

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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of Fame Air  
Museum**  
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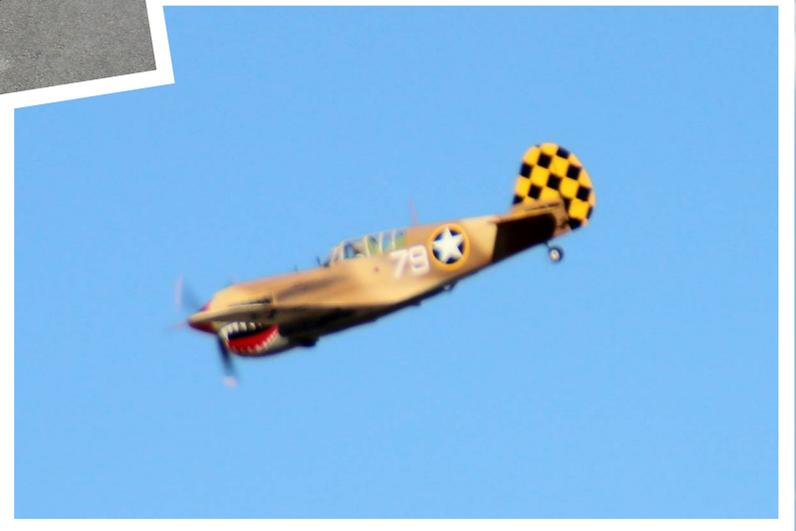
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## The Scale Squadron of Southern California 2022 Board of Directors

### Commander

Sam Wright  
[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)

### Directors 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>

### On the Cover

1. A de Havilland DH 112 Venom making it's way home under Jack Cannon's skillful guidance.
2. Jerry Rice's Aero L-39 Albatros showing off the really cool U.S. Coast Guard colors he chose for this model.
3. Jaime Colley's Curtiss P-40 Warhawk just starting a strafing run.



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## Sam Wright Commander

*Make Model Aviation Great Again*

Hello Squadron Members.

First, in case you didn't receive the word, we have **canceled the February Meeting** because Monday the 14th is Valentine's Day. We all felt it was fitting to recognize your spouse, significant other or your mom.

This will help on the next scale project purchase... I am teasing on that.

We will have a meeting in March with a real program feature. We will have guest presenter **Merrill Brady** and his 1:3 scale **Taylorcraft TG-6 Training Glider**.



This is an impressive scale project. Merrill is employed in the dark side of the aerospace industry so no questions there. I am so pleased to have him join us as you will be as he describes how he made plugs and vacuum formed the canopy and other parts of this unique scale endeavor.

Nancy and I are still wrestling with the move in May from California to North Carolina but I will be here for our **Warbirds & Classics Event** regardless of the final date. Even though we were approved for the first week in June a few vendors, including ZAP, pointed out it is too close to the

**Reedley West Coast Giant Scale Fly-In** (formerly the **Castle AFB Memorial Weekend Giant Scale Fly-In**) over Memorial Day weekend May 26-30. **Tim Cardin** said our other options (other than the previously approved first weekend in June) are the last two weekends in July and first two weekends in August. Be prepared to discuss this at the March 14th Squadron meeting.

I have appointed **Randy Wilbur** as the CD and I will fly back to help with the Friday night food and announce the event as well as help beg for raffle prizes. **Mike Greenshields** will resume his role as the event manager for all the crazy details.

We will come up with a workable solution without conflicts with other events and have another barnstorming event.

Following my departure, **Mike Greenshields**, no stranger to holding the Commander Gavel, will step in to manage the leadership of the Scale Squadron until the next election in November 2022.

With one month off we should have some interesting Show & Tell for the March Squadron meeting and look forward to your scale projects and models.

For all of you who are OCMA Members I am sure most were able to drive through at the field, sign your waiver, and receive your safety sticker with the new gate key. The OCMA board had this set up nicely and it went smooth as glass with exceptionally nice weather. Very well done!

I look forward to seeing you all at our March meeting for our special model presentation of Merrill Brady's 1:3 scale TG-6 Glider. Maybe Valentine's cookies too!

Until then, stay healthy, love what you do.

**Sam Wright, Commander**  
[Commander@ScaleSquadron.com](mailto:Commander@ScaleSquadron.com)



# EDITOR'S NOTES

Hey, Gang!

In case you've lost track, this is the ninth issue of *Scale Dimension* that has my name on it as Editor. So far, it's been a lot of fun putting the newsletter together every month but I want to talk about something that's been bothering me a bit.

In my very first Editor's Notes column I mentioned that my main modeling interest is WWI scale and Golden Age. I'm not a household name in the modeling community so I'm not often invited to hang out with the big shots. My home flying field is OCMA Field (which has a lot of activity but that activity is not primarily scale-oriented. All this means that my view of our hobby is very much my own and is not as broad or discriminating as most of yours.

I cautioned you about this in my first Editor's Notes column and I've mentioned it at several Squadron meetings. I've suggested that if you have anything you'd like to see highlighted that I may be missing, give me a heads up and I'm on it.

I love doing member interviews, project updates, tool reviews, how-tos, field trips, event coverage, etc. But up to now I've mostly been writing about my own experiences. While I don't have any particular problem with that (I've never minded being the center of attention), it seems that this newsletter would be more interesting if contributions reflected a broader perspective.

**So, think about it...** If you're reading this column then I know you've been enjoying this hobby for a *long* time. I know you have experience, skills, special techniques, favorite tools, and future plans. *I guarantee* that all those things are of interest to others and this newsletter provides the perfect forum for sharing. I'm encouraging you again to contact me and we'll work together to get your unique perspective in front of people who will appreciate the opportunity to learn from your experience.

**In this Issue...**

**Jaime Colley** wraps up his two-part article describing how he does complex paint masking on his models (**Page 6**). This looks like an interesting technique and I'm anxious to give it a try myself. This is a perfect example of how you can stand on the shoulders of giants to learn how to perform complex detailing processes.



**Eric Puchalski**  
Newsletter Editor

## **Fw 190A-8 Project**

I've made some progress on the **Focke-Wulf Fw 190** project. For one thing, we can now refer to it as the **Focke Wulf Fw 190A-8** project. So far, all the work done has been within my realm of experience—but I think that's about to change. Check out this installment starting on **Page 15**.

## **Museums, etc.**

We continue our discussions about air museums within shouting distance of SoCal. This month it's the **Planes of Fame Air Museum** at Chino Airport. Take a look at it starting on **Page 9**.

## **Warbirds & Classics 2022**

The Scale Squadron's signature event, **Warbirds & Classics**, has been approved by the Board for this summer. There's still some question about the dates but it's never too early to start getting organized. See **Page 5** for information about how you can help.

## **Scale Events for 2022**

In addition to W&C, there are a number of other scale-oriented events scheduled for 2022. Be sure to check out the **Upcoming Events** section of this newsletter (Page 23) for details. In particular, the **OCMA Swap Meet on March 5** will provide an excellent opportunity to move a bunch of stuff from old dusty drawers in your workshop to builders who will put it to good use.

Be well!

## The Warbirds & Classics Event for 2022 is ON!

The Scale Squadron Board of Directors has been working on plans for the **15th Annual Warbirds & Classics** event. The event dates are still a little up in the air but the dates have been narrowed down to either early June or late July. Schedules have to be coordinated with OCMA as well as other scale events that will be going on during this time frame.

Kudos to **Tim Cardin** for coordinating things between James Events, OCMA and the Scale Squadron.

Over the years, Warbirds & Classics has evolved into one of the premier scale model aviation events on the West Coast. Although it's a fun-fly with no judged or head-to-head competition, it regularly draws large numbers of pilots and airplanes. Last year there were 70 pilots with well over 100 airplanes of all types and sizes. Participants come from all over the country and since most pilots bring more than one airplane, there's plenty of eye candy for everyone.

Warbirds & Classics is the centerpiece of Scale Squadron club activities and truly is one of the country's must-see events.

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

If you have never attended a Warbirds & Classics event as a pilot, be assured that this is just about the most fun you can have in Southern California for only 40 bucks. The fact that a couple meals are kicked in just sweetens the deal. 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.

Putting on a major event like this is no small task. This year it's been made even more difficult due to scheduling conflicts that have made sponsors unwilling to commit and pilots forced to make a decision about which events to attend.

Fortunately, we have our secret weapons: **Sam Wright** to work with sponsors, **Tim Cardin** to coordinate scheduling, and **Mike Greenshields** to make sure nothing gets wrapped around the axle.

With that said, it's important to keep in mind that *this is a Squadron event*. Whether you intend to participate at the event or not, the entire Scale Squadron will benefit from a good showing. If the event comes off well, not only does everyone go home happy, but the Squadron's prestige and reputation will take a big bump. Major glitches on the other hand, tend to be remembered for a long time and are difficult to undo.

Please be prepared to assist where ever you can. Mike will be sending out requests for assistance and we hope that you chip in at least a little. Remember that *anything* you can do is something less that falls to Mike or one of the other planners—every little bit helps.



# HOW TO PAINT A CHECKERED PATTERN

by Jaime Colley

*[Ed. Note: This is Part 2 of a two-part article where master detailer Jaime Colley explains how he produces some of the more complex painted details on his airplanes. Part 1 appeared in the January 2022 Scale Dimension and Jaime demonstrated the basic process of making a paint mask using off-the-shelf materials and using it on a flat surface. In Part 2 he expands on the basics to show how to apply a paint mask to complex contoured surfaces like cowls and tail feathers.]*

In Part 1 of this article I showed how to make a paint mask that works well on a flat surface. However, most airplanes have very few flat surfaces. To deal with three-dimensional surfaces, like the tail surfaces of a P-40, we need to do something extra. Instead of a single piece of transfer tape, we need something that will bend without creasing, we need a Transfer Web!! The concept is similar to the Transfer Tape—you need something that keeps everything aligned as you transfer the pattern, except that the web gives you way more flexibility. With it you can actually wrap the mask around curved leading edges.

This is how we do it. We got to the point that we have the mask pattern ready, now we need to build the Transfer Web on top of it. First, we use tape to make a frame that will hold the web as it goes across the mask (**Image 16**). The frame needs to be close to the edges of the mask so it provides good support.

Next we need to start building the web, for that we'll use the "delicate surface" masking tape. We'll need to make sure that the mask pieces are visible, so that we can manipulate them to press them down in place when we transfer the pattern so we'll cut the tape to ensure this. Start the web along the length of the pattern (**Image 17**), then do it along the width (**Image 18**); ensure your web "strings" go all the way across the "frame." If you can see all four corners of all your mask pieces, you are good to go.

Next, do another frame over the first one to lock down the web to the frame (**Image 19**). You'll be pulling pretty hard on the frame and web, so things need to stick

Image 16: Start with a tape frame to hold the web in place as it's built over the mask.

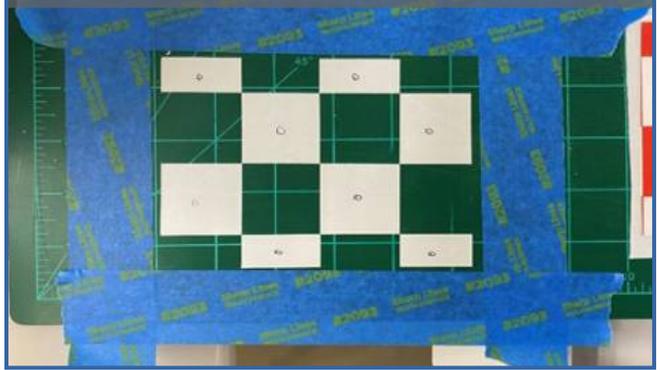


Image 17: Using low-tack masking tape, attach for the mask lengthwise.



Image 18: Then add masking tape along the width of the mask.

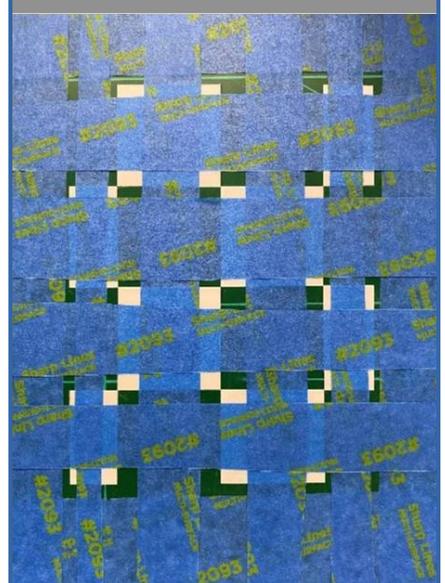


Image 19: Lock everything together with a second tape frame.

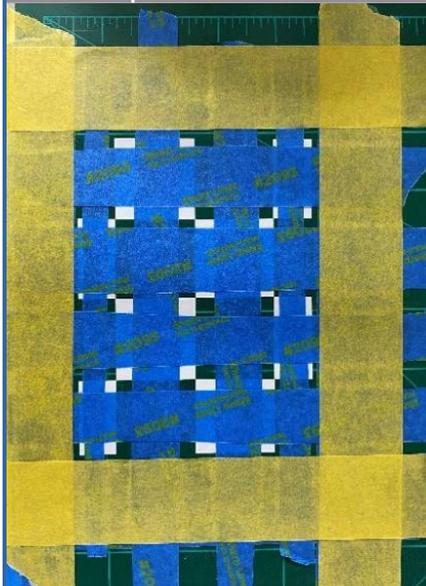


Image 20: Trim everything up to make it easier to handle for the next steps.



## How to Paint a Checkered Pattern – Part 2

tight. Finally, clean up the edges of the web for easier handling (**Image 20**).

Now, carefully lift up the edge of the Transfer Web and start peeling it back on itself (**Image 21**). As you get to each mask piece, use the razor scraper to lift it, and then press it onto the web so it lifts up successfully (**Images 22 & 23**).

Continue until you've lifted up the entire mask (**Image 24**), then transfer it to your project (**Image 25**). Once you have the mask where you want it, press down on the corners of the individual mask pieces to hold them in place. It may take a bit of effort to get the pieces completely stuck without any creases (**Image 25**).

Once the whole mask is down, start pulling back the Transfer Web (**Image 26**). As you pull it back, press down on each mask piece as it shows up, until each one is fully transferred (**Image 27**). Now all that is left to do is paint!!

**Image 29** shows the tail feathers on my P-40 after masking and painting but before removing the mask pieces. **Image 30** shows the finished product. Note that all the tail surfaces are curved (full airfoils), and that some of the edges are curved. I used the Transfer Web technique on this project. It made the job *much* easier than trying to lay down each mask piece individually and the result was pretty good!! 

Image 21: Using the razor scraper, start peeling up the complete mask.

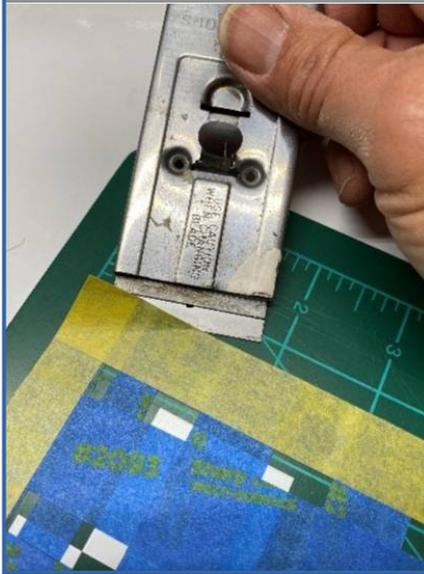


Image 22: Carefully lift the corners of all mask sections from the work surface.

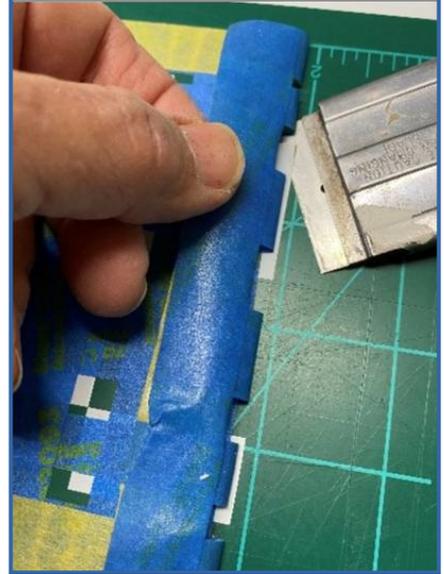


Image 23: Make sure each piece of the mask transfers completely to the web.

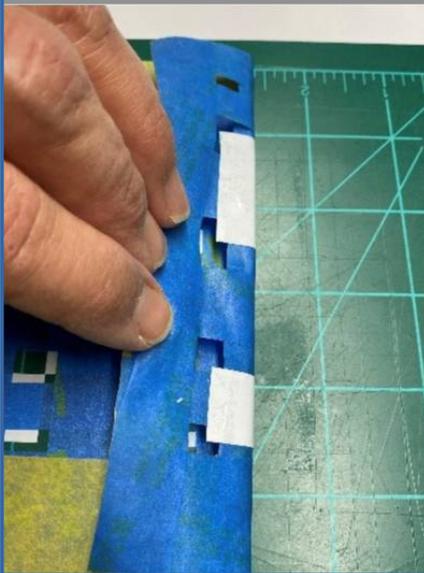
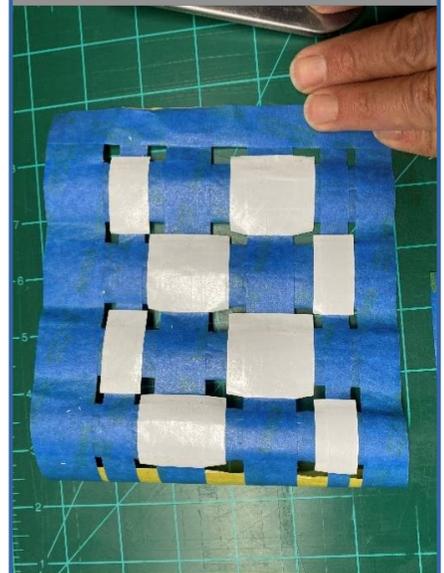
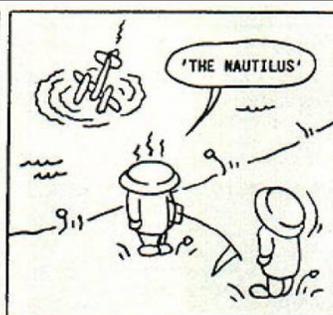


Image 24: Completed mask, ready to be applied to the surface.



[Ed. Note: See next page for additional images.]

## Remember the Microhenrys...



# How to Paint a Checkered Pattern – Part 2

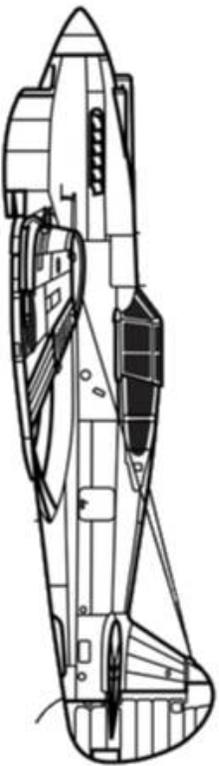


Image 25: Apply the mask to the surface to be painted.



Image 26: Carefully remove the web tapes...



Image 27: ...while making sure all pieces of the mask remain in place.

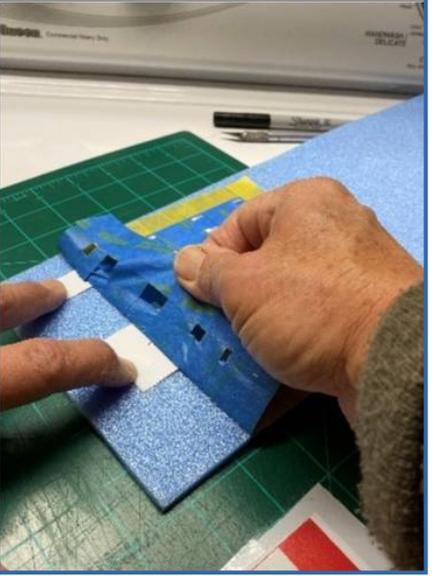


Image 28: Web tapes are removed, leaving mask pieces in place.



Image 29: P-40 fin and rudder after masking and painting.

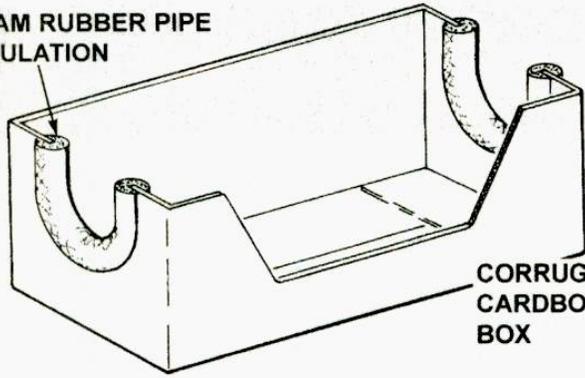


Image 30: After removing masking pieces.



## Shop Stuff

FOAM RUBBER PIPE INSULATION



CORRUGATED CARDBOARD BOX

From Earl Acker, of Fenton, MO. A number of fuselage cradles are commercially available, but most are nearly the same size. Earl makes inexpensive and custom-size cradles from empty cardboard boxes. Just cut two opposing sides to the desired shape and size, and line the cardboard edges with 1" foam rubber pipe insulating material, which costs about \$1.00 per 6' length at your friendly home improvement or hardware store. Part of one or both sides can be cut out to provide access to tools or parts, as long as the 90° corners are retained for strength. If you can find boxes in the sizes you need, you can make one for each of your models.

From R/C Report 09/2003

# A DAY AT PLANES OF FAME AIR MUSEUM

by Eric Puchalski

We are fortunate to live in an area that contains a number of world-class air museums. Recently my friend and fellow ne'er-do-well, **Jack Guiso**, and I saddled up the ponies and visited one of the more impressive and easily accessible ones: **The Planes of Fame Air Museum** at Chino airport (**Photo 1**). We arrived at CNO about 9:30am and, since the museum doesn't open until 10:00am, we decided to grab some breakfast at **Flo's Airport Cafe**. (Funny story here: Jack ordered the "half size" breakfast and it came on two plates!) Then we wandered over to the museum, paid our \$12.00 each (we got the senior discount—finally!), and entered an incredible world of all things aviation.

## Collection Scope

The museum holds a permanent collection of around 160 full-scale aircraft spanning most of the Twentieth Century. There's a full-scale replica of the **Wright Brothers' 1903 Kitty Hawk Flyer** (**Photo 2**) and aircraft from WWI (including a flying **Hanriot HD.1 Scout** that's an actual veteran of that war, **Photo 3**). There's a hangar full of planes from the Golden Age of the 1920s and 1930s, including several that are one of a kind (**Photo 4**). At the heart of the collection are the WWII warbirds, including aircraft from all sides of the air war. There are also many representatives from the Jet Age with examples from the Korean and Vietnam Wars all the way up to the present day. You'll also see a number of important test aircraft from that period. In addition to actual aircraft, you'll find mockups, prototypes, and movie set props.

## Research Library & Model Room

The museum's founder, **Edward Maloney**, was an avid aviation preservationist and life-long (and prolific) modeler. These attributes are reflected in the museum's **Research Library and Model Room**. The Research Library has cataloged over 10,000 volumes and other reference materials on virtually all aspects of the aviation field (**Photo 5**). The Model Room contains *thousands* of wood, paper, cardboard, and plastic models, and unbuilt kits. Model kits include WWII solid wood identification models, modern day precision scale plastic models, built-up balsa models (**Photos 6 & 7**), and everything in between. Many of these are very hard to find collectors' items. Access to both the library and model shop are included with your basic admission but they're not open every day so call ahead or check the website for hours.

Photo 1: Once you're in the area, you can't miss the museum's front entry.



Photo 2: Full-scale 1903 Wright Flyer replica. It's a good thing FAA wasn't around then or they would never have received a certificate for it.



Photo 3: Hanriot HD.1 Scout flown by French ace (21 victories) Charles Nungesser. This very plane was Nungesser's personal ride during WWI but it's not known how many victories he scored with it.



Photo 4: The Golden Age section includes a large collection of racing planes.



# A Day at Planes of Fame Air Museum

## Other Things to See

The **boneyard** (Photos 8 & 9) provides a rare opportunity to get up close and personal with aircraft that are currently not flyable. Some of these are being used for parts and some are slated for restoration. Either way it's a terrific opportunity to document details that can't be had any other way.

Keep an eye out for **ground vehicles**, including an **M4A1 Sherman** tank! Motorcycles, troop transports, tow vehicles, Jeeps, and others are scattered throughout the grounds (Photos 10 & 11). Most of these have either been restored or are scheduled for restoration as soon as they can be squeezed in.

The **Gift Shop** is also nothing to sneeze at. Stock includes the usual t-shirts, caps, souvenirs, and other knickknacks. But you'll also find a broad selection of reference books. These include the *Squadron/Signal* and *Profile Publications* variety as well as entire hardcover books dedicated to a single airplane type. And finally, you can purchase one of the many airplane models that were built by the museum's founder.

Something well worth looking into are the regular **weekend air shows** hosted by the museum. These occur roughly once a month and serve to highlight one or more of the museum's aircraft. For example, on **March 5, 2022** there will be a flying demo of the museum's **Curtiss P-40 Warhawk**. You'll find a schedule of these events, including which aircraft will be highlighted, on the museum's website.

## Focke-Wulf Fw 190 A-8

The main reason I went on this trip was to get some documentation photos of the museum's **Focke-Wulf Fw 190 A-8**. Although this one isn't a WWII survivor, it *is* built from parts made using original factory tooling so it's pretty darned close. When I explained to "Bill" (one of the docents) what I was there for, he not only very kindly let me step over the barrier fence but he then

Photo 5: A lifetime's worth of reading materials is available in the research library.



Photo 6: Two of eight rows of shelves containing models, built and unbuilt, of all types and sizes.



Photo 7: A modeler's dream workstation. Would this be a great place to have to go to "work" every day, or what?



Photo 8: Part of the museum's R/C scale model collection.



Photo 9: The rest of the R/C scale model collection.



# A Day at Planes of Fame Air Museum

spent a couple hours with Jack and me showing us around, answering questions, and describing the rest of the collection. Having a private tour was an unexpected surprise. I won't flood you with all the photos I took of the Fw 190 but **Photos 12 through 14** will give you an idea of what I was able to capture to help me with my project.

## Visiting

Planes of Fame has two locations: the one at CNO and another in Williams, AZ (although the Williams location is currently closed until further notice). Parts of the collection are frequently moved between locations so if you're hoping to see a specific airplane, you should call ahead to make sure it will be on site. One thing our private tour guide (Remember Bill?) mentioned is that when they're not busy and it's not a show day, it's pretty easy to find one of the docents to provide a guided tour at no extra cost. So, if you'd like to do that, you might schedule your trip during the week when they're not flooded with visitors.

## Wrapping It Up...

All in all, Planes of Fame Air Museum was a great way to spend a day. The collection covers a very broad range of subjects so there's something for everyone. It only took about 45 minutes to get there from Lake Forest so you won't waste a lot of time getting there and back. Unlike the **Palm Springs Air Museum** that I told you about a few months ago, the planes in the hangars are packed in pretty tight and they're barricaded to prevent visitors from getting too close.

Being packed in makes it tricky to get good photos of entire airframes but it also reduces the amount of walking required to see everything. The barricades are easily overcome by making friends with a docent.

If you have a day to kill and want to spend it with airplanes, you'll thank me for suggesting a day at Planes of Fame.



*[Ed. Note: The following page shows a random sampling of some of the artifacts on display at the museum. This is far from a complete roster of the museum's collection.]*



Photo 13: Control linkage and rib tapes on the Fw 190 starboard aileron.

Photo 10: M4A1 Sherman tank. The aviation tie-in is that this particular model is powered by a Continental-built Wright R-975 Whirlwind that, we're told, is operational.



Photo 11: A pair of beautifully restored motorcycles. Sorry, I didn't get the makes or models but the one with the sidecar looks like a BME and the other might be a Harley Davidson.



Photo 12: Exhaust headers and cooling louvers in the cowl area of the Fw 190.



Photo 14: Wing fillet, panel lines, and access panel latches on the port wing root.



# A Day at Planes of Fame Air Museum

This Messerschmitt Bf109 E1/7 was recovered from a lake in Russia in 2003. It had sat at the bottom of the lake since 1942 when it crash landed on the frozen surface of the lake.



Not a "real" Bell X-2, but it's still very cool. This one is a 1:1 scale model built mostly of fiberglass for an episode of the TV series *Quantum Leap*.



A gondola from one of the Goodyear blimps. Great resource if you ever want to build a model of one.



Boeing B-17 Flying Fortress and Douglas C-47 Skytrain on display in the front parking lot. Both of these are current restoration projects.



Boeing FB-5 Hawk. This one was built in 1925 and is one of only 27 that were ever produced.



Absolutely gorgeous Boeing P-26A Peashooter. This is the first airplane you see when you walk into the main museum and sets a pretty high bar for the rest of the tour.



This Radioplane OQ-2A is a radio-controlled target drone built about 1943. It was used by the U.S. Navy and Army Air Corps to train gunners during WWII.



Internal engine compartment detail on the Lockheed P-38 Lightning 23 Skidoo. Several of the panels were off this plane and it was interesting to see the internal arrangements.



# JANUARY 2022 SQUADRON MEETING

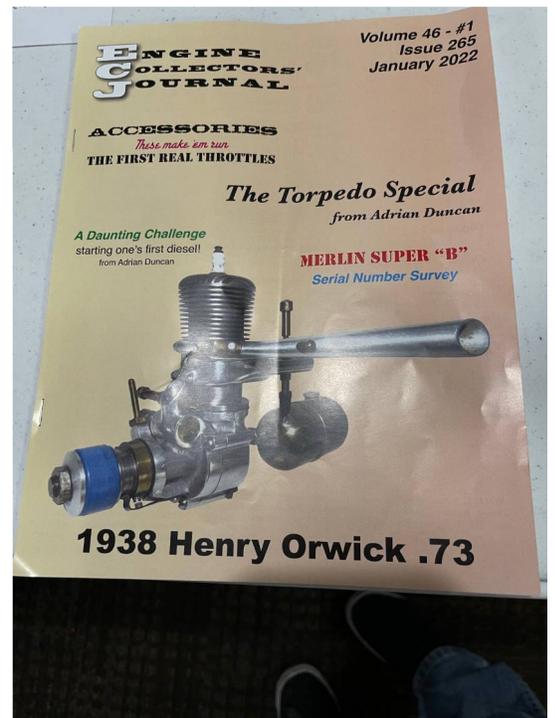
The first Squadron meeting of the new year went off without a hitch. January is always a slow month and attendance was a little light but it was great to see everyone. **Commander Sam Wright** guided the general business portion of the meeting with his usual skill. A new Squadron member, **Vinh Nguyen**, joined up and introduced himself. Once all the business stuff was disposed of, the Show & Tell portion of the meeting got under way.

*(Ed. note: I was out of town and was unable to attend this meeting. Many thanks to Mike Greenshields for stepping up and covering the meeting and providing the photos.)*

**Jaime Colley** showed the final outcome of the **Curtiss P-40 Warhawk** refinishing project. The color scheme is based on that of the full-scale P-40 that is part of the Planes of Fame collection in Chino. He explained how he used Minwax Polycrylic water-based coating to harden the foam and to make the colors stick better. Jaime wrote an article for the newsletter describing how he achieved the checkerboard pattern on the tail feathers. (Part 2 of that article appears elsewhere in this edition.)



**Sam Wright** brought along part of his collection of antique model engines, including a **Norvel .061**, **Forster 29**, and **Norvel 15**. He also talked about resources for identifying old engines, finding parts for them, and getting help bringing them back to life. Sam is an avid modeler whose interests include not just airplanes, but all kinds of models. If you've ever had an interest in antique engines or would just like to know more about them, Sam's a terrific resource.



## January 2022 Squadron Meeting

Larry Casey was on hand with another box full of various **carbon fiber samples**. These are items Larry has accumulated over the years from suppliers at work and other sources. Larry was offering these for free to whoever could use them. He also took a moment to reiterate his cautions about proper handling of the material due to its potentially harmful qualities. He always stresses the use of rubber or latex gloves and a respirator mask, especially when grinding, cutting, or sanding. 🦅



### OCMA Field Rules: 2C(h) Regarding Takeoffs

The OCMA Field rules serve two major purposes: Compliance with OCMA's agreement with the **Orange County Department of Parks & Recreation** and safety (pilots, spectators, wildlife, and equipment). The rule highlighted this month falls squarely in the "safety" category. Unfortunately, this particular rule seems to be ignored on a much too common basis.

**Rule 2C(h):** *Do not take off, or "rotate" until you cross the takeoff line that runs perpendicular to the runway centerline.*

**Applies to:** Anyone flying from the main runway; does not apply to rotary aircraft or drones flying in the rotary-wing section of the field.

**Purpose:** There are a couple reasons for this rule: First, unless there's a special event going on the field is usually being used by average sport flyers. Some of these pilots will be practicing skills other than simply poking holes in the sky (pattern, scale, 3-D, etc.). Most of these pilots will follow a normal clockwise or counterclockwise pattern, depending on wind conditions. An airplane entering the pattern from an unexpected location can distract a pilot and cause problems. Second, as seen in the accompanying photo, the "takeoff lines" are positioned at the ends of the pilot stations and an aborted takeoff could easily end up on the wrong side of the fence where pilots are standing.



**Consequence:** Ignoring this rule can have multiple consequences. Worst case, a mid-air collision. Aside from that, anyone already in the air will have their focus and concentration interrupted resulting in wasted time, or worse. And finally, it will make the offending pilot look like a total newbie who needs to go back to basic flight training and learn to control his or her airplane.

**Penalty:** Repeated verbal warnings about violations of this rule can result in the loss of field privileges for the person ignoring the rule. Field Safety Officers are empowered to retrieve the OCMA member card and key from anyone who repeatedly and intentionally ignores this rule. 🦅

# ERIC PUCHALSKI'S FW 190 A-8 PROJECT

by Eric Puchalski

*(Ed. Note: This is Part 3 in a series showing progress on the resurrection of a partially completed Fw 190A "Butcher Bird." Previous parts of the series appear in the earlier editions of the Scale Dimension newsletter.*

Just to recap: A few months ago I talked with **Larry Wolfe** about finishing off a partially completed model of a **Focke-Wulf Fw 190 A "Würger"** ("Butcher Bird") that a friend of his had started but never completed. When the friend stopped working on the model it went into storage for a number of years. Previous articles in this series described the evaluation of the model and how we would proceed with the project. I know you've been waiting for an update on the project and here it is:

First and foremost, we decided this would definitely be the **Fw 190A-8** variant. The A-8 was the most common variant so there's lots of documentation available. As an added bonus, the **Planes of Fame Museum** at Chino airport has a full-scale A-8 that we can reference for the finer points (**Photo 1**).

My friend and nefarious co-conspirator on many a dastardly adventure, **Jack Guiso** and I paid a visit to the PoF museum (see the article beginning on **Page 9**) and came away with 200+ photos of said A-8.

That and a couple consultations with my coach and mentor, **Larry Wolfe**, provided some guidance for the next several steps.

## Firewall Overhaul

When building an airplane from scratch I usually start with the wings since they're so much more fun to build than anything else. But in this case, I figured I'd better start with the fuselage since that's what holds everything else together. The fuselage front end looked like it had been carved out by someone using a hand-held Dremel tool and it had a lot of raggedy edges (**Photo 2**). I also discovered that the firewall backing plate had not been glued in properly and it pretty much just fell out when I pressed on it just a little bit hard. I reworked the fuselage front end to clean up the raggedy parts, filled in the hole in the firewall with a 3/8" plywood plug (**Photo 3**), and added a 1/4" plywood backing plate (**Photo 4**). All that effort left me with a nice, smooth firewall surface for mounting the new engine.

## Power Plant Finalized

One of the things I decided on early was that the old ASP .60 two-stroke engine needed to be replaced by a four-stroke. I selected a **Magnum XL-80RFS 4-stroke** that I had on hand. I had used this particular engine in another

Photo 1: Fw 190A-8 on display at Planes of Fame Museum at Chino airport.



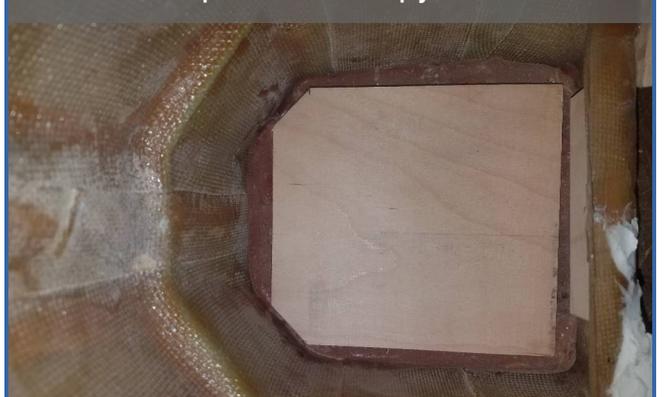
Photo 2: Condition of firewall on the original fuselage.



Photo 3: Hole is cleaned up and filled with 3/8" blywood.



Photo 4: Backed up firewall with 1/4" plywood



## Eric Puchalski's Focke-Wulf Fw 190 A-8 Project – Part 3

airplane that had met its unfortunate demise recently and I know it to be a great runner. It's been used but not very much. It showed some minor scrapes and scuffs and a little oil staining but nothing alarming. Irrespective of the light usage, I decided to overhaul the engine. (Because who can resist taking one of these little engineering marvels apart and putting it back together?)

The overhaul was pretty straight forward. Not that it needed it but I decided to take it apart down to the tiniest nuts, bolts, and springs and clean it up for this installation (**Photo 5**). I installed new crankshaft bearings and new O-rings all around. I ran the parts through the ultrasonic cleaner to remove all the old oil and dirt, and then glass-beaded all the outside surfaces. The muffler didn't survive the last "landing" so I had to scavenge one from another engine I had on the shelf. **Photo 6** shows the overhauled engine ready for a test run.

After the overhaul, I ran the engine on the test stand with a 13x6 **Master Airscrew** prop I was able to get 9,100 RPM on the high side and 1,950 on the idle. The low-speed to high-speed transition was excellent and all the numbers were well within the factory recommendations.

### Engine Installation

The next obvious step was to install the engine in the fuselage. The full-size Fw 190A used a 14-cylinder twin-row BMW 801 radial engine. So the cowl space on the model is pretty limited. It would have been fairly easy to install another two-stroke engine somewhere in the .60 range but I don't want to deal with the oil and the sound of the two-stroke.

I won't trouble you with the grisly details but by the time I was close to being done I was seriously trying to remember what drugs I was on when I decided to do this. The dimensions of the engine I chose seemed to be the worst possible combination which made this the single most complicated engine installation I've ever done.

I started by positioning the engine where it would get good airflow but wouldn't take a lot of unnecessary damage from my sometimes less than perfect landings (**Photo 7**). The Magnum required that a box be installed to set the engine about 1-1/2" back into the fuselage so the prop would be in the right place relative to the cowl. That wasn't a problem but before the engine would slide back far enough, the carburetor and intake port hit the firewall. That meant carving out relief openings for all the stuff hanging off the back of the engine (**Photo 8**). It took the best part of a day, but everything *finally* shoehorned into place (**Photos 9 through 11**).

One unintended consequence of installing the new engine

Photo 5: Bits & Pieces comprising a Magnum XL-80RFS 4-stroke engine.



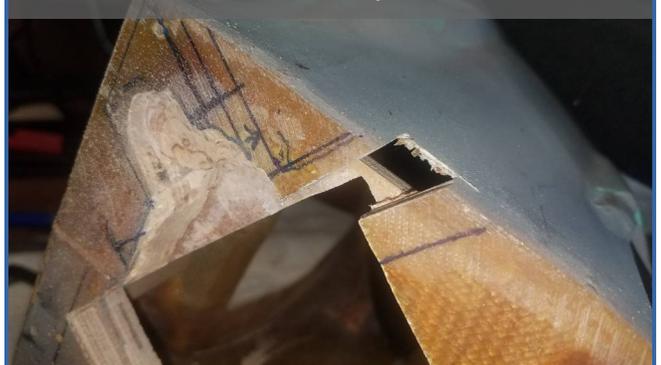
Photo 6: Ready for a test run



Photo 7: Determining the alignment of the new engine.



Photo 8: Some grinding on the firewall was required to make room for the carburetor and intake port.



## Eric Puchalski's Focke-Wulf Fw 190 A-8 Project – Part 3

mounting box is that I ended up completely cutting out the plug I'd installed in the firewall earlier! Oh, well, I guess you can never get enough practice working with wood.

There's still a couple more things to do on the engine installation: make a relief hole in the cowl for the rocker cover, finalize the fore/aft position (it's about 1/8" too far back right now), install needle valve and choke control extensions, figure out where to put the muffler, install the bits needed for the on-board glow system, and hook up the throttle. But those things are all pretty straightforward.

### Research

With the power plant in the bag, I moved on to some discovery for some of the surface details. As I've mentioned in previous parts of this article, the **Planes of Fame Museum at Chino Airport** has an Fw 190A-8 in their collection. Although this one isn't a WWII survivor, it *is* made from parts made using original factory tooling so it's pretty darned close. My comrade in arms, **Jack Guiso**, and I headed out to PoF one fine morning to see if we could get a close look at the Fw 190. Once there we quickly befriended one of the docents ("Bill") who understands the need for modelers to get close-up photos of all the obscure parts and angles of whatever aircraft it is we're building. After a quick look over his shoulder (I think to make sure the boss was at lunch), Bill took down the restraining ropes and let me take all the photos I wanted for about 45 minutes. I could have gone on more but my batteries were starting to run low and, frankly, I had pretty much all the details covered that I thought I'd be able to replicate in one lifetime.

### Next Steps

There are still a number of major items to complete before this project is presentable. One of the things is what to do about the canopy. I have been unable to determine who produced the original kit for this model which makes it difficult to go to any of the usual sources for something off-the-shelf. We have a few options for fabricating a cowl and we'll probably end up doing that. But if you have any ideas, please let me know.

So, that's about it for now. Next time I should have some updates on replacing the elevators and rudder, as well as reassembling the fuselage.

Until then, if you see anything you might do differently or have some thoughts about how we should be proceeding with this project, please don't be shy about sharing them with me. I'm always looking for ways to improve techniques or try new approaches.



Photo 9: About 100 test fits later, I finally got everything squeezed in.



Photo 10: Hooray!! After spending the best part of a day shaping and sanding, it finally fits.



Photo 11: Note the close quarters between the firewall and the carburetor, intake manifold, and needle valve.



# I ♥ MY SANDBLASTER!

by Eric Puchalski

I know that's an odd name for an article but I used to mostly *not* like my sandblaster until I went through this upgrade. Let me set the stage...

Don't you just hate it when you make up your mind to take care of a particular task but then you find that there's something that task depends on that must be done first. One thing leads to another and pretty soon you're off on multiple tangents that have nothing to do with what you originally set out to do. No wonder we look for excuses to watch the Super Bowl instead of taking care of business in our shops, right?

For example, recently, I decided to install the engine in the Fw 190. Easy-peasy, right? Except that before I installed it, I wanted to clean it up a bit, replace the O-rings, and put in new main bearings. No problem with that either but after running everything through the ultrasonic cleaner, the case and other external parts were still stained and kinda grungy looking from burned-on oil. The only solution to that was a trip to the sandblaster and some glass bead.

My sandblaster is about 20 years old but it still works great (**Photo 1**). The trouble with it was that the view window was plexiglass and over years had initially become cloudy and eventually completely opaque (**Photo 2**). In recent months it's become necessary to work by feel with frequent pauses to open the cabinet to see how things are going. This isn't too much of a problem with larger items like crankcases but it's a little more problematic with smaller bits like carburetors, rocker covers, and the like.

I decided it was time to replace the glass but because a sandblaster doesn't seem like a good application for plexiglass, I wanted to use regular glass. Fortunately, I have a son in the window business and he was able to set me up with a sheet of 1/8" tempered glass cut exactly to the right size for about 18 bucks. (I don't think it costs much more if you don't have contacts in the glass business, but I'm always

Photo 4: Removing the original weatherstrip by heating the gum from the plexiglass side.



Photo 1: My 20-something year old sandblaster. Looks pretty good (if you ignore that cover door).



Photo 2: View of the cover and the (lack of) transparency of the old plexiglass.



Photo 3: Cover door after disassembly.

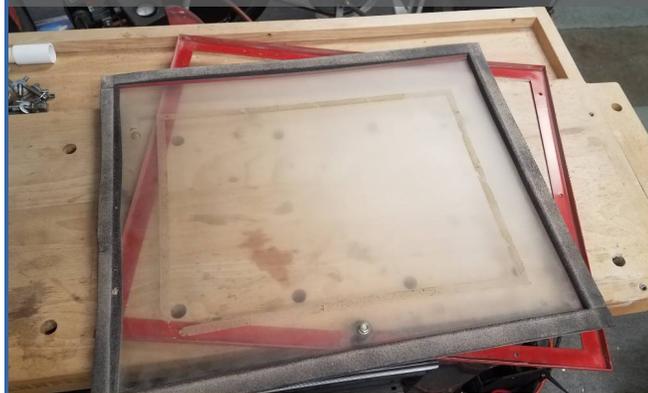


Photo 5: Gluing in the new glass while reassembling the door



# I ♥ My Sandblaster!

happy to throw busines to by son’s company.)

Replacing the glass turned out to be pretty easy. First, I removed and disassembled the cover door to get the old plexiglass out (**Photo 3**). My heat gun made short work of removing the weatherstrip seal (**Photo 4**). The original plexiglass had been held in the door frame by screws drilled through the frame and plexiglass. I couldn’t do this with the new glass since that would have cost more than the glass itself. So I had the new glass cut to fit just inside the screws holding the door frame together. Then I glued the glass in with clear caulking (**Photo 5**).

Then it was just a matter of reinstalling the cover door (**Photo 6**) and *voilà* a whole new way to see how the sandblasting is going (**Photo 7**). A quick test with glass bead on the engine parts showed a couple leaks in the weatherstrip seal. This was easily resolved by adjusting the lay of the weatherstrip.

The complete overhaul took two days: the first to dismantle everything and glue the new glass to the door frame. The second day was to allow the caulking to dry and reassemble everything. Looking back, I think I might have gone with 3/16” or even 1/4” tempered glass since the surface area of the door is so large. But if the glass ever shatters it can only fall into the cabinet—and then I’ll have an excuse to replace it again with something sturdier, right?

Now I can get back to the Fw 190!



Photo 6: Reassembled door ready to be installed on sandblaster.



Photo 7: The finished product. It’s so much easier to see what’s going on in that box now!

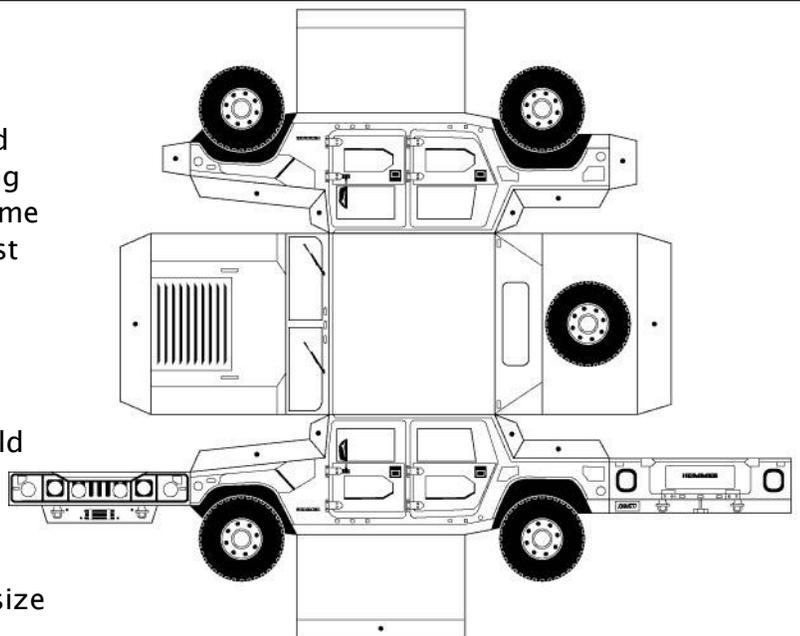


## You’ve Always Wanted a Humvee, Right?

Admit it; as much as you love airplanes, you’ve always wanted to model a **High Mobility Multipurpose Wheeled Vehicle** (HMMWV, AKA: “Humvee”), right? This amazingly versatile ground vehicle was first used operationally in 1989 during the U.S. invasion of Panama. Since then, it’s become an icon of the various engagements in the Mideast in the same way the **Bell UH-1 Iroquois (Huey)** became an icon of the war in Vietnam.

**Well, here’s your chance:** Just print this page at whatever size you want, color in the vehicle’s outline in your favorite scheme, cut it out, and fold and paste it together. You’re a crackerjack scale modeler so you’re sure to figure out how to make it look just like the real thing.

Let me know if you have any trouble getting the size you want and I’ll send you a scalable file.



# A DAY AT THE FIELD

Jack Cannon's new de Havilland DH 112 **Venom** replaces one that he's been flying for a while. His previous **Venom** went to **Lou Van Tilborg** who likes it as much as Jack did. The bottom photo shows Jack and Lou troubleshooting a landing gear problem on the new **Venom**. Both Jack and Lou are very happy with their recent acquisitions.



Lou van Tilborg's North American P-51D **Mustang** has an interesting story attached to it: Its origins are a little mysterious but it might have started as an FMS 1450MM P-51D "Red Tail." It was stripped of its factory markings and repainted with the flame scheme while keeping the basic Red Tail markings. *But*, it's autographed by Tuskegee Airman, **Bob Friend** who has since passed away.



## A Day at the Field

Jerry Rice came out with one of his many EDF jets —this time a Russian **Sukhoi Su-30** fighter. This one flies on twin 70MM fans. The airplane's maiden flight was earlier in the day and it wasn't long before Jerry had a few flights on it. He says the airplane flies great but, like most jet models, you have to pay attention during landings and other slow speed and high alpha maneuvers.



Speaking of **Jerry Rice**, he's a huge fan of EDF jets and after watching a couple other folks with their Freewing AL37 Twin 70mm EDF Jets, Jerry decided he had to have one as well. He decked his out in FedEx livery as one of the many Boeing transports flown by FedEx. He said once the initial airplane kinks and pilot jitters were worked out, the airplane flies beautifully.



# MONTHLY MEETING NIGHT

**Monday  
February 14, 2022  
7:00pm**

**The February 2022  
Meeting was Canceled!**

The Squadron Board decided to cancel the **February 2021** since Monday 02/14 was Valentine's Day. Everyone felt it was fitting to recognize your spouse, significant other and your Mom. We hope you had a terrific Valentine's Day and we can hardly wait to see you in March.

Keep in mind that visitors are always welcome so don't be shy about bringing someone in March. 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
Feb 19	<b>Pomona Valley Model Airplane Club</b> Chino, CA	<b>Eliminator Air Racing</b> This event will be our opening event of the 2022 Eliminator Air Racing Series. We will be featuring 3 classes. An entry level "Run What You Brought" class, Warbird Silver – the most competitive class, and Warbird Gold – the fast class.
Mar 5	<b>Orange County Modelers Association</b> Irvine, CA	<b>Bi-Annual Swap Meet</b> Find a great deal on <i>anything</i> RC or anything that looks like it might fly. Sellers \$5.00 per space. Buyers Free!
Mar 18-20	<b>One Eighth Air Force</b> Mesa, AZ	<b>Gunsmoke 2022</b> 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
Apr 8-10	<b>Arizona Model Aviators</b> Superstition Airpark, Mesa AZ	<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.
June? July? Final date TBD	<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.

# Orange County Modelers Association



## BI-ANNUAL RC SWAP MEET

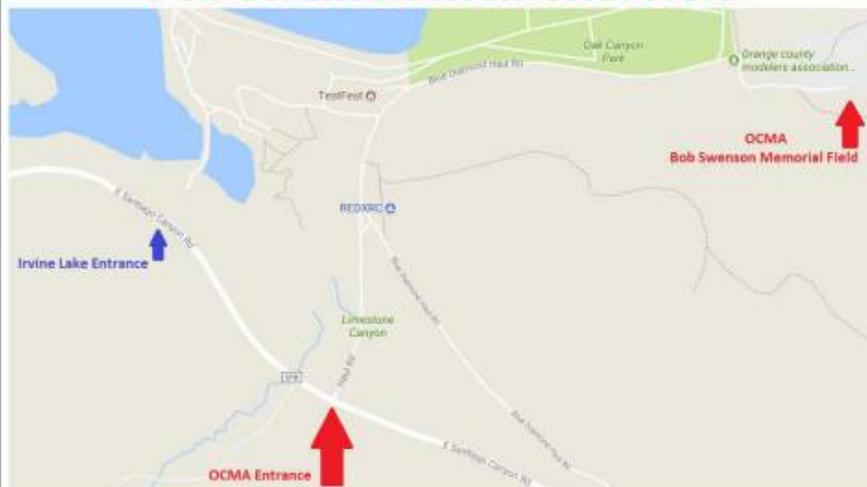
**Saturday, March 5, 2022**

**7am-11am**



***This is your chance to find a great  
deal on R/C!***

### Bob Swenson Memorial Field



Santiago Canyon Road to Haul Road then continue on paved road for 1 mile, at gate follow dirt road around to the right and follow to pit area.

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

**Admission:  
Buyers Free  
Vendors \$5.00 per  
Space**

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

**CONTACT:**

**Greg Stone**

[gstone4@outlook.com](mailto:gstone4@outlook.com)

**(949) 413-0920**



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)

# 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

# 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

+++++



F4B

Contest Director: Paul Goldsmith 602-323-7753 [PT19Nut@aol.com](mailto:PT19Nut@aol.com)

Asst. C. D. Noel Hunt 586-799-3041 [rcstrutter@gmail.com](mailto:rcstrutter@gmail.com)

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

John Geyer 1/8 TH Air Force Liaison: 602-810-1767 [jegever@centurvlink.net](mailto:jegever@centurvlink.net)

[www.usscalemasters.org](http://www.usscalemasters.org) + [www.oefaf.org](http://www.oefaf.org) +

[www.azmodelaviators.com](http://www.azmodelaviators.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) | Paul Goldsmith - [pt19nut@aol.com](mailto:pt19nut@aol.com)  
480-540-7553 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.

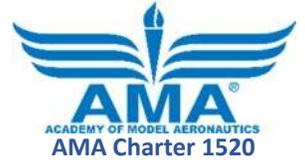


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.