

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

1/8 TH Air Force Commander: [Jim Spice](mailto:JimSpice) 224-374-2696 coptercptn@gmail.com

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

www.uscalemasters.org + www.oaaf.org +

www.azmodelaviators.com



F4B

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 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.

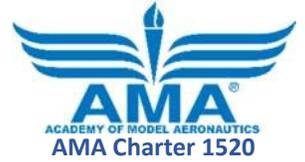


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.