

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



Founders of the  
US Scale Masters Championships

# SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

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## The Scale Squadron of Southern California 2021 Board of Directors

### Commander

Mike Greenshields  
[Commander@ScaleSquadron.com](mailto:Commander@ScaleSquadron.com)

### Executive Officer

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

### Past Commander

Mike Greenshields  
[mikegreenshields@gmail.com](mailto:mikegreenshields@gmail.com)

### Treasurer

Tim Cardin  
[Tim.Cardin@CardinWest.Com](mailto:Tim.Cardin@CardinWest.Com)

### Secretary

Ed Woodson  
[seulberger@sbcglobal.net](mailto:seulberger@sbcglobal.net)

### Board Members at Large

Larry Wolfe  
[copsmom98@aol.com](mailto:copsmom98@aol.com)

Gordon Truax  
[gltruax@att.net](mailto:gltruax@att.net)

### Webmaster

Mike Greenshields  
[mikegreenshields@gmail.com](mailto:mikegreenshields@gmail.com)

### OCMA Representative

Ed Woodson  
[seulberger@sbcglobal.net](mailto:seulberger@sbcglobal.net)

### Newsletter Editor

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

### Mailing Address

PO Box 8074  
Fountain Valley, CA 92728

### On the Web at:

<https://www.ScaleSquadron.com>

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## On the Cover

1. Bomb release from the Douglas AD-5 Skyraider being checked out by Chris Wolfe at PVMAC field.
2. Gee Bee Super Sportster Model Y belonging to Chris Bruno in a smoke-on flyby.
3. North American P-51B in Tuskegee Airman livery on short final. This beautiful model belongs to Lyndon Peats.



# IN MEMORIAM: SAM WRIGHT



by Eric Puchalski

I feel I've been doing this far too often lately. Early in the morning on 04/01/2022 **Sam Wright** passed away. I have known of Sam for a couple decades (who didn't?) but I first got to know him in person around the summer of 2013. At that time I had pie-in-the-sky visions about putting together an annual Dawn Patron event at OCMA Field focused on WWI and Golden Age aviation. I quickly came to understand that Sam was a major player and shaker in the model aviation world. I went to him for advice on how to promote the event and round up a few more pilots.

We had a long talk and he told me that he thought my enthusiasm is great—and don't ever let that fade—but I shouldn't set my sights too high for a first-ever event. It seems scale modelers follow a pretty well established calendar of events and getting them to do something different wouldn't be impossible, but it would be very difficult.

It was the first of many conversations I had with Sam where everything he said proved to be right.

As a kid, I grew up around aviation and modeling. I learned much from prior mentors and role models. But Sam was a mentor extraordinaire. He had been involved in this hobby for decades and his interest never flagged. He knew people I only read about in magazines and he followed developments and trends

precisely. His name shows up in national and international hobby magazines going back to the 1970's. He knew what was going on and he knew who was going to make things happen.

I didn't know Sam as well as some readers of this newsletter but I never found him to be anything less than wildly enthusiastic, always positive, encouraging, and optimistic about the future of this terrific hobby and interest we all share.

I've known Sam for something less than 10 years but in that time I found him to be an unapologetic champion of this hobby. His leanings were toward large scale warbirds—the bigger, louder, and faster, the better—but there was hardly any subject he wasn't happy to learn about and then share his knowledge.

Sam was an avid aviation buff, a terrific mentor, dependable advisor, good friend, and a world-class man.

I saw a quote once that went something like: *"There's a big difference between a pilot and an aviator. A pilot is a technician, an aviator is an artist in love with flight."* Sam was an aviator.

Sam, I will miss you dearly. Fair skies and tail winds.

This image was shamelessly lifted from PVMAC's website. It was just too good to pass up.





**Mike Greenshields**  
Commander

Dear Squadron Friends and Family,

On April 1st, we lost a dear friend, **Sam Wright**. There are no words. His influence in the scale modeling community is far reaching and he will be sorely missed. He had a true passion for this hobby and did his best to promote it at every turn. More information about services will be distributed soon once finalized by Sam's loved ones. Meanwhile, his wife Nancy and his family have asked for privacy during this time. Nancy and the Wright family are in our thoughts and prayers.

As directed by the board and by Sam in previous communications, I was voted in by the board to be the Commander for the remainder of the year. I am humbled and honored. The Squadron is a special and unique club. The loss of Larry Klingberg and Sam Wright are truly felt throughout the club, in part, because we are such a tight-knit group. It's times like this when we remember that the most.

Just like Sam, we are passionate about our club and our Warbirds and Classics event. And so, we will be continuing with the event this year. **The Sam Wright Memorial Warbirds and Classics Scale Fly-In** will be held on schedule. Thank you to **Randy Wilbur** for taking the role of CD for this event and thank you to all of the volunteers that will help make this event the great event it is.

Randy and Joni have a ton of great ideas and plans and I can't wait to share these event updates with you. Also, we'd like to officially announce that **Zap** and **House of Balsa** will once again be a major sponsor of the W&C event. The owner of House of Balsa, **Paul Stenberg**, will be on site. Have your Zap questions ready! Thank you Paul for your ongoing support.

Our next meeting is this **Monday, April 11**. And, with all that's going on, let's not forget that every meeting is a celebration of your scale modeling projects and achievements. Our wives have shopping therapy, we have modeling therapy! Please bring in your latest buy or find, show us what you're working on, share your latest tips and tricks with the group. There will be coffee and snacks too as always.

**A BIG THANK YOU!** Last month's club meeting presentation was pretty spectacular. I want to again thank **Merrill Brady** and his very patient and supportive wife Margaret for bringing out his immaculate **Taylorcraft TG-6** scale military glider. I can't help but think both Larry and Sam would have truly been impressed as we all were with this beautiful and historic scale glider. Hopefully soon we'll get the chance to see it in action.

Since we're talking about club meetings, if you have any suggestions or requests for guest speakers, meeting/presentation topics, please reach out. I'd love to hear from you. I know our VP/Club Newsletter editor Eric, would love contributions to the newsletter too. Pictures from events or even just a day at the field, tips and tricks, etc. My personal email is **mikegreenshields@gmail.com**. My phone is **(714) 757-6629**. I do best with emails and texts. If you call, please leave a message as I will probably have to call you back. You are welcome to reach out anytime.

I hope we see all of you at the meeting or field soon!

**Mike Greenshields, Commander**  
[Commander@ScaleSquadron.com](mailto:Commander@ScaleSquadron.com)



# EDITOR'S NOTES

I didn't know **Larry Klingberg** forever but in the 10 or so years that I did know him I discovered that he and I thought a lot alike about a lot of things. One of those things was that there's a gigantic reserve of what the rest of the modeling community would consider throw-away resources just waiting to be applied to current projects and problems.

I already knew, but Larry reinforced for me, that odds and ends of wire, fabric, wood, cardboard, and who knows what else can, in a lot of cases, be converted into usable parts for our projects.

I'm going to miss Larry for sure but be assured, I'm going to carry on his belief that "trash is a resource."

In that spirit I offer another DIY project that (if you decide to follow along) will prove that you don't need to go to Amazon.com for everything, while at the same time, you can improve your DIY skills.

Last month I talked about my replication of the **Great Planes Dead Center Tool**. This month I'm going to show you how I used a plastic water bottle as a shell for a flight pack (**Page 18**). I'll include some additional articles in future newsletters showing some ways to do things using unconventional materials and methods.

I think Larry would approve...

## More Sad News

On April 1, 2022 the model aviation world lost a true giant when **Sam Wright** passed away. It was only last month that we lost Larry Klingberg which makes it all the more difficult. I don't know the details but I do know that the family will organize a memorial at some point when they're ready. It would take far too much space to even begin describing Sam's accomplishments and contributions to model aviation so I'm not even going to try. On **Page 3** I've included a memorial that reflects my association with and my thoughts about Sam.

## Sam Wright Memorial Warbirds & Classics Scale Fly-In

To honor Sam Wright's memory, the 15th Annual Warbirds & Classics event has been changed to the **Sam Wright Memorial Warbirds & Classics Scale Fly-In**. You can read more about this in **Mike Greenshields' Commander's View** column and



**Eric Puchalski**  
Newsletter Editor

the Warbirds & Classics update on **Page 6**.

## Field Trips

I was finally able to get out and about for a couple field trips. The first was to **Prado Air Park** where I was able to spend some time with **Larry and Chris Wolfe**. Chris was checking out a new airplane and there was lots of other activity as well. It was a terrific way to spend a day and I've provided some details on **Page 14**.

I was also able to get to another air museum, this time right here in The OC. **Lyon Air Museum** at Orange County Airport houses a spectacular collection of large WWII airplanes, motorcycles, and antique automobiles. See **Page 9** for the particulars on that.

## Joe Trama's TBM Avenger

I was also able to meet up with Joe Trama to review progress on his TBM Avenger project. Joe has been showing this at Squadron meetings for a while now and he has some serious updates to share. Check it out on **Page 7**.

That's about it for this month. Let me know if you have anything you'd like to share in future newsletters or if there's something you think I'm missing.

I'll see you at the **Sam Wright Memorial Warbirds & Classics Scale Fly-In!**

[roadkill1954@gmail.com](mailto:roadkill1954@gmail.com)

# WARBIRDS & CLASSICS 2022

Things are moving along nicely for the 15th annual **Warbirds & Classics** event. The event dates have been finalized:

**June 3-5, 2022.**

One major change is that the name of this year's event has been changed to **The Sam Wright Memorial Warbirds & Classics Scale Fly-In**. This is to honor the memory of Sam Wright who passed away earlier this month. Sam was instrumental in the founding and promotion of the Warbirds & Classics event. Through Sam's efforts over the previous 14 occurrences of the event, it has evolved into one of the premier scale events on the West Coast.

## Planning Activities

At last year's event just over 70 pilots registered with over 100 scale models of all types and sizes.

This year, we're expecting an even bigger turnout.

Plans call for the customary raffles, food concessions, T-shirts, and other activities and amenities.

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

Pilot registration fee includes lunch on all three days of the event. In addition, the traditional Saturday night banquet is available for those who would like to attend. Cost of the banquet will be \$25 per person. This year's banquet will be catered by **Blake's Place BBQ** and will include multiple main courses and sides.

Additional details will be made available as plans are finalized.



## Requirements & Restrictions

As usual, models must be representative of a full-scale prototype that actually flew at some time. Documentation is required for all aircraft but may consist of a single photo, drawing, or 3-view that proves the prototype existed. Turbines are not allowed but all other power systems are fine. Smoke systems are also not allowed. Drones are not allowed except those cleared by the CD for taking photos or flight demonstrations.

This is an AMA sanctioned event so current AMA membership and proper FAA registration marking on your model are required.

## Volunteers Still Needed

We are always 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.

## Get Out There & Join Us!

If you have never attended Warbirds & Classics 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 few meals are kicked in just sweetens the deal. 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. 



# JOE TRAMA'S TBM AVENGER BUILD

by Eric Puchalski

I recently had the opportunity to visit with **Joe Trama** and see how he's coming along on his **TBM Avenger** build project. I'm happy to say that he's made tremendous progress since the last time he showed it at a Squadron meeting. In fact, he's just working through the final kinks in the mechanisms and figuring out how to hold down the last little bits of fuselage.

In case you haven't seen Joe's work to date, here's a little background:

He was inspired to build an Avenger after seeing a photo of one at **Planes of Fame Air Museum** at Chino Airport. It's hard to believe in love at first sight when talking about airplanes but we've all been there, right?

He started the project planning by acquiring and building a plastic model kit of the Avenger so he could see it in 3D. Serious work began in 2016 when he was able to track down a **Charlie Kellogg** kit for the Avenger. Although Charlie Kellogg passed away several years ago, the plans for this model are still available from **Nick Zirola Scale Plans**.

The completed model will be finished to replicate one that was based out of NAS Willow Grove (**Photo 1**).

## Challenges

This is a *large* and complex model; you get an idea of just how large in **Photo 2**. With a 108" wingspan, overall length around 80", and an all-up weight of about 50 lb., it represents a huge commitment in time, supplies, and equipment. The wing is built in three sections and includes navigation lights, landing lights, retracts, two sets of flaps, and ailerons. The fuselage includes all the features you'd expect in a large airplane but is further complicated by the functional bomb bay door and bomb drop mechanism.

## Power & Control

Joe decided to power the model with an 85cc **DLE-85** with electronic ignition swinging a 25x10 prop. Control is provided by a 16-channel **Futaba** transmitter and receiver. That provides a little extra bandwidth for the 13 servos installed in the model. He also included wiring for a backup flight pack. One nice thing about that giant bomb bay is that it makes it easy to access the internal components (**Photo 3**).

## Covering & Finish

Primary covering is 1 oz. fiberglass held in place with two coats of **Westec** epoxy resin. Ailerons, elevators, and rudder are covered with **Oratex** fabric (**Photo 4**).

Finishing began with a **Rust-Oleum** "filler primer" base. Joe chose **Sherman Williams** paint for the base color since Sherwin Williams carries Federal Standard colors. He located the standard color number was able to order Sherwin Williams

Photo 1: Another model in the same livery that Joe will use for his Avenger.



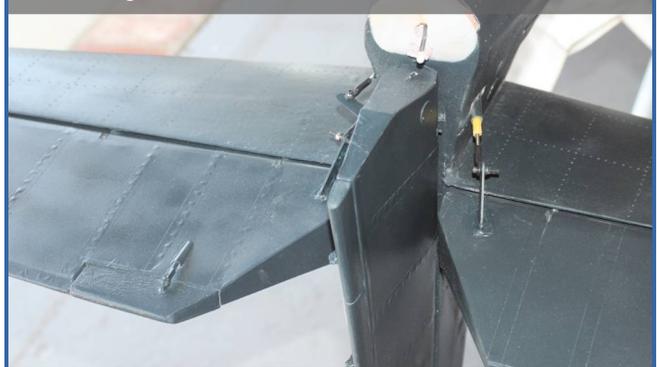
Photo 2: This is a *large* model!



Photo 3: Check out all that wiring and plumbing in the bomb bay. The good news is, it's easy to get to.



Photo 4: Joe used Oratex for control surfaces and included rib stitching details.



# Joe Trama's TBM Avenger Build

paint to spec. The color was sealed using clear lacquer. When all the base paint is done, the model will be finished with vinyl markings from **Callie Graphics**.

## Surface Details

To simulate panel lines, Joe used 1/32" chart tape over penciled-in guidelines. After laying down the chart tape he applied six or seven coats of primer. This resulted in very thin built-up areas over the chart tape. When the chart tape was removed, a small groove was left behind. After final paint, a very realistic panel line remained (**Photo 5**).

Simulated rivets were done by making a small flat tip for his soldering iron. This was carefully pressed into the primer on either side of the panel lines where rivets were needed. Rivet spacing was set by eye. Joe said it took a long time to get the rivets in but the final effect was well worth it.

## Other Details

The model has a lot of functional details, including retracts, bomb bay doors, bomb release, crew access panels, navigation lights, and landing lights. Retracts and 5-1/2" mains are from **Sierra Giant Scale** (**Photo 6**). Joe set the pneumatics up with separate air tanks for bomb bay and retracts. Many of the access panels and hatches are functional and use hand-made spring-loaded catches (**Photo 7**).

The ball turret is not functional and is held in place using rare earth magnets. The canopy could be made to slide but Joe will not initially invest the time necessary to make that work. For the time being, it will be held on with magnets and small hardware.

Joe acquired and detailed a dummy radial engine from Zirolì to fill that giant cowl in front of the engine (**Photo 8**).

## Wrap Up

Joe said the thing that gave him the worst fits was the bomb bay and bomb release mechanism. Those are large assemblies that require careful alignment in order to work without a hitch. But he thinks he's worked out the worst of the bugs. While there is still a fair amount of work to do, Joe is shooting to have the model complete in time for the upcoming **Warbirds & Classics** event.

I'm very impressed with Joe's approach to this project and the massive amount of work he's done. He's very methodical and practical in his approach to the challenges and just keeps trying things until the problems are resolved.

It's good to see guys like Joe at work as it gives me the confidence to try some of the things that he's done with this model.

I'm looking forward to seeing it fly soon. 

Photo 5: It's difficult to see the panel lines in this photo but you can get an idea of the number of rivets Joe had to add.



Photo 5: Nothing but top drawer equipment for Joe.



Photo 7: Joe made several functional hatches and access panels, including the spring-loaded catches. Very slick!



Photo 8: Detailed Zirolì radial in front of the DLE-85.



# A DAY AT LYON AIR MUSEUM

by Eric Puchalski

One of the things that makes visiting air museums with my friend, **Jack Guiso**, so much fun is that he served in the U.S. Air Force during the late 1950's and early 1960's. This was an extremely dynamic time in the development of military aviation and he worked with many of the airplanes that are now in museums. So when I suggested a trip to **The Lyon Air Museum** at Orange County Airport, I was happy that he could come along. (An interesting side note here: when we met up, Jack mentioned that the museum holds a B-25 Mitchell. During WWII, Jack's mom helped build B-25's. See why I like having him around?) The museum is housed in a very impressive building on the northwest side of the runway. **Photo 1** shows the front of the building, which is made almost entirely of glass. The side facing the runway is the same construction. This makes for excellent lighting throughout the building and a great view of the departure end of Runway 20R.

The museum opens at 10:00am and we thought we were the first ones there. But then we found out we were beaten to the punch by a large group of 6th graders out on a field trip (**Photo 2**). It was great to see the kids out and obviously enjoying themselves. They were broken into smaller groups that made the rounds of several stations, each of which was hosted by one of the museum's docents. The docents explained the importance of the things that surrounded them and the kids loved it. From personal experience I know it can be challenge to keep 6th graders engaged, but these docents were 100% up to the task.

## Collection Scope

I'm not exactly sure how many airplanes are in the collection but it's probably around 10. Not a huge number when compared to other air museums but the airplanes are all beautifully restored and impressively displayed. In addition to aircraft, there is an extensive collection of vintage motorcycles, antique and classic cars, and several military service and transport vehicles. There is also a large collection of plastic models (**Photo 3**) and aviation artifacts of all shapes and sizes (**Photo 4**). Everything is from the WWII era.

Unlike other museums we've visited, there is no research library, boneyard, or visible restoration area. Everything on display is fully and immaculately restored.

In case you want a souvenir of your visit, there is a small gift shop with the usual keychains, baseball caps, mugs, and t-shirts.



Photo 1: The museum houses some very large aircraft and it has a very large and impressive facade to match.



Photo 2: What better way to learn aviation history than by sitting under the wing of a DC-3 and getting the story from someone who actually lived it?



Photo 3: A small part of the collection of plastic models. Many of the models represent prototypes or one-of-a-kind aircraft.



Photo 4: Display cases filled with all manner of artifacts are located throughout the museum.

# A Day at Lyon Air Museum

## On to the Tour

The museum is laid out as one huge open space where the airplanes dominate. Under the wings and in the aisles are the cars, military vehicles, and motorcycles. The sheer volume of space and the number of items displayed could be intimidating but everything is arranged in such a way that no matter where you look, there's something to see. It's difficult to capture the effect in photos (at least with the equipment I have). Fortunately, there's a mezzanine about 15' above the floor that'll give you a fighting chance to take in the scope. **Photo 5** will give you an idea of what I mean.

## Docents

I usually comment on museum docents and this time is no exception. The docents we met were all volunteers and all worked on or flew the airplanes they describe. They're extremely well-informed and very helpful. I mentioned earlier that they can even hold the attention of a group of 6th graders who would probably much rather be out playing in the sun instead of sitting in a museum with a bunch of old airplanes. I can't say enough about the quality of the docents and their willingness to share their knowledge and experiences. In a very literal sense, they really do make history come alive.

## Let's Wrap This Up

In a nutshell, Lyon Air Museum is a must see for anyone even remotely interested in WWII aviation. You'll not be able to get long range external photos since the exhibits are all so closely staged. But you have good access to the aircraft for documenting details and all the airplanes are kept in absolutely pristine, original condition. The associated collection of military vehicles, automobiles, and motorcycles are just as impressive and engaging. For plastic modelers, you'll be hard-pressed to find a better collection of models of unique and rare aircraft.

If you've never been to Lyon's or you haven't been in a while, I have only one recommendation:

***Just go!***

Photo 8: The Stearman PT-13D Kaydet is the same airframe as the PT-17 except the PT-13 uses the Lycoming R-680 while the PT-17 is powered by a Continental R-670.



Photo 5: A teenie bit of the view from the mezzanine with the fin of the B-25 in the foreground, the A-26 farther out, and a scattering of vehicles on the floor.



Photo 6: There's no way you can miss the Boeing B-17 "Fuddy Duddy" when you first enter the museum. It's visible from pretty much the entire museum floor.



Photo 7: A great angle on the B-17 showing some of the classic lines of this iconic airplane.



Photo 9: There's no question what that fin belongs to.



# A Day at Lyon Air Museum

Cessna O-1E Bird Dog (originally designated L-19) saw extensive duty in Korea and Vietnam and was used by all branches of the military.



Rear view of the O-1E showing the care that went into its restoration. When you get up close, this one looks like it's ready for the pilot to climb in and go for a ride.



This Douglas A-26B Invader is a beautiful example of this deadly night fighter.



With a full load of rockets and bombs, the Invader looks mission-ready.



This Douglas C-47 Skytrain is configured as it would have been for the Normandy invasion. This airplane is maintained in airworthy condition.



Great perspective on the cargo doors of the C-47. Kinda makes you wonder how they got those closed again after dropping all the troops.



A peek inside the C-47.



Check out the quality of the work on the C-47 restoration.



# A Day at Lyon Air Museum

This particular Douglas DC-3C actually saw service during the Normandy invasion as a C-47. After the war it was reconfigured as an airliner for American Airlines.



Passenger accommodations in the DC-3C.



North American B-25J Mitchell bomber. This is the one Jack's mom helped build in her "Rosie the Riveter" days.



Inside the bomb bay of the B-25. It takes a lot of plumbing and wiring to keep these big guys in the sky.



One of the business ends of the B-25J. Those are .50 cal's and there were about six more scattered around the airplane.



For some perspective on the size of these airplanes, that 1929 Ford Model A Station Wagon is parked under the empennage of the B-25.



No self-respecting collection of WWII warbirds would be complete without a North American AT-6 Texan.



You'll want to put your sunglasses on before checking out the finish on this beautiful AT-6.

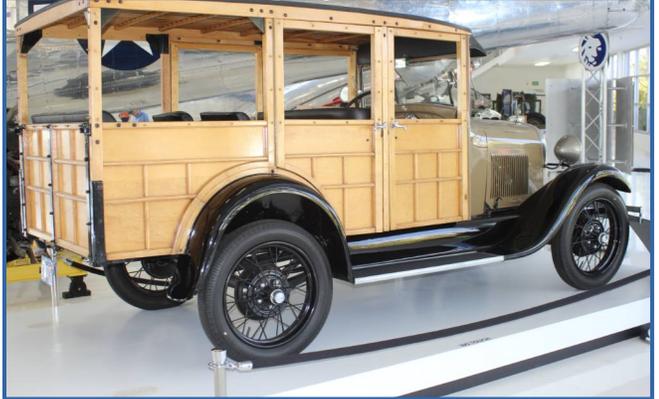


# A Day at Lyon Air Museum

1941 Dodge WC-6 1/2 Ton Truck.



1929 Ford Model A Station Wagon



One of the crown jewels of the collection is this 1939 Mercedes-Benz Model G4 Offener Touring Wagon. This car was personally used by Adolf Hitler himself as transport around Europe. It is an incredible piece of history.



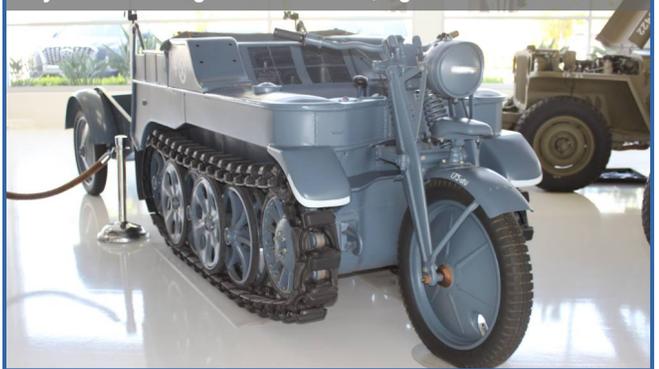
Shelby Cobra 427 SC



1945 Indian "Chief"



NSU Kettenrad 1943 HK 101 Tracked Motorcycle. Something only a German engineer could love, right?



If you were born before 1960, you must have fond memories of the Helms Bakery truck making its neighborhood rounds.



icing on the cake is that you're within arm's reach of the departure end of Runway 20R.



# A DAY AT PRADO AIR PARK

by Eric Puchalski

One day, early this month, I got a call from my friend and overall troublemaker **Larry Wolfe** who said his son, **Chris Wolfe**, would be checking out a new model and maybe I'd like to hang out? The test flights would be at **Prado Air Park** and Larry asked if I'd want to be there to see how everything worked out.

That was all of about a one second decision!

Prado is the **Pomona Valley Model Airplane Club's** home base. I'd been there before but the last time was years ago. It's a bit of a drive from South OC but it was well worth it. It's a beautiful field with an 800' x 50' paved runway. The field is in the middle of a huge area with no obstructions within the flying area. All in all, it's a terrific place to fly and I can understand why Chris likes it for test flights.

It was a beautiful day weather-wise and a regular flying day for PVMAC members and guests. There were about 10 other pilots on hand and I was glad I'd brought my camera. It turned out Chris was a little short-handed and I was pressed into service to take photos of his model. (Tough duty, right?)

After a few hours working with the model, Chris packed up and we all headed over to **Flo's Airport Cafe** at the **Chino Airport**.

All things considered, this was one fun day. I got to spend the day with a bunch of really terrific people, watch a lot of very nice airplanes, take tons of pictures, and end up at lunch at Flo's

I can't imagine a better way to spend a day.

The model Chris was testing is a **Legend Hobby Deluxe 86" AD-5/A-1E Skyraider** in **U.S. Navy VA-35 Black Panthers** livery. This is a new model and is not shipping yet, but it will be sometime this summer. Chris is writing a full product and performance review of the model for *AMA's Model Aviation* magazine so I won't go into the grisly details except to say that this is one impressive model! (All photos of the AD-5 are courtesy of Chris Wolfe, the RC Geek.)



## A Day at Prado Air Park

This Fairchild PT-19 is an old Great Planes ARF that belongs to Todd Payne. Todd has owned it for about a year and a half. The motor is an E-flite 60 fueled by a 4S battery. Wingspan is just over 56" and all-up weight is around 5.5 lb. Todd says it's his go-to airplane and has lots of flights on it. He flies it around at about 65% throttle and gets flights in the 7-minute range.



Chris Bruno brought out his Gee Bee Super Sportster Model Y. This is a General Hobby model and Chris says he now has more than 100 flights on it and still loves it. Power comes from a Saito FG-90R3 90cc 3-cylinder running on gas, and smoke is from a Sullivan Skywriter system. Chris said he installed *lot* of baffling to make sure plenty of air goes where it needs to go.



## A Day at Prado Air Park

**Chris Wolfe** also brought along his **McDonnell Douglas QF-4B Phantom II**. This model started life as a pretty typical **Freewing F-4**. Chris then scraped off all the paint and decals and refinished it in U.S. Navy drone colors and markings from Callie Graphics. Wingspan is just over 40" and power is a 90mm fan. Chris has owned this model for a few years and he still loves it.



This unusual **North American P-51B** in Red Tail Squadron livery belongs to **Lyndon Peats**. The model came from ESM. Wingspan is 72" and all-up weight is right around 19 lb. Lyndon has owned the model for six years or so but only has about five flights on it. Although he loves the airplane, he says it's a bit of a handful to fly and he's still working out the kinks.



## A Day at Prado Air Park

I didn't arrive in time to see **David Haas** fly his **Chance Vought F4U-1D Corsair** from **Black Horse Hobbies**. With a 6S 5,000 mAh battery powering a Hacker Q80 motor, David said he's clocked the airplane at 124 MPH. He's owned the model for about two years and he has more than 50 flights on it. He says it's a very stable flyer and he likes it so much he bought a second one.



Another **Corsair**, this one belonging to **Chris Bruno** was also on hand. This model was built from a Top Flite kit (although Chris didn't do the building). Wingspan is just over 86". It's powered by a DLE 55 swinging a 20x12 prop. Chris said that in the two years he's owned it, he's put in over 200 flights. Using GPS, he once clocked it at 140 MPH.



# AN OLD TRICK ON A NEW FLIGHT PACK

by Eric Puchalski

One of the things I love about larger airplanes is that they can be loaded up with extra equipment that makes them safer and more resistant to failure (mechanical, not pilot!). Some years ago I started using 5-cell NiMh flight packs made from sub-C size cells. (We can have a discussion about why I don't use lithium cells but that's for another day.) A 5-cell sub-C pack ends up weighing almost twice as much as AA 5-cell pack (265 gm for sub-C vs. 140 gm for AA) but I'm willing to put up with that for my larger airplanes.

The other day I was setting up my 67" **Great Planes Tiger Moth** when I remembered that I don't have any flight packs for it. My last two ceased to exist in any usable form when they were providing radio power for a pair of **Kadet Seniors** that converted to lawn darts in mid-flight.

I build my own flight packs since I can do that for about half the cost of buying something assembled in China. Fortunately, I had some sub-C cells on hand (they're regular staples on my Christmas list and it beats the heck out of getting socks or a tie) and I was able to put a couple new flight packs together.

Here's how I went about that.

**Photo 1** shows the "raw materials" and special tools required. Pretty much normal stuff that doesn't take much explanation. (I'll come back to the water bottle in a bit.)

The first step was to arrange the cells in their final configuration and immobilize them to make them easier to work with. I have a particular configuration I like and I use hot glue to hold everything in place while I work on the connections. **Photo 2** shows the cells hot-glued into the final physical configuration. Note that the cells are assembled in alternating polarity. This is to allow very short runs from the positive tab of one cell to the negative tab of the next. Be sure the insulating sleeves don't come off during assembly or you may unexpectedly find yourself looking at some smoking, red hot solder tabs. I only remove the sleeves when I'm ready to solder, and then I only expose the two tabs I'm soldering.

I won't go through the whole soldering discussion since I know you're pretty familiar with it. **Photo 3** shows all five cells connected in series and all that's left is to attach the external lead wires. **Photo 4** shows how that turned out. Note the drop of hot glue holding the lead wires in place.

Photo 1: Parts & tools needed for the project. Yes, the water bottle is part of the process.



Photo 2: Cells hot-glued together in the configuration I like for 5-cell packs. Leave the insulating sleeves on the solder tabs until you're ready to solder!



Photo 3: Everything connected except the external lead wires.



Photo 4: ? (First Last photo)



# An Old Trick on a New Flight Pack

It's at this point that I usually grab a piece of large heat shrink tubing to wrap around everything. I prefer the clear stuff so I can see the cells. This makes inspection for leaks and suspect solder joints a piece of cake. This time, however, my last piece of heat shrink was too small to cover the pack. That's when I remembered reading somewhere that plastic soda and water bottles can be shrunk using heat. Apparently it used to be (maybe still is?) fairly common practice to use this characteristic to make small clear plastic parts such as canopies, navigation light lenses, etc. I've never tried it myself so I grabbed a bottle of water, drank the contents, and did some testing. Sure enough, using my covering heat gun I was able to shrink the bottle down to about half its original size.

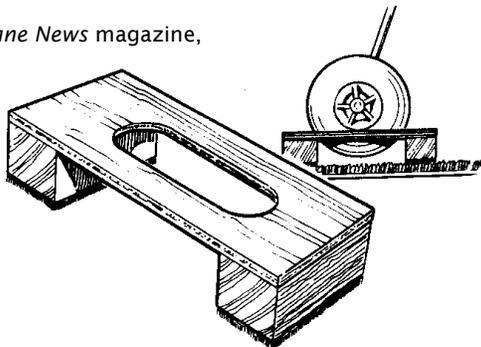
So I grabbed another bottle of water and drank the contents. After a brief potty break I went to work with the heat gun. **Photo 5** shows the pack inserted into the unshrunk bottle. (The cardboard end pieces are held in place with a couple drops of hot glue.) **Photos 6 and 7** show the plastic getting progressively smaller until a pretty neat package results. I then trimmed the ends (**Photo 8**), heated them up a little to melt the sharp edges, and did some final shaping by hand.

All in all, I'm pretty happy with the way this turned out. The water bottle didn't shrink down as smoothly as regular heatshrink tubing but the flight pack will be wrapped in foam rubber and tucked away in a corner of the fuselage anyway. In all other respects it's exactly what I need. And as an added plus, it's one water bottle I don't have to recycle.

Let me know how it works for you. 

## 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*

Photo 5: Pack positioned inside the water bottle.



Photo 6: After a couple passes with the heat gun.



Photo 7: After some more work with the heat gun. Notice how the ends are looking a little rough. These will be trimmed up in a bit.



Photo 8: All done! The extra plastic at the ends can be easily trimmed using scissors. If you do it while the plastic is still warm, it's even easier.



# MARCH 2022 SQUADRON MEETING

**Mike Greenshields** got the March meeting rolling and worked through the general business with no delays. And it was good thing he did because we had a special presentation by **Merrill Brady** who talked about his scratch-built 1:3 *exact* scale **Taylorcraft TG-6 Training Glider**. The full-scale TG-6 has a 36' wingspan and was actually a conversion from a **Taylorcraft L-2 Grasshopper**.

Merrill has been modeling since 1977 and made a career in the aerospace industry. He has also flown full-scale gliders so he knows what he's doing.

He found a set of plans for the TG-6 and enlarged them by 200% to get the size he wanted. There is a full-scale TG-6 on display at the **Western Antique Aeroplane & Automobile Museum** in Hood River, OR. He was able to use that as a reference for scale details.

Construction took about a year and the finished model came in at about nine pounds.

The model includes an incredible amount of exact scale detail, nearly all of which was made by hand. Merrill has access to a laser cutter and that was a help with the wood and plastic pieces. He also used the laser cutter to make the vinyl markings. But the laser cutter doesn't work for metal or plexiglass.

The canopy alone is a work of art. It was formed from a combination of free-form and vacuum-formed sections. The model has a total of 26 window sections, including the canopy sections. After cutting and shaping, each of these was bonded to the model one piece at a time.

The interior of the cockpit was entirely scratch built. Parts were made by hand and laser cut. Each of the brass support tubes inside the cockpit was individually cut, fitted, and soldered in place. All of the instruments on the dash panel were individually constructed from laser-cut parts; the compass alone comprises seven separate pieces. For the instrument faces, Merrill used his cell phone to take photos of instruments in full-scale planes. He then cut these out and used them on the scale instruments.

Working details include fully-rigged control surfaces, doors, door latches, tow hook release, and many others.

Merrill flies his models out of Palomar. This one is launched using aerotow and he's flown it several times. He says the model is very pitch-sensitive but otherwise it flies just like a dead stick powered model. At some point in the future he'd like to add speed brakes to provide more precision on landings.

For transport, the model breaks down into the fuselage, two wing panels, struts, and empennage. All of that is then carefully packed into a neat custom shipping crate Merrill built from Coroplast. He said the model takes about 30 minutes to set up and dismantle.

Merrill has completed an incredible reproduction of the TG-6. He's a very engaging presenter, a master craftsman, and he's clearly passionate about the hobby and his model.

If you missed the meeting and presentation, you missed something special



# Month 20YY Squadron Meeting



## Month 20YY Squadron Meeting

**Ed McCormick** brought in his “thinking board” for the RAF SE-5a he’s working on. He described the system he’ll use for rigging cables that will allow him to quickly set up and take down the model. The cables are color-coded to make identification easy.



**Jaime Colley** showed a partially-built **Sopwith Camel** that he got from a friend. He’s planning on finishing it but he said there are lots of issues: warped wings, loose wires, and unknown covering material head the list. If all goes well, he expects the finished model to weigh in at about 24 ounces.



## Month 20YY Squadron Meeting

**Larry Wolfe** brought along one of the molds he uses to make pilot figures. He explained how the figures are made of resin but they have to be made hollow to reduce weight. To achieve that, he's designed and built a machine that rotates the mold 360° in all three axes until the resin cures. Maybe one day he'll show us the machine?



**Tim Cardin** talked about how his Boeing 737, *Salmon-Thirty-Salmon*, after more than 50 landings, developed some stress fractures. He was able to repair the cracks and reinforce the fuselage using 1/64" plywood. However, it looks like a new paint job is in the cards since touching up the current paint doesn't seem to be working.



# MONTHLY MEETING NIGHT

**Monday**  
**April 11, 2022**  
**7:00pm**

## The April 2022 Meeting is On!

There is no special presentation planned for the meeting but we will have some time to talk and reminisce a bit about our experiences and memories of **Sam Wright**. We'll also have some updates on the upcoming **Sam Wright Memorial Warbirds & Classics Scale Fly-In**.

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
Apr 8-10	<b>Tri-Valley RC Modelers</b> Santa Maria, CA	<b>2022 Wings Over Arizona</b> Scale fly-in. Pilot fee: \$40 for all 3 days. Parking \$6.00/car. RV dry camping (reservation required, contact CD). Food vendors available for lunches. Dawn Patrol Saturday 7:00am-8:00am for military and pre-1939. Night Fly Saturday 6:00pm-8:00pm for models with lighting.
Apr 22-23	<b>One Eighth Air Force</b> Las Vegas, NV	<b>Fun Fly at AMPS Field</b> Scale fly-in. \$20 landing fee. AMA Sanctioned event #12679. Two days of non-scale and scale RC airplane fun. Come join us. All current AMA pilots welcome. Pizza Friday night & food vendor all day Friday & Saturday followed by a great smoked pulled pork dinner on Saturday.
June 3-5	<b>Scale Squadron</b> OCMA Field	<b>15th Annual Warbirds &amp; Classics</b> World-famous scale fun-fly. All types and sizes of anything that looks like a model of a full-scale prototype (no turbines or drones). \$40 pilot fee for any number of models. RV dry camping available with reservation.
Jul 27-31	<b>Tri-Valley RC Modelers</b> Santa Maria, CA	<b>Central Coast Giant Scale Fly-In</b> Giant Scale ONLY until 1700. Jets & 3D OK. Landing fee \$30 (includes pilots raffle & lunch on Sat) Dry camping \$10 per night. 500 x 50 paved runway, shade canopy, power available in the pits. Santa Maria style BBQ Sat eve. Pre-reg requested.
Oct 19-23	<b>Arizona Model Aviators</b> Superstition Airpark, Mesa AZ	<b>2022 US Scale Masters Association Championships</b> Details on this event are a little sparse right now but there should be more information as the event gets closer.

## 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.

# 2022 WINGS OVER ARIZONA Scale Fly-In

Special Saturday  
Night Fly

APRIL 8,9,10  
9:00 to 4:00 each day



2021 Best of Show: Spencer Kleinhan's F-16



Hosted by **ARIZONA MODEL AVIATORS**

Superstition Airpark, Mesa AZ [www.azmodelaviators.com](http://www.azmodelaviators.com)

## Size Matters Less this Year!

- 60" or larger wingspan for monoplanes
- 40" or larger wingspan for biplanes
- Gas, Glow, Electric, Turbine\* (\*waiver req)
- AMA required
- Over 55lbs requires waiver
- No 3D flying permitted
- AMA Sanction #12196

Pilot Fee: \$40 for all 3 days

Spectator Parking: \$6 per car

RV Dry Camping: RSVP Required (contact CD)

Food Vendors available for lunches

**DAWN PATROL Saturday 7-8am**

for both military and civilian pre-1939

**NIGHT FLY Saturday 6-8pm**

for models with lighting

RSRP & additional event info at our Facebook page

<https://www.facebook.com/wingsoveraz2022>

**Awards for: BEST MILITARY, BEST CIVILIAN,  
BEST MULTI-WING, BEST WW1, BEST OF SHOW**

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

# **Come join us**

One eighth air force and Arizona  
model pilots society

## **Fun Fly** at amps field



Door prizes and raffle

April 22/23/2022

\$20 landing fee AMA sanctioned event # 12679  
Two days of non scale and scale r/c airplane fun , come  
join us

All current AMA pilots welcome  
Pizza Friday night and food vender all day Friday and  
Saturday

Followed by a great smoked pulled pork dinner on  
Saturday

More info contact c/d david.zarra@yahoo.com

623-206-2040

Scale Modelers, Pilots & Fans!

Public  
Welcome!

FREE for  
Spectators!



AMA Sanction No. 12894

JUNE 3-5, 2022  
OCMA IRVINE LAKE AIRFIELD

# Sam Wright Memorial Warbirds & Classics Scale Fly-In OCMA Field (Irvine, CA)

Paved 600ft Runway, Friday Night Party, Saturday Night Banquet (Blake's BBQ), Reserved Pit Areas, On-Site R/V Parking & More! In Support of USMC Semper Fi Fund

**ENTRY FEE: \$40.00 per Pilot (Scale Aircraft Only)**

Includes 3 Days of Flying, Friday, Saturday & Sunday Lunch.

Event T-Shirts Available Online & at the Event.

**Free R/V Parking Available (No Hookups, Reservation Required)**

Pre-Registration: [www.ScaleSquadron.com](http://www.ScaleSquadron.com)

Contest Director: [Randy Wilbur](mailto:rwilbur@videotecheng.com) (rwilbur@videotecheng.com)

- ◆ Saturday Night Banquet: \$25.00/person
- ◆ Pit Reservations: \$25.00/pilot (OK to share)
- ◆ AMA membership required
- ◆ FAA UAS registration required & must appear on plane
- ◆ Pilot-supplied fire extinguisher required in each pit
- ◆ No dripping fuel. Must catch & recycle all fuel
- ◆ No Turbines
- ◆ No Hovering or 3D flying

Friday - Sunday, June 3 - 5, 2022



Join us for the  
**10th Annual**



# Central Coast Giant Scale Fly-In

**July 27th - 31st 2022**

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

#### The facts:

- Landing Fee: Only \$30. Includes 5 days of flying, lunch on Saturday, & raffle ticket;
- Dry camping for \$10/night, first come, first served;
- 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;
- Hotels available nearby;
- 500' asphalt runway and expanded shade cover,
- Open flying after 5pm;
- Camping's open July 26 - Aug. 1st

Please call **Chuck Barnes** at (805)886-7921 or email him  
at [CDBarnes10@comcast.net](mailto:CDBarnes10@comcast.net) to preregister for this event.

2021 Pilots



[www.trivalleyrcmodelers.com](http://www.trivalleyrcmodelers.com)

# ARIZONA MODEL AVIATORS

PROUDLY PRESENTS

## U.S. SCALE MASTERS ASSOCIATION

41st

# National Championships

Model Aviation's Most Prestigious Annual Event



Reigning Grand Champion

October 19 - 23



LTV A-7 Corsair by Chris Wolfe

Mesa  
Arizona

Spectators  
Welcome!



At Superstition Airpark Meridian rd. & Levee dr.

# R/C Scale Contest

Pilot's Compete for Prizes and National Recognition

Tim Dickey - [tdickey2@icloud.com](mailto:tdickey2@icloud.com) | 480-540-7553

Paul Goldsmith - [pt19nut@aol.com](mailto:pt19nut@aol.com) | 602-323-7753

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

[www.azmodelaviators.com](http://www.azmodelaviators.com)

## 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.

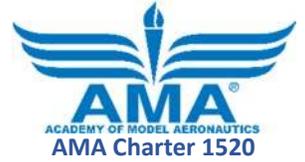


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.