

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



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On the Cover

1. Harry Middleton makes a low, high-speed pass with his unmistakable Chance-Vought F4U Corsair.
2. A Boeing F/A-18 Super Hornet in Blue Angels livery, this one belonging to Earl Denkins, in a high-speed flyby.
3. Chris Wolfe entertains the crowd with his McDonnell Douglas QF-4B Phantom II target drone



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Mike Greenshields Commander

Warbirds & Classics is going full-steam ahead. As of this writing, with 30 days before our event starts, we've sold all but one pit area, we have 29 paid entries, a bunch of RV campers, and nearly 1/3 of our shirts are pre-sold.

Looking through the registrants, we're going to see our friends from AZ, NV, our buddy Pano will be back here for the weekend, and so many of our friends from SoCal. We're so blessed! Shout out to **Randy** and **Joni** for getting all the details organized and finalized and thanks to all of the Squadron club members AND to OCMA!! for doing their part to make this event fun and super well-run!!! We're looking forward to a GREAT Warbirds & Classics Event this year!

Our good buddy at **House of Balsa** and **Zap**, **Paul Stenberg** is once again sponsoring the event. We've been partners with Zap in some form or another for decades and we're thankful to Paul for stepping up AGAIN to support what we do. Along with that, Zap's partners in all things sticky, **Pacer/SuperGlue**, will be putting together some extra free stuff for us this year too! Thanks to **Pacer**, **Super Glue Corp.**, and **Zap** for supporting the Squadron!

Back at the end of March, a hobby expo has re-emerged. **Radio Control Expo**, (RCX) is attempting a comeback with a new format. Considering they put the show together in about 60 days, it was fairly well attended with about as much attendance as the last two AMA shows. It was small, not perfect, and has some operational problems. The good news is it's a hobby show back in SoCal with nowhere to go but up! There's a lot of hobby activity here in SoCal and we're

really hoping with some time to market and prepare, and with the new show management, we're really expecting this will grow into a very useful show that our club will get to participate in again, just like the good ol' days!

At RCX, we saw a multitude of electronics that support our hobby. **JR PROPO/Dee Force Aviation** radios and servos, **Horizon/Spektrum**, **FRSky**, **Graupner/Hott** radios and chargers, and **Hitec** with servos and chargers were there, and showing that they are continuing to push out new and better product that is perfect for what we do and critical to the growth of our hobby.

One other newsworthy event at RCX. **House of Balsa** was there with a newly re-released wood kit. If all goes well, we should see more kits being re-released from House of Balsa! So when you're at the Warbirds & Classics event, be sure to give Paul some support to keep up his wood airplane production efforts!?

Scale Masters update: As you already know, the **Scale Masters Championships** is a Western USA event this year in Phoenix, October 19-23. See *Upcoming Events* for more info.

If you'd like to qualify to go, Curtis is looking to arrange for a **one day seminar and qualifier** on **August 6th 8:00-2:00** at the **Hemet Club**. I'm sure we'll see more about this at Warbirds & Classics, but you might want to consider saving this date. It should be a great way to get warmed up and qualified with some great coaching from the man himself, **Curtis Kitteringham**.

Lastly, but most importantly, we want to keep **Larry Klingberg's** and **Sam Wright's** families in our thoughts and prayers as we continue to mourn their passing. We were lucky to have known them and to memorialize them at Warbirds & Classics. As we do this, let's never forget all the great Squadron members we've known and lost over the years. We'll never forget.

Our next meeting is right around the corner and we're hoping to see YOU there with your latest building efforts. We'll get the last round of organization direction from Randy and Joni, and we'll discuss other upcoming events like Scale Masters. We hope to see you Monday night.

Happy Landings!

Mike Greenshields, Commander

Commander@ScaleSquadron.com



EDITOR'S NOTES

This month's issue of *Scale Dimension* is a wee bit light on scale models. I offer no excuses but there is an explanation: I've been distracted from my modeling hobby the past couple months due to acquiring a new toy. That's right, my wife and I now are the happy owners of an RV trailer and we've been using it for its intended purpose. (That would be camping.) Granted, camping doesn't take up *all* my time, but when one goes on a three or four day camping trip, it blows a pretty big hole in the week. When one does that four times in six weeks, there's not a lot of days left to visit the field to see what's up.

No worries, though, I'm getting caught up now.

April's Field Trips

I did take a couple really interesting field trips with my immeasurably patient friend, **Jack Guiso**. We took a day to hang out at **Flabob Airport** (see **Page 10**). Flabob was a treat and is worth another trip—although with a little more planning next time.

Jack and I also dropped in on **Maxford USA** to pick up an airplane. I was blown away by the range of products offered by Maxford and the quality of those products. Take a look at the article beginning on **Page 7**.

Making Do With What You Have On Hand

One evening in April I channeled **Larry Klingberg** a little bit when I needed some 1/4" balsa dowel to plug a few holes in the stab of my **Fw-190 A8** where hinges used to be. I show you how that worked out on **Page 13**.

Meet Greg Stone

Greg Stone recently took the reins as **AMA Vice-President for District 10**. It took a little doing (we're both pretty busy guys) but we finally had a chance to talk. Check out my summary of that conversation beginning on **Page 5**.

Warbirds & Classics

The **Sam Wright Memorial Warbirds & Classics Scale Fly-In** is only a couple weeks away. It's time to get serious about dusting off those models and getting some stick time in before the event. See Mike Greenshields column for some final details. Remember that **Joni Whitsitt** and **Randy Wilbur** are always on the lookout for volunteers. If you think you'll have a few minutes you can spare,



Eric Puchalski
Newsletter Editor

contact Mike, Joni, or Randy—I'm pretty sure they'll be able to squeeze you in.

You say you don't have a suitable model? Good thing I wrote about my trip to **Maxford USA**. They have something for everyone so, no excuses!

One more thing... This is the 12th issue of *Scale Dimension* with my name on it as editor. I went back through some of the previous issues and, as I mentioned last month, there's an awful lot of writing in there with my name on it. That's all OK with me since I have no objection to being the center of attention. But I don't want this newsletter to get boring so I'll mention again: If you have anything in the works, in the planning stages, or flying; if you have some new technique you've tried or you got a new tool that you've always wanted (or an old one that you're using in a new way); if you've found a supplier that exceeded your expectations (or failed them miserably), and think others should take a look, drop me a line.

Remember that *Scale Dimension* is the "**Official Newsletter of the Scale Squadron of Southern California**" and not the "**Official Newsletter of Eric**." Don't be afraid to contribute. Every one of you has something interesting that others would like to know about. Give me a heads up and I'll work with you to get that information out to people who want to know it.

Then you can go flying.

roadkill1954@gmail.com

MEET GREG STONE

by Eric Puchalski

In November, 2021, **Greg Stone** was elected **AMA District 10 Vice-President** representing modelers from California, Arizona, Hawaii, Nevada, Utah, and Guam. This shouldn't come as a surprise to anyone who knows Greg and has paid attention to his involvement with modeling. My infinitely curious copilot, **Jack Guiso** and I recently caught up with Greg and we talked about his history with model aviation, his family, how he intends to represent District 10.

Greg grew up in Brea and has been modeling since he was eight years old. Like many of us, he started out flying Cox control line models. Those led him to built-up control line, stick-and-tissue free-flight models (Guillows, Comet, Sterling, etc.), sailplanes, and, ultimately into R/C. He tried helicopters for a while but the experiment didn't last long. He also tried rockets and had a great time with that but hasn't done much with them in recent years.

He learned R/C from his dad at a time when proportional radio systems were just becoming generally available. He still has the Heathkit proportional system he built himself. While in college he did some building and slope soaring. Later, (like many of us) he put modeling aside for a while and focused on his family. When Greg's son, Nathan, became interested in modeling they both were hooked by 3-D and smaller warbirds. Since then, father and son have moved on to larger (*much* larger) warbirds and large scale aerobatic airplanes. They're both regulars at scale and aerobatic competitions and they generally work as a team (**Photo 2**).

Greg currently works his modeling hobby in his three-car(!) shop at his home. He has a mouth-watering collection of scale, sport, and aerobatic airplanes (**Photo 3**). A few of these are electrics but most are gas powered. His current project is an 86" P-51 from Aeroworks that's powered by a DLE 55 gas engine (**Photo 4**). He had some trouble with the wheels the first time he attempted to fly it but that should be resolved by now.

Sometime in 2022 he plans to go full-circle and get back to his roots with a C/L airplane or two. He still has some of the models he built when he was a kid and he seems pretty certain he can still handle them.

Lending a Hand

Greg doesn't actually build much anymore as there just isn't time—he prefers to assemble ARFs. As his flying skills have improved over the years, he often finds himself being called on to assist friends with debugging and trimming

Photo 1: Greg Stone hanging around the shop looking for his next project.



Photo 2: Nathan & Greg Stone showing the total focus that makes them both excellent pilots and formidable competitors.



Photo 3: Part of Greg's collection of giant scale and aerobatic models.



their models. This gives him a chance to try out a lot of new models without having to invest a lot of money in models that he may end up not liking. This helps him when selecting models for himself.

Greg has been involved with several clubs in SoCal over the years, usually in a leadership position. Currently he regularly attends meetings of the Scale Squadron, OCMA, PVMAC, and OCRCC. He's also the main principal of TMAA—a club he helped organize.

Meet Greg Stone

Coaching & Mentoring

AMA membership is aging on average and youth activities will be important. Greg feels strongly that the best way to get young people involved is to go to them and drum up interest. He feels so strongly in fact that, with his son Nathan, Greg is very active in **Science Olympiad** and **STEM** programs in middle and high schools. At the collegiate level, Greg and Nathan also coach engineering student teams participating in **SAE** and **American Institute of Aeronautics & Astronautics (AIAA)** programs. They help run SAE and AIAA events for college engineering students. In their “spare” time, Greg and Nathan work with AMA on the annual **Camp AMA** events that are designed to help spark interest in aviation among kids aged 13 to 17.

With all his involvement in these programs, I figured Greg would be a good one to ask how other modelers could get involved and help out. He suggested simply contacting schools to see what aviation-related programs they offer and who is running them. Then get in touch with those people and see what kind of help they can use.

Plans for Representing District 10

AMA District VP responsibilities include representing District 10 on the AMA Executive Council. This group meets quarterly—twice a year in Muncie, and twice via conference calls. Greg takes his new job *very* seriously. In order to properly represent District 10, Greg feels he needs to meet as many constituents in as many areas of modeling as possible—and on their home turf. So he spends as much time as he can visiting other clubs and events throughout District 10. This means lots of road trips to meetings and events throughout the district. Although his personal interest is primarily giant scale and aerobatics, he’s been visiting clubs that cater to all modeling disciplines. His experience across a broad range of modeling disciplines means he can meet with, and understand the concerns of pretty much anyone interested in virtually any aspect of model aviation.

He recently acquired a new small airplane (Extreme Flight Edge 540) that he can carry in the trunk of his car when he’s on the road and feels the need for some stick time.

Remote ID

He thinks things are looking pretty good with respect to the FAA’s upcoming Remote ID requirements. Many of the initial show-stoppers have been resolved via compromise and when compliance becomes mandatory, the transition shouldn’t be too onerous. This is a direct result of the effort AMA has been putting in with the FAA, especially the constant communication with the committees and decision makers within the FAA. But he also believes that individual

Photo 3: Aeroworks P-51 Mustang waiting for new wheels.



Photo 2: There are plenty of projects to choose from and always something waiting in the wings.



members should keep themselves informed on developments relating to Remote ID. This is pretty easy to do given the exposure AMA gives it in *Model Aviation* magazine and the AMA website.

Conclusion

I’ve personally known Greg for about ten years. I have always found him to be knowledgeable, helpful, approachable, and an excellent resource on all sorts of model aviation gossip. His involvement with clubs and willingness to put in the effort to get to know people and issues outside his personal interests immediate geographical area are refreshing. He constantly encourages constituents to contact him and he’s always quick to respond.

If you haven’t already done so, I’d suggest dropping him an email at gstone4@outlook.com just to say “Hi.”

I know he’ll be glad to hear from you.



FIELD TRIP: MAXFORD, MADE IN USA

by Eric Puchalski

It had been a week or so since I heard from my friend and travel buddy, **Jack Guiso**, when he called to tell me about a new airplane he'd just purchased. The model is called the "Mentor-G" and it's an ARF from **Maxford USA**. It's not a scale model but Jack thought I'd be interested anyway since he'd had a conversation with the owner of Maxford who invited Jack to pick up the model at Maxford's Santa Fe Springs facility when it was ready.

I said I thought that was a terrific idea and we both decided to sit around and wait for word that the airplane was ready. It turned out that was going to take two weeks so we figured we'd better find something to do to kill the time. We took a couple other field trips, worked on some airplanes, went to the field, overhauled an engine or two, and even did a little yard work.

The call finally came so we wrapped up our Parcheesi game (I was in the lead), piled into Jack's Buick, fired up Google Maps and headed to Santa Fe Springs.

The Maxford USA facility is located in a light industrial complex on Imperial Highway near I-5 (**Photo 1**). We were greeted by the owner, **Richard Sang** (**Photo 2**), who turns out to be a very interesting and approachable man. He was prepared for our visit and graciously gave us about an hour and a half of his time. (We probably could have gone longer but all that talking wore Jack and me out!) He answered all our questions—even some that might fall into the "trade secret" category.

The Making of Maxford USA

Richard Sang is a life-long modeler and took the ultimate step of taking the hobby he loves and turning it into a business. Maxford was founded shortly after Richard attained his BA in Business Administration in 2004. It started out as a one-man shop that eventually grew to 10 employees working out of a 6,000 square foot facility in Paramount. Unfortunately, Maxford sales suffered from the onset of COVID and some issues with the China supply chain.

The good news is that even with the reduced business, Richard has no plans to close down operations. He considers the situation a temporary setback and not a permanent state. The only impact on customers will be that it takes a little longer to get products delivered since most models are now built to order. (Jack's "Mentor-G" took just under two weeks from when it was ordered to the day we picked it up.) He keeps some inventory of the more popular

Photo 1: Maxford's facility is tucked away at the back of a light industrial center. It takes a little looking to get there.



Photo 2: Richard Sang is the owner of, & lead designer for Maxford USA.



Photo 3: This is a no-frills operation that belies the *ridiculous* level of quality & craftsmanship that go into each Maxford model.



models (**Photo 4**) and when something is ordered that isn't in stock, he'll cut a few extra kits to go into inventory. He has a list of models in the queue to be added to the catalog and will continue to introduce new models and products. He's already on a mission to sign up new dealers for Maxford products.

Field Trip: Maxford, Made In USA

Design Philosophy

From the beginning, Richard has done his own designs. Converting the designs into CAD drawings is frequently a group effort where he involves other designers to help with the parts that require some tricky engineering. His designs employ a lot of egg crate and tab-and-slot features. This “self-jigging” greatly speeds up the assembly process while providing a lot of extra strength to the structure.

Richard didn't want to rely on other people for the technical aspects of CNC machining. This meant having to learn computer aided design (CAD) and computer aided manufacturing (CAM) software to convert the designs into code that is used on the machines that produce the parts. He also had to learn how the machines work and how to get the best results from them. He developed his manufacturing methods through trial and error and has learned a lot in the process.

Richard has a special interest in Vintage, WWI, and Golden Age scale models. His designs aren't exactly museum scale as far as details are concerned but they *are* true to the prototype's outline and major elements. (Maxford's Rumpler Taube actually uses wing and elevator warping for control!) This makes it possible for someone to produce a precision scale model from a Maxford ARF if they choose to do so. The models can also be assembled right out of the box and flown as designed. In cases where complicated rigging or assembly is required (e.g., the wing warping on the Rumpler Taube) the tricky bits are thoughtfully done by Maxford.

The majority of Maxford products are scale models with a smattering of trainers, sailplanes, accessories and some other odds and ends. Model sizes range from small electrics that will fit in the trunk of a car fully assembled, to a 1:5 scale 105" Curtiss JN-4 Jenny. Richard's goal is to provide a scale model that's true to the prototype but doesn't require the time and effort usually needed to build a complex scale model.

If you're a builder who prefers to do your own assembly, you can purchase most of Maxford's models as short kits. However, since the models were intended to be ARFs, you'll get a full-size set of plans but no assembly manual. You'll also have to provide all the strip and sheet stock along with your own covering material and method.

Made in USA

Richard is very proud that most of Maxford's products are now “Made in USA” and he's totally focused on quality.

Unlike most ARF suppliers, Maxford no longer uses sources in China to make parts or assemble models, except for proven designs where there is no question about materials or construction techniques. Richard said you can't always trust the Chinese manufacturers to use good quality balsa and plywood for parts, and gluing is often insufficient and, in some cases, nonexistent (oops!). He prefers to cut his own parts and do the assembly and covering himself.

Photo 4: Don't let the apparent untidiness fool you. All those boxes stacked against the wall hold models ready for you to order from the website.



Photo 5: Just like the rest of us, even the pros know how to use their workspace most efficiently.



Photo 6: Richard Sang explaining patiently to my friend Jack why Jack will never be worthy of this amazing model he just bought from Maxford. (Just kidding, they were just test-fitting parts.)



Field Trip: Maxford, Made In USA

Shaped parts (ribs, formers, etc.) are cut on a CNC router. He doesn't use a laser cutter for a couple reasons: First, he'd have to figure out how to deal with the smoke generated by a laser cutter. That would add operations cost and lead to higher kit prices. From a quality standpoint there's the fact that laser cutting works by burning the material being cut and that leaves a thin layer of ash on the cut surface. That can lead to poor glue joints.

Assembly and covering of the models is done right there at Maxford's facility. Richard either personally assembles and covers each ARF or he brings in help in the form of people he's worked with for years and trusts to do a proper job.

With his hands-on approach and focus on quality, in the unlikely event something fails due to poor construction or material selection, Richard knows exactly where the responsibility lies.

For more information on Richard's strategy for making Maxford's airplanes in the USA, check out the article on Maxford's website, here:

<http://www.maxfordusa.com/maxfordmadeinusa.aspx>

Conclusion

Jack and I came away from our visit with Richard *extremely* impressed with his commitment to quality. He cuts absolutely no corners in sourcing materials, cutting parts, and assembly and covering of the models. He stands behind his products and will work with any customer who's having trouble assembling or flying any of his models.

I rarely offer a recommendation on products, especially products I don't personally use. But in Maxford's case, I can't provide a strong enough recommendation to anyone interested in top-drawer ARF models. Maxford no longer produces a hard-copy catalog but the website (which Richard maintains himself, of course) includes a comprehensive list of all Maxford products. At the very least, I'd encourage you to take a look through the website, drool over the models available, and read some of the customer testimonials. I guarantee that even if you don't order something, you'll bookmark one or two dream models.

At one point in our conversation, Richard summed up one of his convictions (which I totally agree with) when he said "There are lots of pilots out there but not many modelers." Richard is committed to providing products that will give those pilots a head start on becoming modelers.

Photo 7: Richard running the software that runs the CNC machine that produces the parts for Maxford's airplanes.



Photo 8: A look inside the fuselage of Jack's new Mentor-G showing the precision fit of the parts and rock solid construction typical of all Maxford models.



Photo 9: Richard keeps several of Maxford's models "hanging around" the shop.



Maxford USA[®]

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FIELD TRIP: FLABOB AIRPORT

by Eric Puchalski

One day my friend **Jack Guiso** and I were sipping Cokes and reminiscing about how much fun Orange County Airport used to be before they built that giant new terminal back in the '90s. It occurred to us that there are still a few small general aviation airports left in SoCal and maybe it would be worth visiting a couple, just for grins. We kicked around a few ideas and finally settled on **Flabob Airport (RIR)** out in Jurupa Valley.

First off, let's get something out of the way: The name "Flabob" is a portmanteau of the two founders' names, **Flavio** Madariaga and his partner **Bob** Bogen. Get it?

Flabob's Story (the CliffsNotes Version)

The story goes that around 1943, Flavio and Bob were looking for a place with an airstrip near Los Angeles for their expanding machine shop. The airstrip would enable them to make and receive aerial deliveries of parts and supplies. The airstrip they found had originally been built in 1925 and it met their needs perfectly. The rest, as they say, is history.

Why We Picked Flabob

While researching SoCal general aviation airports, we discovered that Flabob has several claims to fame. First off, it's one of the oldest continuously operating airports in California (it's coming up on its *100th* birthday) and there is still a small general aviation community that calls Flabob home. It was the home base for *Ray Stits* (yes, *the* Ray Stits) who, when he wasn't busy building airplanes and inventing Stits covering systems, founded the **Experimental Aircraft Association (EAA)**. Flabob is home to **EAA Chapter One** as well as a chapter of the **Antique Airplane Association**. It has both paved and grass 3,000' landing strips to accommodate the older airplanes. Flabob hosts several regular public events including antique airplane fly-ins, EAA airshows and displays, WWI exhibitions, re-enactments, and more.

It is also home to the **Tom Wathen Center** that uses the airport for educational programs, including using aviation to teach science, math, and technology to young people. The Tom Wathen Center may become important to Scale Squadron members in particular because, as I understand it, this is where the bulk of **Larry Klingberg's** model collection will be housed and displayed.



Photo 1: Main gathering place that sits right on the flight line.



Photo 2: Main entrance (or at least the entrance we used). Note the ridiculous level of security and access control that must be passed in order to get through the gate.



Photo 3: OK, not a perfect scale model of the Wright Flyer but if you stand in the right place and get the right camera angle, the diorama makes it look like you were there.



Field Trip: Flabob Airport

Visiting Flabob

Jack and I arrived at the main gate where we were greeted by... uh, well, by *nobody*. In fact the gate stood wide open and we drove right in. We kept looking over our shoulders as we quickly found ourselves among a group of hangars, old buildings, airplanes, parts, and an assortment of odds and ends. We drove around the entire airport including, at one point, the main taxiway. And still, nobody flagged us down and told us we can't be there. In fact, it was just the opposite; everyone we saw waved and, when we stopped, said "hi." It was a little unnerving since most airports won't even let you into the terminal without a ticket to and six forms of ID.

We finally decided to head to the **Flabob Airport Cafe** (Photo 1) which appeared to be at the center of everything. We had a great lunch and while paying the check, asked where we might find someone who could show us around. The cashier pointed to the patio and said "There's the airport manager. You might start there." So we did.

It was pretty clear that we had just interrupted an operations planning meeting so we quickly introduced ourselves and asked if we could come back or call later for some information. **Beth LaRock** (Airport Manager & Director of Operations) sat with us at another table for a few minutes and explained some details about airport operations and history. We told her we'd like to arrange a tour of the place with some friends and she said that would be easily accommodated. She also told us to feel free to explore the entire airport on our own. Jack and I agreed that we'd contact her later and she went back to her meeting.

What You'll See

As with most general aviation airports, **Photos 4 & 5** show how you can expect to see a lot of civilian airplanes, private hangars, parked planes, vehicles, equipment, etc. If you're a **Douglas C-47** or **DC-3** fan, Flabob will keep you busy for a while (**Photos 6 & 7**). In our wanderings we counted no less than *five* of these airplanes, most of which are operational.

There are many private hangars but most of them were closed up when we were there. The ones we could look into showed the typical assortment of airplanes, cars, motorcycles, parts, supplies, etc. In other words, pretty much SOP for private hangars at a small airport.

At one point, we drove around a corner and saw a distinctive de Havilland Moth-style cowling sticking out of a

Photo 4: A 1972 Cessna 172 (foreground) and 1959 Beech M35 (mostly hiding behind the pickup truck) awaiting restoration. In the background is the Stits Hangar (16A), home base of EAA Chapter 1.



Photo 5: Several more small airplanes in varying stages of decomposition.



Photo 6: One of at least five of these iconic Douglas airframes. This one a C-47 Skytrain.



Photo 7: This DC-3 is fully operational and flies regularly. It began life in WWII as a C-47 and was converted to a DC-3 airliner after the war.



Field Trip: Flabob Airport

hangar. Sure enough, this one belonged to a **de Havilland T.10 Chipmunk (Photos 8 & 9)**. But this was no ordinary Chipmunk. The owner, **Richard Wilsher**, explained how this particular airframe was built in 1952. It remained in service until at least 1997 when it was one of two RAF Chipmunks that helped establish a route for small aircraft between Europe and North America via Russia. The route covered 16,000 miles and the flight took 64 days. With a range of less than 500 miles that meant a lot of fuel stops.

Richard acquired the Chipmunk in 2010 and oversaw a full restoration. The paint and all markings, however, remain the originals. This is a pretty amazing piece of aviation history.

As we cruised around, Jack spotted a derelict fuselage that looked a bit out of place. Jack (an Air Force veteran) finally identified it as a **Convair F-106 Delta Dagger (Photos 10–12)**. Later research based on the tail number confirmed that but also revealed that this particular F-106 ended its career as a **QF-106**—the “Q” indicating that it was a target drone.

Conclusion

I could go on, but my fingers are getting numb. I’ll just say that I fully intend to go back to Flabob. For this initial scouting trip we made no advance arrangements other than to make sure the airport would be open. Next time I’ll set something up with the airport manager and possibly get a guide to show us around. I’ll let you know how that works out in case you want to tag along.

In the mean time, if you find yourself with nothing to do up in that neck of the woods, I’ll suggest that a couple hours at Flabob will be a treat that you’ll remember and brag about for some time to come. It’s only 30 miles from South Orange County and it has something for everyone.

I guarantee you won’t be disappointed. 

Photo 8: Richard Wilsher’s T.10 Chipmunk undergoing regular maintenance.



Photo 9: The T.10 version of the Chipmunk is a two-seat trainer. Hence, the long canopy.



Photo 10: What the heck? Somebody took a perfectly good airplane apart!



Photo 12: Bits & pieces of the F-106. Kinda looks like an ARF right after opening the box, right?



Photo 11: The shell of the F-106 is remarkable intact. Not bad for a target drone.



MAKING DOWELS & PLUGGING HOLES

by Eric Puchalski

While working on my **Fw 190A-8** project I had to remove some hinge parts from the horizontal stab. The parts were left over after I'd cut off the Robart hinges that were previously installed to hold on the elevators that I won't be using on the rebuilt model. This wasn't a problem since it's pretty easy to remove this style hinge. I cut a piece of 1/4" brass tubing and sharpened it (**Photo 1**). I chucked this up in my handy-dandy hand drill motor and surrounded the old hinges with spinning brass (**Photo 2**). This worked great but left me with four 1/4" diameter holes in the trailing edge of the stab (**Photo 3**).

So, now I need to plug those holes in a way that's pretty much invisible since they're very near the same locations where the new holes for the new hinges need to be.

There are lots of options here but I thought in this case the best would be to plug the holes with balsa dowel and then redrill them for new hinges. That way if the new hinges were in slightly different locations, all the wood would be of the same density and drilling the new holes wouldn't be a problem. Also, since balsa weighs a lot less than most other options, it wouldn't add too much to the weight of the tail.

Almost instantly trouble reared its ugly head: Where the heck do you get 1/4" hard balsa round dowels? The short answer seemed to be "nowhere."

So I thought, "What would Larry do?" and came up with this: If you can't find 1/4" balsa dowel, then make some! I remembered seeing some "how-tos" in old model magazines about how to do this and here's what I came up with.

First, I found some balsa scraps that were *way* larger than I needed. In this case, it was some old 9mm x 10mm stock (don't ask me how I ended up with *that* in my balsa drawer!) that's roughly equivalent to 5/16" x 3/8". The size doesn't really matter as long as it's larger than what the finished dowel needs to be. Then I brought out my recently-acquired hole size gauges (**Photo 4**). I picked the one that goes from 1/16" to 1/2" in 1/64" increments and chucked it up in the bench vise.

Photo 1: 1/2 of a Robart hinge about to be attacked by a piece of brass tubing.



Photo 2: Brass tubing makes short work of installed hinges, regardless of the glue that was originally used.



Photo 3: Three of four hinges removed and ready to be plugged for replacement hinges.



Photo 4: Hole gauges for common SAE & numbered drill sizes.



Making Dowels & Plugging Holes

Then I went to work...

First, I found hole where my basic stock was a tight fit. This turned out to be 29/64". (Hey, I started out with metric stock... give me a break!) I ran the stock back and forth a couple times and ended up with a piece of balsa with slightly rounded corners. So I moved up one position to 7/16" and repeated the process. Moving on to 27/64" I noticed that the corners were rounding nicely but there were a bunch of burrs that were causing gouges in the rounded parts. So before moving on to 13/32" I lightly sanded the stock with 120 grit sandpaper to remove the splinters. Then it was back to work. By the time I got to 3/8", I was looking at something that resembled round dowel stock (**Photo 5**).

As the diameter gets smaller you have to be more careful as the strength of the wood is less. You can easily break a piece that you've been working on for a while if it flexes while inserting it in the next smaller hole.

What I ended up with was a perfectly-sized 1/4" diameter balsa dowel that I could use to plug the holes in the stab trailing edge (**Photo 6**).

The rest was pretty conventional. I cut off four pieces (**Photo 7**), glued them into the holes, and sanded everything smooth (**Photo 8**).

About the Gauges

I found these hole gauges on Amazon and bought a set of three gauges representing fractional drills from 1/16" to 1/2" by 1/64", letter drills from A to Z, and number drills from #1 to #60. They set me back about \$15.00 for the set of three.

If you don't already have a set of these drill gauges then I highly recommend you one for a number of reasons—sizing balsa dowel stock being just one of them. They'll also help you organize your stash of drill bits and determine the diameter of those random bits of piano wire and tubing.

I've never actually used this process before but I've read about it once in a while. I'm happy to say that it works like a charm and will be my go-to process for balsa plugs from here on out. 🦅

Photo 5: Dowel taking shape.

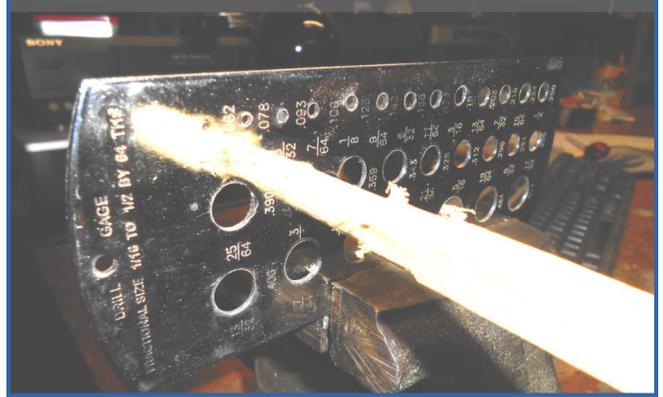


Photo 6: The finished article; square at one end and round at the other..



Photo 7: Four balsa plugs ready to be installed.



Photo 8: Plugs are all sanded using a piece of sandpaper glued to a wooden dowel. Ready to install the new hinges.



APRIL 2022 SQUADRON MEETING

Commander Mike Greenshields called the meeting to order and explained that he had been voted in as Commander by the Board of Directors at their last meeting. This was in accordance with former Commander **Sam Wright**'s wishes and the vote was unanimous. Mike also reminded everyone that the Scale Squadron Board meetings are open to all members. Bylaws are posted on the Squadron website and Board member email addresses are in the newsletter.

Mike then introduced, and the attending members welcomed, two new Squadron members: **Frank Kern** and **John Wencel**.

Joni Whitsitt talked about working with the **OC Fair's Imaginology** event earlier this month. Imaginology provides an opportunity for kids aged five to 13 and their families to learn about STEAM (science, technology, engineering, arts, and math) subjects. There are a variety of exhibits covering STEAM-related subjects and Joni was there to promote model aviation.

Activities were very much hands-on. She was able to get a lot of support from AMA in the form of balsa hand-launch gliders and printed information to hand out. She also enlisted eight engineers from **Overair** (an aviation tech company based in Santa Ana) and several members of **Harbor Soaring Society** to help. Even with all that help they were still swamped. Joni and her helpers cut out 500 patterns for gliders. These were transferred to Styrofoam plates that the kids cut out flew. All in all, over 900 kids stopped by to make foam gliders.



There was some discussion about Sam and what it means to lose such a giant presence. Several members related stories of their experiences with Sam and everyone agreed that it is a terrible loss. Sam's family has asked that they be left alone for now while they deal with this unexpected loss. There are no immediate plans for a service but there will be one eventually. Details will be made available via email as soon as they are known.

After an update on the **Sam Wright Memorial Warbirds & Classics Fly-In** and the Treasurer's report, it was time for Show & Tell.

Joni also arranged for three PCs with 60" monitors running RealFlight. **Orange Coast College** provided three Microsoft Flight Simulator stations. These were especially popular with the older kids and there was hardly a time when all six stations weren't busy.

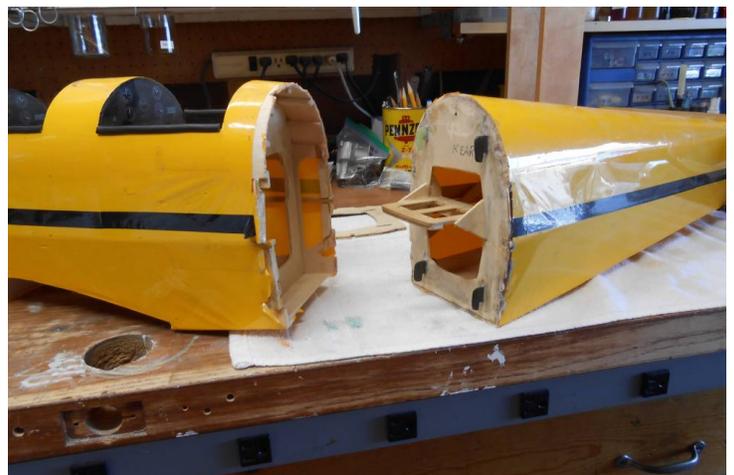


April 2022 Squadron Meeting

Eric Puchalski (Hey, that's me!) brought in a couple things. The first is a flight pack that he built using generic sub-C NiMH cells. What makes this pack noteworthy is that he used an empty plastic water bottle instead of clear heat-shrink tubing to protect the assembled pack. He wrote an article in the April newsletter about the process. The plastic bottle was so easy to work with, Eric will be looking for other applications where heat-shrinking plastic is needed.

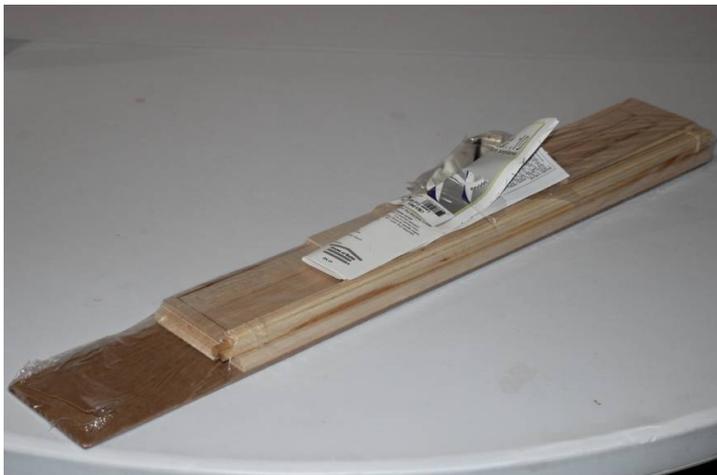
The other item is a rebuild project he's taking on to help get his brother involved in scale modeling. The project is an old **Great Planes de Havilland DH-82A Tiger Moth** ARF that someone cut in half. Eric's not sure what that person was thinking but he's already made some progress on getting the fuselage back into one piece. There's not much else wrong with the airplane so things should move along pretty quickly once this step is complete.

Ron Grater was on hand to encourage everyone to take the advice of dermatologists everywhere and get in the habit of using sunscreen. Ron is a big fan of **Neutrogena Ultra-Sheer Dry Touch SPF 55** sunscreen. He says it goes on easily and doesn't leave your skin a slimy mess.



April 2022 Squadron Meeting

Mike Greenshields showed a new **Laser Cut Stick .10** balsa kit he bought from **House of Balsa**. HoB has been retooling and has started making small kits. Mike reminded everyone that it's getting harder and harder to find kit suppliers. He encouraged everyone to take a look at HoB's new offerings and do what they can to support them.



One of the many interests of **Tim Cardin** is Eliminator Racing. He picked up a **P-51 Mustang** from **Airborne Models**. He'll use custom **Callie Graphics** markings in his own Blues Brothers scheme instead of those provided. Power will be an **O.S. Engines FS-95V** 4-stroke. He said he's looking forward to the next race.



A DAY AT THE FIELD

Harry Middleton flew his **Vought F4U Corsair**. This is an older Hangar 9 60cc kit that he's had for quite a while. This one has a **Saito Engines FG-90R3** 90cc 3-Cylinder gas radial engine that sounds terrific. He's been flying the Corsair for about three years and says it's one of his favorites. On this day the Corsair did about 117 MPH (measured by GPS embedded in the radio).



I don't like showing broken airplanes but this one's unusual. **Jack Cannon** was flying his **de Havilland DH.112 Venom** when smoke came out of the tailpipe. (Never a good thing on an EDF!) He belled the airplane in the grass and a post-mortem showed that pretty much everything, from the battery to the wires leading to the servos, was completely melted! Jack's not sure what happened but this one was a complete loss.



A Day at the Field

This neat little **Focke-Wulf Fw 190** belongs to **Ted Novak**. It's a Phoenix Models ARF and uses a Rimfire 46 motor for power. The 6S 4000 mAh battery easily provides four minute flights. Wingspan is 55" and flying weight is a little over six pounds. Ted has owned the model for over four years and it's one of his favorites—he flies it every chance he gets.



Harry Middleton brought out his Phoenix Models **Waco**. Wingspan is 90.5" and overall weight is around 30 lbs. Power comes from a **Saito Engines FG-90R3** 90cc 3-Cylinder gas radial engine. This airplane both looks and sounds good! Harry was pretty proud of the scale prop that he made by reshaping a stock Zoar prop and refinishing it to look like the aluminum prop actually flown on the Waco.



MONTHLY MEETING NIGHT

**Monday
May 9, 2022
7:00pm**

The May 2022 Meeting is On!

The **Sam Wright Memorial Warbirds & Classics Scale Fly-In** is right around the corner. If you have any questions about the event, or you want to sign up to help, this will be a great opportunity to talk with the organizers.

Keep in mind that visitors are always welcome so don't be shy about bringing someone. **Show & Tell** has been a little light the past few months so 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

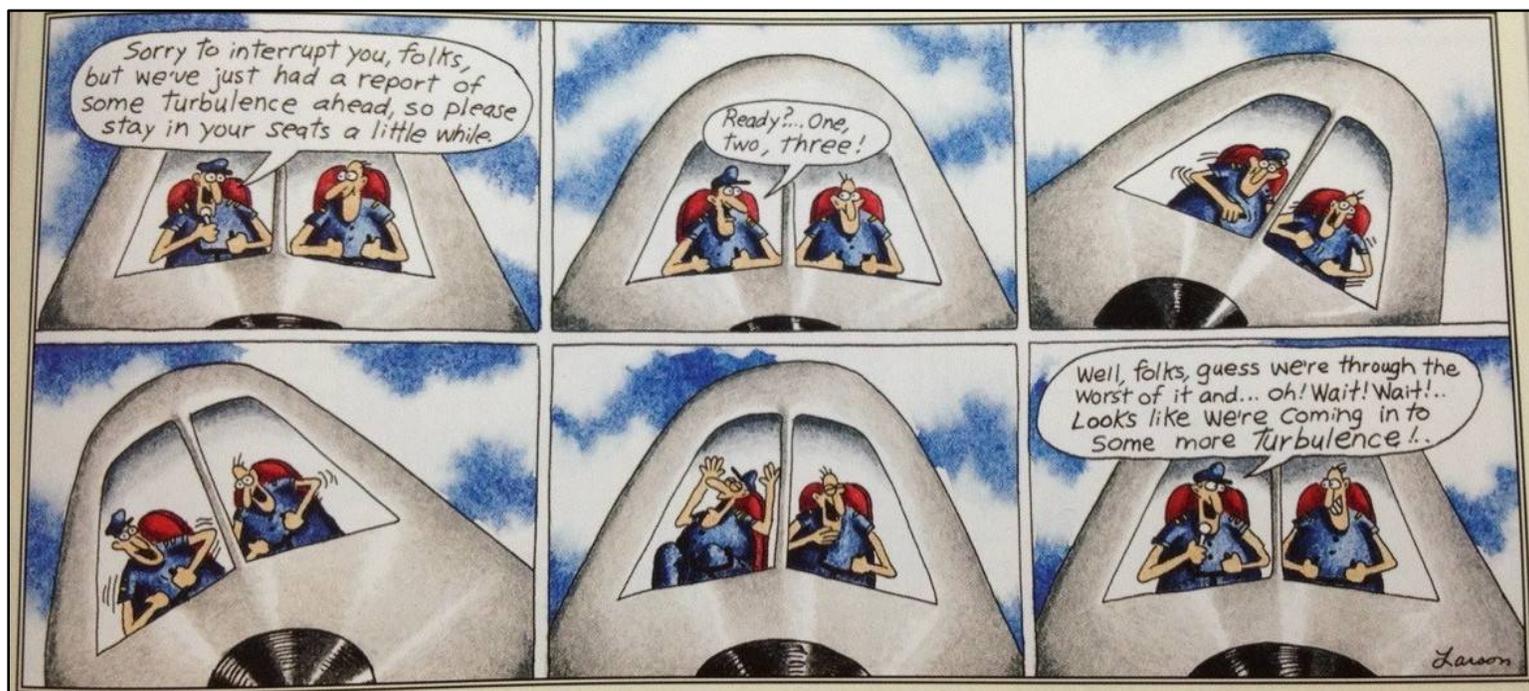
Special Note Regarding Events

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
June 3-5	Scale Squadron OCMA Field	15th Annual Warbirds & Classics 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	Tri-Valley RC Modelers Santa Maria, CA	Central Coast Giant Scale Fly-In 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	Arizona Model Aviators Superstition Airpark, Mesa AZ	2022 US Scale Masters Association Championships 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.



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

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** to preregister for this event.

2021 Pilots



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

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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 | Paul Goldsmith - pt19nut@aol.com
480-540-7553 602-323-7753

www.uscalemasters.org

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.