

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. Michael Amato's Dornier Do 27 just breaking ground.
2. A Grumman F-7F Tigercat being guided to a perfect takeoff by Jerry Smith.
3. Harry Middleton greasing a downwind landing with his giant Vought F4U Corsair.



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Mike Greenshields
Commander

Magic!

Today, a friend sent me a **Hobby Shack** ad from the mid-1970's. Had the old **Pilot** plastic fuse ARF airplanes in it. It was after 1975 because the address in the ad was Fountain Valley and not Buena Park.

My buddy, Lee, had the **Cessna 150** from that ad. He remembers flying with his dad way back in the day. In that ad you'll see the **Sportavia RF-58**. My brother-in-law (Ed Grant) took that plane on his honeymoon with my sister when they got married and went to Hawaii. 1976 (I think she found that vastly less humorous than I did...) I had a **Kitty R-1500** from that ad. I still have one brand new in the box along with a **Mini Star** (high wing with a **Black Widow .049**). My family along with our good friends, the Mayberrys, flew regularly. Trips to Elsinore, trips to San Diego, flying at the BIRD field, gliders at Sunny Hills HS, and slope glider flying all over SoCal. (I soloed at Estancia Slope, now called Fairview Park, when I was 9, the plane was a **SureFlite Glider** called an **Eye Soar**). Good times... and I'll bet every one of you has a story like that to tell.

To a 10 year old kid like me in 1976, the hobby was magic. Radio control was *so* cool. Planes that *really* fly that you *really* controlled were amazing!

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Upon reflection, I truly feel a day at the field is still magic. We're blessed with this beautiful field and even basic ARFs that make those planes from the 1970's look like dinosaurs. We could be jaded, but in fact, I don't think we are. Everything about our hobby is still magic. And for me, that same joy I felt as a kid is still there... *every* time.

And it's funny, but nothing went right today. First, with all the rain, Randy and Joni couldn't even be there, no other Squadron members showed up for the same reason. My wife was like "aren't you just gonna get wet?" And then I did get there, and it wasn't raining which was nice. But, I did something to the fuel tank and it turns out it was leaking which made the engine impossible to tune. I spent a lot of time trying to fly it before I realized raw fuel was pouring from the fuselage. (oops!).

Commander's View: Magic!

There were helicopters flying by (out of our airspace), a big ol' seaplane flew by. My fellow OCMA members were tearing up the sky (safely Dave, safely...). And, even with those challenges, I felt that same magic: Aviation, whether model, or full size, is a *great* time.

So, enjoy the rain, let's hope that helps with our water issues in SoCal (sure makes OCMA field pretty). Get those planes flying, and let's enjoy the magic that is this hobby.

Mike Greenshields, Commander
Commander@ScaleSquadron.com

p.s. OK, as kinda' a PS and PSS, I'll throw two things out there...

1. It was **Ugly Stik** day today... not one, not two, not three, but *four* Sticks dominated OCMA today... too funny. When the Squadron is out there in force, hmmm? 🦅



Squadron Flying Day is Sunday, 02/19/2023

Randy Wilbur and Joni Whitsitt will be hosting the first of the monthly **Squadron Flying Days** for Scale Squadron Members on **Sunday, February 19, 2023** at **OCMA Field** from **10:00am to 2:00pm**. Members are invited to come for a cup of coffee and donuts or a hot dog.

Bring something to fly, or don't... ***Just be there!***

EDITOR'S NOTES

Magic!

Commander Mike Greenshields waxes nostalgic about a Hobby Shack ad from the 1970's. I actually built one of those Cessna 150s he mentions for a friend of mine who knew absolutely *nothing* about model airplanes but a family member thought it would be really cool for him to have an R/C airplane. After assembly I suggested that it might be a much better decoration for his son's bedroom than an actual flying model (especially as a trainer).

As I recall, the airframe was very well built but the plastic bits weren't especially airworthy.

More importantly, Mike also reminds us that what we do actually is "magic" and we should keep that in mind as we apply our experience and expertise to this amazing hobby.

Like many of you, I have a number of hobbies. But I find aeromodeling to be one of the most satisfying because it draws together so many areas of expertise. Stamp collecting is fun but experts over the past couple hundred years have defined its boundaries. Clock repair is pretty cool but, fundamentally, one antique clock is very much like the others.

Only in aeromodeling do we have to opportunity to engage in history; engineering; woodworking; covering, from tissue to fabric to fiberglass and everything in between; propulsion systems ranging from tiny electric motors and Cox 010's to 40+ pound thrust turbines; flight profiles that include free flight, control line, and R/C.

It's a pretty amazing hobby with an outlet for whatever artistic or engineering bug one catches. Whether you're a history buff, or you like building, or consistently greasing the perfect landing, there's something for everyone in R/C modeling.

Squadron Flying Day

I think most of us enjoy sharing our interest and passion for the hobby with family, friends, and pretty much anyone who will sit still long enough for us to start talking.

Joni Whitsitt had proposed a plan to get Squadron members out to the field on a regular basis so we can see each other in something other than the meeting environment. This is an excellent plan and I hope you can participate. See the article on **Page 7** for particulars.



Eric Puchalski
Newsletter Editor

Field Trip

I *finally* had a chance to do another field trip. Unfortunately, the planning for this one happened so fast that I wasn't able to get word out to anyone else who might want to tag along. Apologies for that but the good news is that I want to go again! The target this time was the **March Field Air Museum** in Riverside. Even though we planned on a couple hours, it's another one of those museums that really takes most of a day to fully appreciate. We'll definitely schedule another visit—and this time I *promise* I'll let you know about it. See the article on **Page 9** for some highlights.

OCMA Safety Meeting

The last of OCMA's mandatory **Safety Meetings** was held on Sunday, 02/05/2023. Regardless of which OCMA member club a pilot belongs to, he or she was required to attend one of the three scheduled safety meetings at OCMA Field. I missed the first two in January but I made it to the one in early February. Take a look at my write-up on **Page 8** for some info on why this meeting is held every year, how the February meeting worked out, and what you'll need to do if you missed all three meetings but you still want a key to the field.

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MEET JON PERRY: THE TIEBREAKER

[ed. note: At the January, 2023 Squadron meeting, Jon Perry was appointed to the Board of Directors as an “at-large” member. That means he has no specific duties and (thankfully) we can pretty much assign him anything. Jon has been around the modeling community for a long time and has a ton of experience building and flying scale and sport models. But, I’ll let him tell you about that.]

by Jon Perry

I started flying R/C in 1984. I was in the process of learning to fly full scale planes when a friend of mine who was into R/C took me to Mile Square Park to check it out. Larry Wolf was there flying an F-86 Saber. I’ll never forget watching his takeoff; as soon as the wheels left the ground he did a quick roll and continued his climb out.

I knew right then that this was for me.

After Mile Square closed I joined the Trabuco Flyers and flew there until 2015. I first joined the Scale Squadron in 1999 and flew occasionally at El Toro, but did most of my flying at Trabuco.

Today I continue to fly glow powered planes and most of that is small scale stuff. But now that I’ve started getting into multi-engine models, the sizes of my models are getting bigger but my engines are still fairly small displacement four strokes.

My favorite model to fly is my little **F-82 Twin Mustang** (Photo 2). It used to be my warm-up plane. It’s a little squirrely on the ground so you have to stay ahead of it but it flies great, even if you lose an engine. I still have no idea how well it flies with no engines running.

I will soon be finishing my **Royal B-17** right after I finish my current project, a **CMPRO De Havilland Mosquito** (Photo 3).

As the newest member of the Squadron board (whose title is apparently “Tiebreaker”) I’m just glad to be able to help where I can and become more involved in the club.

My goals other than helping with whatever I can are to start flying on a more regular basis and begin to prepare for some competition flying.

Right now I’m still more of an ARF guy, as my wife Tammy and I are pretty busy raising our two teenage kids. But I intend to get back into building the kits that I have collected, and I hope to have the B-17 finished in a few months and before that June deadline.

It’s been a pleasure being a member of a club with so much history and such friendly members and I look forward to know all of you better.

Check out the photos of my current project on my workbench and a shot of my little F-82 at the Ash Creek field up in Redding California. Where I am an Associate Member of the Northern California Radio Controlled Unlimited Flyers R/C Club.

See you at the field! 

Photo 1: Describing some of the landing gear challenges on a Cessna 182 Skylane build.



Photo 2: North American F-82 Twin Mustang daily driver.



Photo 3: The De Havilland Mosquito is nearly complete.



SQUADRON FLYING DAY: 02/19/2023



Let's go flying!

The Scale Squadron Board is inviting all members to come out to **OCMA Field** for a day of flying and camaraderie. This is the first of our regular monthly Squadron Flying Days that will be held on the Sunday after each regular Squadron meeting. The Board is encouraging everyone to attend these Flying Days as often as possible, so put it on the calendar and get out there! We will have fun, fly together, maybe help each other with modeling challenges, and *get flying as a club*.

Bring a friend. Bring the family. Bring a plane. (It doesn't even have to be a scale model.) Bring your name tag. If you have a Squadron shirt, wear that, too. Come help us enjoy the day and spread the word about the Scale Squadron!

Randy Wilbur and **Joni Whitsitt** will be hosting the Flying Days and they'll bring along some donuts, coffee, and hot dogs.

This month's Squadron Flying Day is:

Sunday, February 19, 2023
9:00am to 2:00pm (or thereabouts)

***See you at
the field!***



OCMA SAFETY MEETING 2023

by Eric Puchalski

I'm happy to report that OCMA membership is alive and well as evidenced by the attendance at the three Safety Meetings that have been held at the field. The first two in January drew about 220 pilots who were anxious to exchange their keys and get their member badges updated with the mandatory safety sticker. About 30 more showed up for the February briefing.

OCMA regulations require annual "refresher" meetings for *all* pilots, both new and returning, who want to use the facility. The good news is that OCMA leadership has made this a very easy process that shouldn't cause any interruption of anyone's use of this premier Orange County R/C flying location.

I missed the January meetings so I can only tell you about the one in February.

At 8:30am the weather wasn't particularly awful but it was a little blustery. OCMA Safety Officer, **Dave Kadonoff** started the Safety Meeting promptly at 9:00am and the weather was fine—until it wasn't. It did start to rain at one point which made it hard for Dave to review the field rules until someone with an umbrella helped him keep his copy of the rules dry enough to read from.

Dave took the opportunity to review why OCMA has implemented rules on the use of the field and the consequences of not abiding by those rules. Dave also reviewed each of the rules and took questions from all who wanted clarification on any point.

It's worth mentioning that within about an hour of the meeting, the weather improved, the clouds broke up the wind went back to its normal track right down the runway. Lots of pilots who thought to bring along their airplanes had an amazingly perfect flying day.

If You Missed the Three Scheduled Safety Meetings

If you do not have a 2023 safety sticker on your OCMA membership badge, you will find it awkward to fly at OCMA Field. First off, the safety sticker is pretty prominent and any Field Marshall will ask you why you don't have one. Second, you will not have a key to get past the gate into the field.


If you need to get a sticker and exchange last year's key, contact Dave Kadonoff (kadonoffd@gmail.com) to set up a time when you can meet him at the field and get everything squared away. 

Photo 1: About 30 OCMA members attended the 2023 Safety Briefing at OCMA Field on Sunday, 02/05/2023.



Photo 2: Dave Kadonoff waxing eloquent on the information contained in the OCMA Flight & Safety Guidelines while trying to keep his hair dry.



Photo 3: By the time the Safety Meeting was over, the weather had turned perfect for R/C flying and many of the pilots who showed up for the meeting stayed to fly.

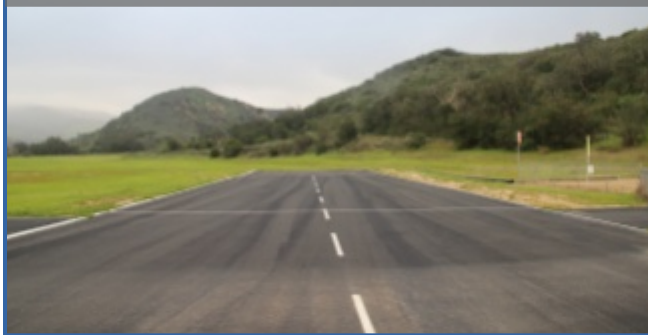


Photo 4: Here's what you get for attending the Safety Meeting. Kinda makes you wish you were a P-47 Thunderbolt up and about and enjoying that perfect big blue sky, right?

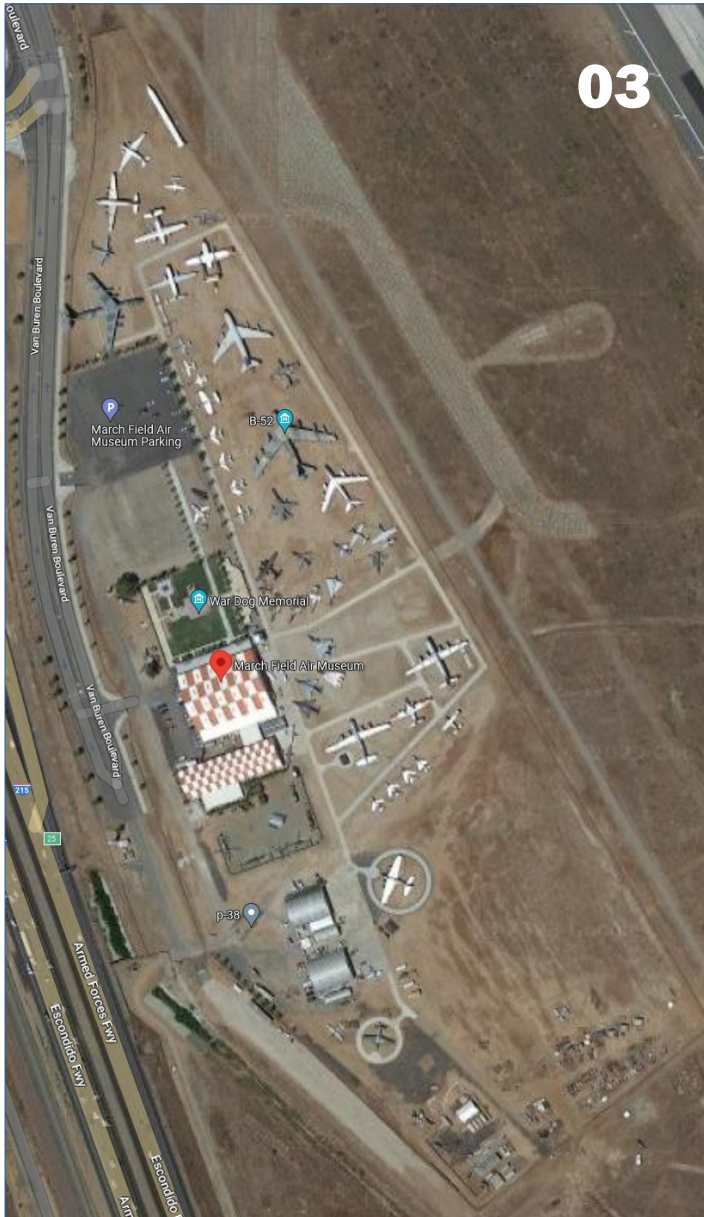


FIELD TRIP: MARCH AIR FIELD MUSEUM

By Eric Puchalski

A couple weeks ago, my friend and willing accomplice in monkey business, **Jack Guiso**, decided it had been too long since our last visit to **SCAMPS Field** in Riverside to admire the free-flighters who play out there. So we scheduled a trip for one Wednesday morning. We then remembered that to get to SCAMPS Field, we'd be driving right past the **March Field Air Museum** at **March Air Reserve Base**, also in Riverside. So we put that on our emergency back-up itinerary in case we needed to kill some more time. We were fortunate this time in that my brother (the inimitable **Mark Puchalski**) was able to get the day off. (Yes, he's still a kid and has to work *every* weekday and sometimes weekends.)

So, we met up at the crack of dawn and piled our happy crew into Jack's Buick SUV and headed off to SCAMPS Field. As it turned out, only two SCAMPers thought it was good day to fly so we didn't stay there long. Oh, and it was only 36° at the field so we didn't



need much encouragement to head off to our alternate destination. After a quick (and expensive!) breakfast at Denny's, we hit the road again.

How to Get There

The museum is adjacent to March Air Reserve Base near Riverside, CA. Do whatever you have to do to get onto Interstate 215. From Riverside, head south; from San Diego, head north. When you look out your side

01: View of the main museum building as seen from I-215.

02: A pretty nondescript entry for such an amazing museum. The main entrance is those two tiny doors toward the left of the hangar.

03: Google view of the museum grounds. The white line you see in the upper left is a spent Space Shuttle solid fuel booster rocket.

Field Trip: March Air Field Museum

window and see something that looks like **Photo 1**, you're there.

Museum Origins

The museum was founded in 1979 as the **March Air Force Base Museum** and was originally located on March AFB proper. In 1981 it moved to a new location at the base's former commissary. That same year, a **Boeing B-29 Superfortress** was flown in and installed at the museum. The museum moved again in 1993 to its current location west of the runway along I-215. Originally operated by the U.S. Air Force, the museum's operation was transferred to a nonprofit organization which currently operates it.

The Collection

Unlike many of the aviation museums we've visited that focus on the airplanes, MFAM addresses the entire scope of USAAC and USAF history. The airplane collection comprises over 100 aircraft with emphasis on WWII up to the current era. There are a very few earlier items (a **Wright Flyer**, **Nieuport 11**, **Fokker D-VII**) but they're all scale homebuilt replicas and, other than outlines, not especially accurate. (7:8 seems to be the favored scale.)

The vast majority of the aircraft in the collection are parked in the open outside the main hangar. (**Photo 3** gives an idea of how things are organized.) There are a couple U.S. Army items and the occasional U.S. Navy jet but most of the aircraft in the collection were (not surprisingly) operated by the USAAC and USAF.

Inside the main hangar is a **Lockheed SR-71A Blackbird** that dominates the space. Several other more fragile aircraft (including the WWI replicas) are also housed in the hangar. Outside you'll find everything from a **Boeing B-17G Flying Fortress** and **North American B-25J Mitchell** to a



04



05



06



07

04: The gift shop is well stocked but items for sale are pretty much the typical cheesy imported models and gewgaws.

05: The museum's **SR-71 Blackbird** make a striking centerpiece for the indoor display area.

06: Here's a look up the tailpipe of the SR-71. This is where one of those incredible **Pratt & Whitney J58** turbojet engines lived.

07: This is the first time I've ever been able to look into the cockpit of an SR-71. The museum has conveniently rolled a ladder and platform right up next to the fuselage to make it easy to see inside.

Field Trip: March Air Field Museum

Boeing B-52D Stratofortress and **General Dynamics F-111A Aardvark**. The majority of the fighters on display are jets but there are a few prop jobs here and there.

There are a *very* few models on display and most of those are static. Don't plan a trip to the museum to see the model airplanes.

Somewhere on the grounds is a very extensive research library containing over 7,000 volumes covering everything from the birth of aviation to X-planes and space vehicles. I'd like to say we took a good look around the library but by the time we found it we were too pooped to spend any time there. Next time...

Exhibits & Walk-Throughs

When you enter the main hangar and buy your ticket, you'll be directed through the gift shop to get to the indoor display area. The gift shop offers a lot of aviation-themed items but it's pretty much the same stuff you see at most museum gift shops (**Photo 4**). If you want a souvenir cap or t-shirt, they have tons of them. They also have a couple racks filled with reproduction patches representing various USAAC and USAF units.

Once in the museum, you'll find a terrific collection of mostly military artifacts including uniforms, flight jackets, shadow boxes filled with insignia, medals, service ribbons, etc. These are all accompanied by information placards that do a great job of letting you know what you're looking at. I like that there's a mezzanine that you can climb up to that gives you a great view of the entire hangar floor.

There are also some very cool exhibits that you can walk through and experience (in a museum kind of way) things like the **London Underground** during a WWII Nazi bomb attack, a **SAC Command & Control Center**, a **Predator UAV control center**, a **Vietnam firebase**, and a few others. An Iraq and Afghanistan outdoor exhibit area is under construction but that's not completed yet.



08: One of the too-few model airplanes on display, this one sort of resembling a **Northrop P-61 Black Widow** apparently caught in a spider web. (Get it? Black Widow... spider web?) I think this one is an ARF.

09: The entry to the **London Underground** exhibit. Actually, there are a few examples of other types of underground shelters in there as well.

10: A look inside. Even though you know it's a museum exhibit, it's more than a little creepy.

11: A very nicely done exhibit called **Firebase Romeo Charlie** that replicates a Vietnam-era Forward Operating Location complete with helicopters of the period: an **AH-1 Cobra** gunship, two **UH-1 Iroquois**, **H-21 Shawnee**, **H-34 Choctaw** and an **OH-6 Cayuse**. This area is *much* more impressive in person than in this photo.



Field Trip: March Air Field Museum

Vehicles

Most of us have at least a passing interest in the vehicles and other equipment required to maintain aircraft and support operations. MAFM doesn't disappoint there either. Vehicles are scattered around, inside and out. There are quite a few Jeeps but also a WWII-era searchlight and a tank or two. It seems there are a lot more vehicles in the collection than are apparent at first glance.

The Boneyard

One of my favorite parts of any museum is the boneyard. This is where you get to see the internals and bits and pieces that make up the guts of these magnificent flying machines. The boneyard at MAFM is *unbelievable!* I wandered into the area and didn't see any gates, NO ADMITTANCE signs, or large hungry-looking German shepherds, so I figured I'd just keep walking around until either someone told me to get the heck outta there or I heard shots fired. Neither of those things happened and I spent a good amount of time looking at rows of **Wright R-3350 Duplex Cyclone** double-row radials, a couple of **Pratt & Whitney R-4360 Wasp Major** four-row radials, jet engines of all shapes and sizes, piles of miscellaneous airframe parts, a couple partially disassembled airframes in varying stages of restoration (a **Beechcraft Model 18** and **North American F-86 Sabre** being the most obvious), a number of odd working machines (cranes, 'dozers, etc.), and much more.

The best part: All this stuff was parked outside in perfect light with no restrictions on access. It's a *perfect* place to get up close and personal and gather all the documentation and dimensions you'll ever need on the finer details of aircraft components.

A Full-Time Airshow

The museum is separated from the rest of March Air Reserve Base by a 7-foot chain link fence topped with barbed wire. But the museum is less than 1/4 mile from the main runway. March is still an operating Air Force Reserve airbase and while we were there we got to watch several arrivals and departures of large aircraft. At one



12: Actual control center for the **General Atomics MQ-1 Predator** UAV. One of the docents said that this particular center was used to control Predators that were deployed in Afghanistan.

13: In case you don't remember what a Predator UAV looks like.

14: A replica **Curtiss JN-4D Jenny** in the livery the original would have used when it was based at March Field in the 1920's.

15: Built in 1930, this **Consolidated PT-6A 30-385** is the oldest surviving aircraft known to have been assigned to March Field.

Field Trip: March Air Field Museum

point, a C-17 driver decided it would be fun to shoot a few landings. So he took off, flew a few laps, did a couple touch-and-goes, and a few low flybys (**Photo 16**). Then he headed off for parts unknown (at least to us).

I understand from one of the docents that that kind of activity is pretty typical. MAFM has even been kind enough to set up grandstands facing the runway where you can sit and watch the goings on at the main base.

An Interesting Side Note

As we were walking around the outdoor displays, one of the docents directed us away from the path that would have led us straight to the B-52. He said they were doing some filming at one end of the tarmac and our path would have led us through the background of the shot (**Photo 19**). Turns out it was some J-pop group from Japan filming their latest hit video. I had no freaking clue what was going on or even what “J-pop” is. It’s a good thing both Jack and Mark were along because they seem to be all hip to the now on Japanese teenybopper music groups. Somehow, this video it will involve old USAF airplanes and they didn’t want stragglers like us video bombing them. Anyway, I found it a little ironic that from the angle they were shooting, you’ll be able to see past the B-52 to the B-29 at the other end of the tarmac.

When You Visit

When you decide to visit MFAM there are a couple things worth a heads up. First, *wear comfortable shoes!* From the end of the tarmac where the space shuttle solid rocket booster shell is stored to the other where that marvelous boneyard is laid out, is just over 1/2 mile. By the end of the day my pedometer said I’d walked about 3.8 miles. Also, bring some water. It’s always dry out there and in the summer it gets pretty warm. You’ll want to stay hydrated.

16: This **Boeing C-17 Globemaster III** did a little showing off in the form of several flybys and touch and goes.

17: Not to be outdone, this **Boeing 707-368C** did a little showing off of its own. This aircraft is owned by **Omega Aerial Refueling**. Omega provides commercial in-flight refueling services to U.S. and other armed forces. Who knew in-flight refueling was done by commercial operators?

18: There’s nothing much special about an **Airbus 319** but you gotta love that livery and the amazing background!

19: Here’s what that J-pop video crew looked like. The four kids standing in the lower left are “the talent” and that cluster in front of the **Fairchild C-119 Flying Boxcar** on the right represents the rest of the crew. I can hardly wait to see the video.

20: No airplane collection would be complete without a **Stearman PT-17 Kaydet**, right?



Field Trip: March Air Field Museum

OK, Let's Wrap This Up...

The general feel of the museum (at least the outside part) is of a functioning airbase. Vintage vehicles are parked near offices, aircraft are stored in the open and in hangars, Quonset huts are filled with general storage and airplanes, a watch tower peeks up above a group of helicopters, and communications chatter can be heard coming from the radio shack. And overshadowing everything is that massive collection of bombers, fighters, cargo planes, executive transports, and anything else you can

imagine.

Overall, it's a *very* cool effect.

Was it worth the trip? *Absolutely, Yes!* Would I go again? You bet. I missed a whole section of the outdoor area (where they were filming that J-pop video) and I feel there's something over there calling my name. Next time, however, I'm going early, packing a lunch, and bringing some water so I can sit out and watch the C-17's do their touch-and-goes.



21



22



23

21: Several trainer jets with a BUFF's nose poking in from the left.

22: That row of buildings and control tower are the modern day operations center for **March Air Reserve Base**. Three C-17's are parked tarmac to the right. The main runway is that strip of concrete cutting across the lower part of the photo.

23: It's difficult to capture the extent of the collection in one photo but this will give you some idea.

24: A row of MiGs, including two **MiG 15 Fagots**, a **MiG 17 Fresco**, and a **MiG 19 Farmer**.

25: One of the **Nieuport 11** replicas displayed in dramatic fashion inside the main hangar.

26: The view down one of the pathways. This path includes a couple F-4 Phantoms, observation planes, fighters, and a number of transports in the back.



25

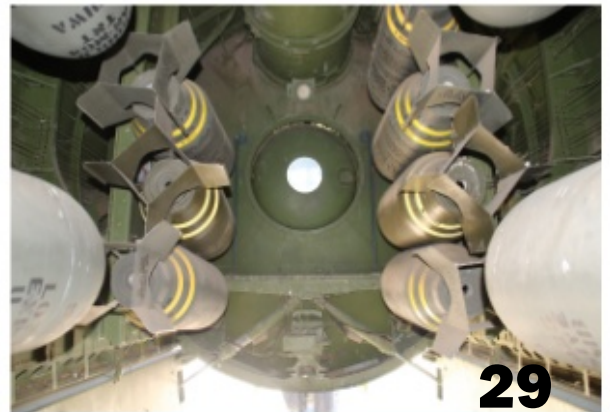


24



26

Field Trip: March Air Field Museum



27: The engine from a **Radioplane OQ-2 Target Drone** is air-cooled and uses contra-rotating propellers. A training video that was running with the display shown the operator hand-propping to get it running.

28: This particular **Boeing B-29 Superfortress** flew 11 missions into Japan before the end of WWII. After serving with a resupply group out of Okinawa, its service life ended somewhat ignominiously as a practice target at NAWA China Lake. It was acquired from China Lake by a private owner who got it flying again and moved it first to Barstow, then to MFAM. It currently belongs to the USAF National Museum and is on loan to MFAM.

29: There are no barricades around the planes that are on display outside. I was able to get under the B-29 to get this shot of the bomb bay. That ordnance has been defused. (I think.)

30: There's no mistaking the classic lines of a **Boeing B-17G Flying Fortress**. This one served in Italy during WWII and later with the Bolivian Air Force. It returned to the U.S. in 1981 and was restored to flying condition.

31: The **Antonov AN-2 Colt** is a beast of a biplane. It was in production from 1947 to 2001 and there are still hundreds of them in service.

32: The museum's **Boeing KC-97L Stratofreighter** aerial refueling tanker was developed from a cargo transport. They were all out of service by 1973 since prop-driven aircraft were too slow to refuel the jets that were being developed.

33: This Boeing KC-135R Stratolifter isn't a museum piece; it had just touched down at the base.

Field Trip: March Air Field Museum



34



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34: This **Beechcraft Model 18** is actually a restoration work in progress. It's coming along slowly, but surely as donations to offset the costs are collected.

35: This collection of jet engines of all shapes and sizes represents decades of development and service and several generations of technological advance.

36: An inventory of at least 16 **Wright R-3350 Duplex Cyclone** double-row radials waiting for restoration and a home. These were built to power both military and commercial aircraft and were used in the B-29 Superfortress, C-121 Super Constellation, A-1 Skyraider, and commercial aircraft such as the Lockheed Constellation and Douglas DC-7.

37: A pile of parts stripped from a number of airplanes. When you're running a boneyard, there is no scrap—just inventory.

38: There are several displays of bombs and other ordnance at several locations throughout the museum.

39: One of the **Pratt & Whitney R-4360 Wasp Major** four-row radials. This monster has 28 cylinders, displaces 4,360 cubic inches, and delivers 3,500 HP. It was used to power the B-36 bomber, B-35 Flying Wing, C-74 Globemaster,



40

C-97 Stratofreighter, Consolidated XC-99, C-119 Flying Boxcar, and C-124 Globemaster II aircraft. These beasts remained in service until the late 1970's.

40: An example of how the museum uses artifacts and exhibits to give the overall feel of a functioning air base.

Field Trip: March Air Field Museum



41: The **Grumman HU-16E Albatross** is an amazingly versatile aircraft. It can operate from water and land, and can even be fitted with skis for snow landings. SAR was its primary mission and it served in that role from the early 1950's until the last one was retired in 1981.

42: Always amazing are the ingenious ways engineers solve the landing gear problem. The struts on the Albatross actually bend inward and hide themselves in the fuselage sides and bottom of the wing..

43: No, it's not an **Aichi D3A Val**. It's actually a **Vultee BT-13 Valiant** that was converted to a Val replica for use in movie "Tora! Tora! Tora!" It is now flown at airshows as "BI-211" with markings of the Carrier Soryu.

44: An **F-4 Phantom II** and **F-105B Thunderchief** enjoying a day in the sun.

45: Another movie star, this **B-25 Mitchell** served the USAF from 1945 to 1958 and was later used in the movie "Catch-22" before being acquired by the museum.

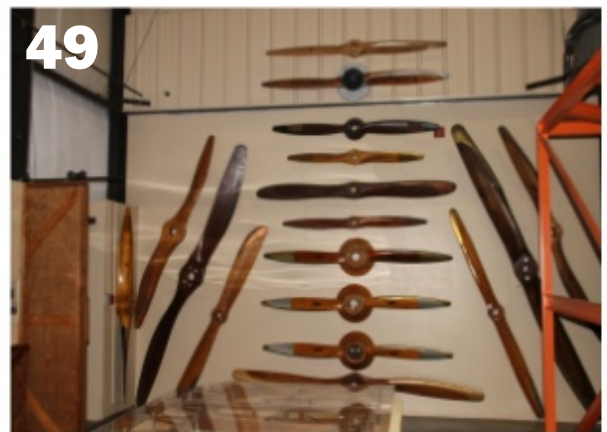
46: The **Fairchild PT-19B Cornell** was a primary trainer that saw a lot of use at March Field.

47: There are several areas dedicated to military uniforms, weaponry, tools, equipment, etc. These are generally grouped by era and are all well-described.

48: You'll also find an extensive collection of **A-1 Flight Jackets**, all with unit, mission, and personal markings.

49: There's a **collection of wooden propellers** if you need some inspiration on what to put on your next WWI or Vintage masterpiece.

50: A very cool tribute to service men and women everywhere is this "**wall of footlockers**" where over 100 footlockers represent all branches of the military and assignment areas all around the world. It's a poignant and personal reminder of those who served.



SAFETY NOTES: THINK!

by Dave Kadonoff

This month's topic is;

THINK!

I have given the OCMA Field safety briefing to many people during the year. As of this writing, not the annual meeting which I look forward to. [ed. note: When Dave wrote this column the annual key exchange and safety meetings were scheduled but had not occurred. Those meeting are now complete. See **Page 8.**]

There are of course myriad rules that must be observed and are covered in our list of rules. But the number one safety consideration that should be practiced, but isn't always, is that you should *always* be THINKING about what is going on around you, what you are intending to do, what you are doing, and what others are doing. Just today, Monday, December 27, I observed and corrected most of the following:

- ◆ Children not being fully monitored playing with a remote-control car and then walking out dangerously close to the left end of the runway to retrieve it when the battery died.
- ◆ Revving up gas or glow airplanes when pointed or partially pointed at the pits.

(Hint: When the prop is turning, point your model out towards the field and within the engine kill markings, or secured with a tiedown!)

- ◆ A guest pilot flying while unattended by their sponsor. Guests are encouraged to fly at our field before they must either join or fly elsewhere. OCMA is not a charity organization, it costs a lot of money to run this operation.

I also witnessed a young boy run out impulsively to retrieve a downed airplane. He was stopped, mid runway by his chaperon, but that is about 40 feet too late. Getting hit by a plane can quite quickly escalate into losing the field. Not to mention people flying planes while standing well outside of the pilot stations and even walking out past the fence to get their plane while it was landing. And this was a guest who should have been stopped by their member sponsor.

Again, stop, think, and think some more.

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer
kadonoffd@gmail.com

An Airbus 380 was on its way across the Atlantic. It flew consistently at 800 km/h at flight level 30 when suddenly a Eurofighter with a Tempo Mach 2 appears. The pilot of the fighter jet slowed down, flew alongside the Airbus and greeted the pilot by radio: "Airbus, boring flight isn't it? Now have a look here!" He rolled his jet on its back, accelerated, broke through the sound barrier, rose rapidly to a dizzying height, and then swooped down almost to sea level in a breathtaking dive. He looped back next to the Airbus and asked: "Well, how was that?" The Airbus pilot answered: "Very impressive, but watch this!" The jet pilot watched the Airbus, but nothing happened. It continued to fly straight, at the same speed. After 15 minutes, the Airbus pilot radioed, "Well, how was that?" Confused, the jet pilot asked, "What did you do?" The Airbus pilot laughed and said: "I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."

The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important. This is called S.O.S.: Slower, Older and Smarter.

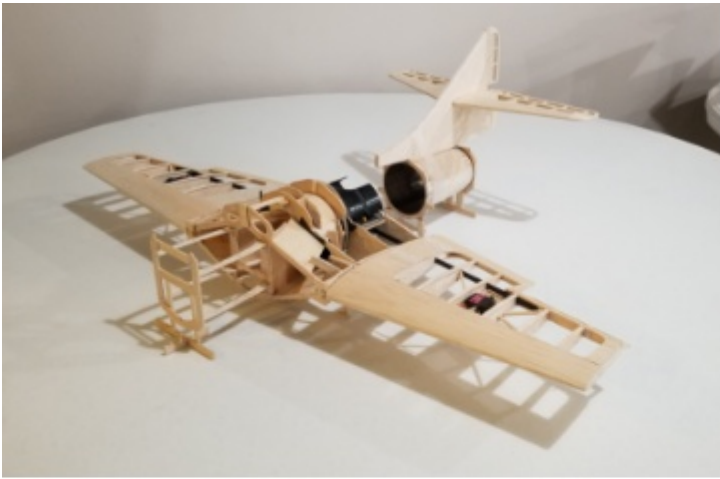


JANUARY 2023 SQUADRON MEETING

So, I'm a little embarrassed to admit that I missed the January Squadron meeting. And since Mike missed it also, the hard part of running the meeting was left to **Joni Whitsitt**. Joni reported that the meeting went fine with a good turnout and several Show & Tell presentations. Thanks to **Jon Perry** for the photos.

Joni took the opportunity to remind everyone that she and **Randy Wilbur** will be hosting the first of the monthly **Sunday Flying Day** for Scale Squadron Members on **Sunday, February 19, 2023** at **OCMA Field** from **10:00am to 2:00pm**. Members are invited to come for a cup of coffee and donuts or a hot dog.

Rob Hahn showed his **Grumman F-9F Panther** project. Rob found a set of Zirolini plans for the panther that he really liked. By reducing those by 50% he got a 33" wingspan model. While the model will have a (mostly) scale profile, Rob has taken some liberties with the details to make room for the 90MM fan. The fan will be powered by an O.S. 15 2-stroke (or something similar). As with the F-11 Tiger he recently built, the fan unit, intakes, and exhaust will be custom-built. There probably won't be room for retracts and other details will be figured out as work progresses.



Larry Wolfe has donated a really cool **North American F-82 Twin Mustang** ARF for the upcoming Warbirds & Classics event raffle. This month he talked about the inventory of parts that go with the model. This includes a 1/48 scale Monogram model (for reference), scale spinners, motors, batteries, servos, retracts, and a whole lot more.

This is going to be a terrific take-home for the raffle prize winner.



January 2023 Squadron Meeting

Wayne Spani brought along his **Aeronca LB** that he's building from a short kit. The Aeronca LB was a Golden Age cabin monoplane produced by Aeronca Aircraft. It was one of only a few Aeronca planes that used a radial engine. It also incorporated streamlining and a cantilever low wing. Wayne's is a 1:6 scale model with 72" wingspan.



Jaime Colley continues to make great progress on his **Fokker D.VIII**. He's developed a method to paint the lozenge camouflage patterns and has nearly finished the fuselage. He says it's not difficult but it is a little tedious as each of the lozenges are individually painted by hand. He's also made some progress on an articulated axle system for the subwing that shouldn't add much weight.



January 2023 Squadron Meeting

Tim Cardin loves both scale modeling *and* racing —put them together and it's like he's gone to heaven. He showed his 90-sized **P-51 Mustang** ARF from Airborne Models. Out of the box, the model is covered with shrink film and comes with electric retracts. For his non-scale racing paint scheme he painted over the covering by scuffing the covering and using Rust-Oleum 2X rattle-can paint. He applied made-to-order graphics from Callie Graphics. He said that getting custom graphics from Callie is as easy as providing a full-size PDF and some idea of what color you want and Callie does the rest. The model is clear-coated with acrylic urethane gloss to protect it from the nitro. Power comes from an O.S. 95 4-stroke which provides all the power he needs for the class he flies in. He says handling is fine and he races it in the Bronze Class at **Eliminator Warbird Racing** at PVMAC. They have 3 or 4 races a year and it's great fun! Tim's recommendation: *Everyone should try this!*



Larry Wolfe has been working on his 1:9 scale **Grumman F-9F Panther**. The details he showed off this night were incredible. He uses a single servo to actuate both the leading edge and trailing edge flaps. The inboard and center body flaps also require some very clever engineering. Likewise, making the bottom rudder work with everything it's supposed to work with has been a challenge, but not an insurmountable one.

This build has been a long-term challenge for Larry but he's still expecting to show the Panther for the Builders' Wing at the 2023 Warbirds & Classics event.



A DAY AT THE FIELD

Michael Amato flew his **Dornier Do 27** and impressed everyone who saw it. This is a foamie that Michael picked up a couple months ago. He's not sure who makes the model but he sure loves to fly it! He gets six- to seven-minute flights out of the 4S 2700 battery which is just about right for his flying style.



Rubin Carin brought out his **De Havilland Beaver** from FMS. This model has a 79" wingspan and Rubin says it flies like a trainer. He's still flying it with the stock motor and has over 100 flights on it. He says the only problem is getting it to land—it floats and doesn't want to come down. Rubin likes the airplane a lot and recommends it for beginner to intermediate pilots.



A Day at the Field

Rubin Carin brought a very nice version of a **Beechcraft Model 18** twin that he acquired from Horizon Hobby. The model came equipped with counter-rotating motors, retracts, navigation lights, flaps, retracts, and twin rudders... pretty much everything required to make it look like the real thing. Rubin has owned the model for over a year and is very happy with it.



Henry Smith is very happy with his **Grumman F8F Bearcat**. And why shouldn't he be—he won it in a raffle and soon discovered that that the flight characteristics of the airplane pretty much exactly matched his flying skills. The model is about four years old and Henry flies it regularly. He regularly gets eight minute flights on a 3S 2200mAh battery. He says it flies like a fast trainer.



A Day at the Field

This **Grumman F7F Tigercat** belongs to **Jerry Smith** who has flown it for 4+ years. Jerry says there are no gyros in the plane & it's still easy to fly. It flies a bit like a pattern plane in that wherever you point the nose, that's where it goes. Wingspan is 67" and flying weight is about 12 lbs. Jerry has a ton of flights on it & would recommend it for anyone with intermediate pilot skills.



Tim Cardin flew his first "complete" flight with the **Republic P-47 Thunderbolt** he completed for **Ed Woodson**. Tim had flown the airplane before but the dead stick landing didn't land the airplane where he started so he doesn't count that as a proper "first flight." Tim says here are some fine points to be worked out but overall, he's is pretty tickled with this one.



MONTHLY MEETING NIGHT

Monday
February 13, 2023
7:00pm

The February 2023 Meeting is On!

Brace yourself for a great meeting. Among other things, **Commander Mike Greenshields** will have some updates on upcoming events and **Joni Whitsitt** will talk about the upcoming **Squadron Flying Day** at OCMA Field.

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

Meeting location is the **Green Valley Adult Clubhouse**. The address is:

17250 Los Jardines West
Fountain Valley, CA 92708

Directions from the South:

- From **I-405 North**, exit at **Euclid**
- Turn **Left** onto **Euclid** at the offramp
- Turn **Left** onto **Slater**
- Go **past Los Jardines East**
- Turn **Right** at the light onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

Directions from the North:

- From **I-405 South**, exit at **Brookhurst North**
- Merge onto Brookhurst and turn **Right** onto **Slater**
- Turn **Left** onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

UPCOMING EVENTS

Special Note Regarding Events

A list of upcoming scale events that are easily reachable from Southern California is included here. We encourage everyone to participate in as many of these events as possible in order to show support for clubs that have gone through the same difficulties that the Scale Squadron has experienced recently. Remember that when you attend any of these events, ***you are an ambassador of the Scale Squadron.*** Be sure to mention your affiliation with the Scale Squadron and represent us well! (Also, bring back lots of photos and get them off to **Eric Puchalski** so they can be included in the next newsletter.)

Date	Host & Location	Event & Summary
Various Dates in 2023	Various hosts & locations	U.S. Scale Masters 2023 Regional Qualifiers U.S. Scale Masters has published their Regional Qualifier schedule for 2023. Events will be held in several states and British Columbia, Canada. A complete schedule is provided on the next page.
Mar 10-11, 2023	Arizona Model Aviators Superstition Park Mesa, AZ	2023 Wings Over Arizona Pilot Fee: \$50 for both days. RV Dry Camping: RSVP required (contact CD). Food vendors available for lunches. Dawn Patrol Sat 7-8am for military & civilian pre-1939. Wingspan: 60"+ for monoplanes, 40"+ for biplanes. Gas, Glow, Electric, Turbine (waiver req). AMA req. Over 55lbs requires waiver. No 3D flying permitted.
Mar 16-19, 2023	Sun Valley Fliers SVF Field Cave Creek, AZ	Arizona Warbirds & Classics The One Eighth Air Force has staged a scale event for over 40 years in March and the tradition continues. Fantastic Phoenix weather, 650 ft runway with 150 extension on each end, not a tree in sight. Any size Classic Scale, Scale Jets and Warbirds.
Mar 18-19, 2023	Fairplex Expo Complex Pomona, CA	2023 Radio Control Expo Check out airplane, helicopter and First-Person-View drone racing demos, then take a spin around one of the Try-Me Tracks. Meet product experts and see the latest in tech—a weekend of non-stop action! There's something for everyone, so bring your family and your friends for an experience you won't forget.
Mar 31- Apr 1, 2023	Arizona Model Aviators Location TBD	Gunsmoke USSMA Qualifier 2023 Scale Masters Qualifier. Entry Fee: \$50 Entry Fee Waived for First Time Competitors Spectator Parking \$6 per vehicle. Overnight parking by reservation. Concession stands Fri & Sat. Fri night dinner. Location TBD. Competition in: Expert, Team Scale, Advanced, ProAm Pro, ProAm Sportsman.

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.



U.S. SCALE MASTERS ASSOC.

(National Chairman: Curtis Kitteringham - cak11@cox.net)

2023 Regional Qualifiers Schedule

Jan 14-15 "Cape Coral Scale Classic" - Cape Coral, FL (www.rseahwks.org)

Mar 31-April 1 "Gunsmoke" - Mesa, AZ (www.oeaf.org) (www.azmodelaviators.com)

Apr 26-30 "Top Gun" - Lakeland, FL (www.franktiano.com)

May 19-21 "2023 Spring Opener" - Othello, WA (www.nwscale.org)

June 16-18 "Mint Julep Scale Contest" - Rosewood, IN (www.rosewoodrc.com)

June 23-25 "Field of Dreams Scale Rally" - Redmond, OR (www.nwscale.org)

July (pending) "British Columbia Scale Classic" - Kamloops, BC (www.nwscale.org)

July 6-9 "AMA Scale NATS for R/C" - Muncie, IN (www.nasascale.org)

Aug 4-6 "Silver Hills Scale Rally" - Athol, ID (www.nwscale.org)

Aug 25-27 "NWSAM Championships" - Wenatchee, WA (www.nwscale.org)

Sep (pending) "Fall Scale Classic" (pending) WA (www.nwscale.org)

Sep (pending) "Max Ficken Texas Scale Championships" - Ft. Worth, TX (www.flygsw.org)

(dates pending) "USSMA 42nd National Championships" - (location pending)

2023 WINGS OVER ARIZONA

Fly-In

Any Power
Any Construction

March 10,11
9:00 to 4:00 each day



2022 Best of Show: Frank Gagliardi's B-17



Hosted by ARIZONA MODEL AVIATORS

Superstition Airpark, Mesa AZ www.azmodelaviators.com

Pilot Information

- 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 #14051

Pilot Fee: \$50 for all 2 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

RSRP & additional event info at our Facebook page

["Wings Over Arizona 2023"](#)

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

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

B Bonnie and Brian O'Meara Present **B**

ARIZONA WARBIRDS AND CLASSICS MARCH 16-19, 2023



Following in
the tradition
of the 1/8th
Air Force
Spring Scale
Fly-In!



PowerBox Systems

AMERICAS

COME ENJOY
ARIZONA'S BIG BLUE
SKIES OF MARCH!

- NOONTIME FOAMY FLYING
- DAWN PATROL & WARBIRD GAGGLES
- 5 FLIGHT LINES
- \$50 LANDING FEE
- TENTS AVAILABLE
- STEAK DINNER
- REGISTER ONLINE AT RCFLIGHTDECK.COM



MODEL
Airplane
NEWS

HORIZON
H O B B Y

Sun Valley Filers RC Flying Field
26600 N Cave Creek Dam Rd, Phoenix, AZ

REGISTER ONLINE @ www.rcflightdeck.com

FOR FURTHER INFORMATION:
BRIAN O'MEARA (720) 937-3944



2023 Radio Control Expo

March 18-19, 2023

If it's radio-controlled & it drives, flies, or floats, you'll see it here! Bring family & friends for an experience you won't forget!

Check out airplane, helicopter and First-Person-View drone racing demos, then take a spin around one of the **Try-Me Tracks**. Meet product experts and see the latest in tech—a weekend of non-stop action! There's something for everyone, so bring your family and your friends for an experience you won't forget.

- ➔ **Non-stop action!** Monster truck racing, Try-Me Tracks, rock crawlers, drag racing, First-Person-View racing drone demos, plane and helicopter flight shows, and more!
- ➔ **Wall-to-wall vendors!** Check out new radio-controlled cars, planes, and gear and meet the product experts!
- ➔ **Giveaways, door prizes, and product discounts** all weekend long!
- ➔ **The first 1000 Attendees** receive gift bags! Come Early!

General admission: \$10 for the day, or \$17 for a 2-day pass.

Kids Ages 6-12: \$5

Kids Ages 5 and Under: FREE

Parking: \$15 per vehicle

For more information, visit www.rcx.com

Location:

Fairplex Exposition Complex

1101 W McKinley Ave.

Pomona, CA 91768



GunSmoke 2023 Scale Masters Qualifier

Hosted by the Arizona Model Aviators, March 31 – April 1

New:
"Arizona State Scale Champion"
• Total points flights + static
• All 4 flight rounds counted
• All classes eligible
• Trophy to winner

Competition in 5 classes
Expert, Team Scale,
Advanced, Pro Am Pro,
Pro Am Sportsman

+++++

Open Flying
Thursday: 7am - 5pm
Friday: 7am - 9am

Static Judging
Friday: 8:30am – 11:00am

Flight Round #1 - Friday
ProAmSportsman/Pro - 9:00am
Advanced/Expert/Team - 11:00am

Flight Round #2 - Friday
ProAmSportsman/Pro - 1:00 pm
Advanced/Expert/Team - 3:00pm

Flight Round #3 - Saturday
Advanced/Expert/Team - 8:30am
ProAmSportsman/Pro - 10:30am

Flight Round #4 - Saturday
Advanced/Expert/Team - 12:30pm
ProAmSportsman/Pro - 2:30pm

Awards Ceremony - Saturday 5:00pm



2022 Expert Champion, Noel Hunt - Sea Otter

Entry Fee: \$50
Spectator Parking \$6.00 per Vehicle
Overnight Parking available by
Reservation, Th, Fr & Sat night ONLY
Concession Stands available Fri & Sat
Friday night dinner location TBD



Following tradition of
Scale Modeling partnership
with the 1/8th Air Force

**** Entry Fee Waived for First Time Competitors ****

Contest Director: Tim Dickey 480-540-7553 tdickey2@icloud.com
Asst. C. D. Paul Goldsmith 602-323-7753 PT19Nut@aol.com

www.usscalemasters.org + www.oefaf.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.

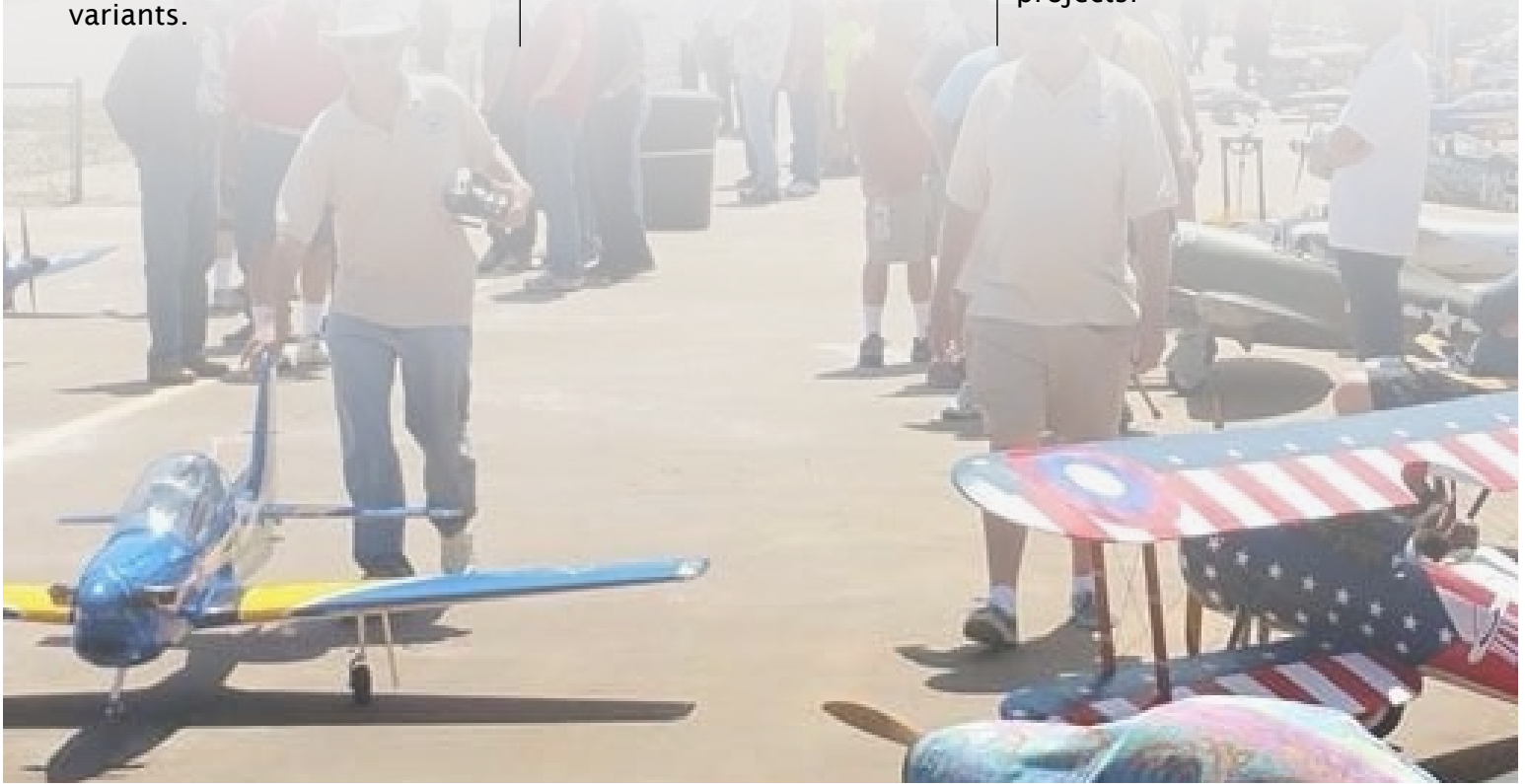
Scale Squadron Club Meetings are held on the

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.

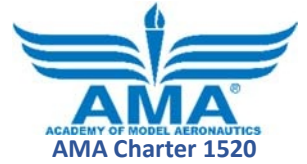


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.