

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California



Page 12



Page 18

Eric P's Stinson SR-9 Project

Page 14

USAAC Colors & Markings



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



- 03 Commander's View**
- 04 Leading Edge**
- 05 Safety Notes**
- 06 May Meeting Notes**
- 09 May Meeting Announcement**
- 10 A Day at the Field**
- 12 Warbirds & Classics 2023**
- 13 1978 B-17 Air Races**
- 14 USAAC Colors & Markings**
- 18 Eric P's Stinson SR-9 Project**
- 22 Documentation: Airco DH.5**
- 26 Upcoming Events**
- 30 Who We Are**
- 31 Join Us!**
- 32 Membership Application**

The Scale Squadron of Southern California 2023 Board of Directors

Commander

Mike Greenshields
mikegreenshields@gmail.com

Executive Officer

Eric Puchalski
roadkill1954@gmail.com

Treasurer

Tim Cardin
Tim.Cardin@CardinWest.Com

Secretary

Joni Whitsitt
whitsittjo@gmail.com

Board Members at Large

Larry Wolfe
copsmom98@aol.com

Gordon Truax
gltruax@att.net

Jon Perry
jwperry77@gmail.com

Newsletter Editor

Eric Puchalski
roadkill1954@gmail.com

Mailing Address

PO Box 8074
Fountain Valley, CA 92728

On the Web at:

<https://www.ScaleSquadron.com>



On the Cover

1. Moe Lwin's beautiful General Atomics MQ-9 Reaper just touching down.
2. Sung Oh and his North American P-51D Mustang at the top of a victory roll.
3. There's no mistaking Brian Young's Lavochkin La-7 as it races by in a high speed pass.



Scale Dimension is published monthly by The Scale Squadron of Southern California. Copyright 2023, all rights reserved. Reproduction in whole or in part of this publication is granted with acknowledgment of the origin of the information. This must include the name of the publication (*Scale Dimension*) and the name of the publishing organization ("The Scale Squadron of Southern California" or "The Scale Squadron"). This newsletter is published approximately one week before the first day of each month. We welcome all editorial submissions but assume no responsibility for the loss or damage of unsolicited material. Contributions and photographic material are welcome but must be accompanied by release of liability for the publication of potentially copyrighted material. TO AUTHORS, PHOTOGRAPHERS, AND PEOPLE FEATURED IN THIS NEWSLETTER: All materials published in *Scale Dimension* become the exclusive property of The Scale Squadron unless prior arrangement is made in writing with The Scale Squadron. SUBSCRIPTIONS: *Scale Dimension* is distributed at no cost to Scale Squadron members and newsletter subscribers. If you are not a member of the Scale Squadron but would like to subscribe to the newsletter, send your subscription request to the editor to get added to the distribution list. Be sure to include your name, email address, and a general outline of your interest in modeling. ADVERTISING: If you are interested in advertising in *Scale Dimension*, contact the editor for information on how to do that. DEADLINE: Contributions to the newsletter must be received before 20th of the month in order to be included in the next month's newsletter. DISCLAIMER: While every effort has been made to avoid mistakes, The Scale Squadron is not liable in any way for errors or omissions.



Mike Greenshields
Commander

It's the Final Countdown!

Warbirds & Classics 2023 is just a few weeks away and I hope you're getting ready!

For the event itself, there's a bit of last-minute work. The main one is field prep work and setup. **Randy Wilbur** and **Tim Cardin** will let us know what needs to be done, but I'm guessing there's not too much. The field is overall looking pretty darn good!

Randy and **Joni Whitsitt** are really doing the heavy lifting on prep work, entry packets, food prep, etc. But the "things" we need are almost done: Pilot numbers, event t-Shirts, event stickers, awards, etc. are all done or almost done. We've got *tons* of great and interesting prizes (and a few surprises) for the raffle thanks to so many of our good members and industry friends!

So... what's left? Joni will tell us all about it at the Squadron meeting Monday night but the usual army of volunteers is needed on the days of the event. So I hope you've left some time open that weekend to help out.

And, of course, we hope you enter and fly in *our* event!!! Have that plane ready, and let me know you're flying so that we can make sure you get time to fly! Also, don't worry if you did not get a

reserved pit area. There will be a fair amount of first come, first served pit areas if you don't have anyone to share with.

Go get a plane, get preregistered on the website, get your banquet tickets and a t-shirt too... and let's have some fun!

Thank you all in advance for all the hard work that's coming. With that said, we're in great shape and it's going to be one of the easiest events we've ever hosted.

W&C Builders' Wing

If you signed on for the W&C Builders' Wing, I hope you've been making great progress on your project.

The last time we reviewed the entire list of Builders' Wing participants, it looked like this:

- ◆ **Mike Greenshields** - Piper PA-28 Cherokee & Partenavia P.68 (maybe)
- ◆ **Steven Penn** - Biplane Project
- ◆ **Tim Cardin** - Composite ARF P-47 Thunderbolt
- ◆ **Larry Wolfe** - Apache or Panther
- ◆ **Eric Puchalski** - Stinson SR-9 Reliant
- ◆ **Gordy Truax** - Hellcat
- ◆ **Ed McCormick** - RAF S.E.5a
- ◆ **Jaime Colley** - Fokker D.VIII
- ◆ **Steven Penn** - Sopwith Pup
- ◆ **Joe Trama** - TBM Avenger or Bates Bearcat
- ◆ **Wayne Spani** - Aeronca L5, Schneider DFS 108-14 SG-38 Schulgleiter, or Buhl LA-1 Bull Pup
- ◆ **Rob Hahn** - Grumman F-11 Tiger micro glow EDF

I hope you'll provide an update on your project at the next Squadron meeting on **Monday 06/12/2023**.



Mike's Piper PA-28 Cherokee (almost) ready for action.

Mike Greenshields, Commander

Commander@ScaleSquadron.com



Welcome to Summer—*so they say!* Summer officially begins on the longest day of the year (the summer solstice) which falls on June 21 this year. However, with the record-breaking winter we had, followed by a month of SoCal May Gray, and now June Gloom, it's a little hard to believe summer is here.

But the weather at OCMA Field has been pretty good and there have still been a lot of great flying days. Regardless of where you fly, I hope you've been able to get out and enjoy a few days.

Personally, I've been up to my elbows in my **Stinson SR-9 Reliant** project and haven't been out to the field much or off on any field trips. I assume that'll change after July when Warbirds & Classics 2023 is over.

Warbirds & Classics 2023

We're in the final countdown for Warbirds & Classics 2023. The event will be held the weekend of **Friday, June 7 through Sunday, June 9** at OCMA Field. **Joni Whitsitt** and **Randy Wilbur** will be contacting everyone to round up volunteers. Contact either of them if you want to jump in and help out. Just a reminder that this is the Scale Squadron's flagship event so anything you can do to help make it come off without a hitch would be welcome. (See **Page 12** for more details.)

Military Markings

I'm not a big fan of filling space in the newsletter with copies of articles from other magazines but I'm making an exception this month. Since we're on the cusp of **Warbirds & Classics 2023** I thought it would be a good time to share a terrific resource that I've used for years when laying out markings for my military models. It was originally published in *Model Airplane News* (04/1998) and covers the major markings used by the USAAC up through 1947. It doesn't hit on the victory marks, fine nomenclature, nose art, etc. but it will definitely answer all your questions about national identification markings. Check it out on **Page 13**.

Field Safety

OCMA Safety Officer **Dave Kadonoff** provides a timely reminder about the wildlife we see around the field. Take a look at his column on **Page 17** for some tips on how to avoid any potentially unhappy encounters with the non-humans who call the area home.



Eric Puchalski
Newsletter Editor

Documentation

I should tell you that I spend a *lot* of time researching particulars about any airplane I intend to build as a scale model. Over the years I've accumulated an enormous collection of photos, plans, 3-views, articles, etc. relating to hundreds of airplanes. With this issue I'm going to take a swing at a new regular feature for the newsletter. I'm calling it simply "**Documentation**." Its purpose is to make you aware of some airplanes that you don't see every day but might be worth modeling. Don't expect to find enough information to actually *build* a scale model (although some of you certainly have the talent). The intent is to provide enough information to pique your interest in a possible scale project. I'll be doing this every month and the subjects will often be a bit obscure since, after all, you don't have to look very far to find everything you need to build a P-51 Mustang or J-3 Cub.

I'll be interested in feedback on a couple things: First, what do you think of the idea, and second, what aircraft should be documented in future newsletters?

See **Page 22** for the first installment on the **Airco DH.5** WWI fighter. Please let me know your thoughts one way or the other.

I'll see you at the field!

roadkill1954@gmail.com

SAFETY NOTES

Of Snakes & Spiders & Other Wild Beasties...

Summer is here and the wildlife is out. Well actually the wildlife never left, I'm talking about the non-flying natural wonders that inhabit the foothills and mountains in which we fly! There are certainly cute bunnies, song-singing birds, squirrels, deer, voles, moles, and a variety of fish.

But we have to keep our eyes open and alert to rattlesnakes, mountain lions, (I saw one once several years ago), coyotes, bobcats, and of course black and brown widow spiders in the porta potties. They can hide on or around the pottie and door handles, and we have seen them on the fence by the pilot stations. Do be aware!

But the thing about the rattlesnakes is that planes have no discernible preference for their place of impact. Often, that impact point is in the field beyond the slope, the swampy area, or the forest behind us. Trekking into those areas, (don't forget to let the rangers know you are out there), can be hazardous. We highly advise that you never go out alone to retrieve a plane or parts. Getting bitten by a snake would take a fairly long time to get a response from medical personnel. And other than spiders, all wildlife, including snakes have the right of way. They cannot be harmed in any way. The rangers will relocate a snake to another area when appropriate, but just as we cannot harass birds or any other wildlife, snakes are off limits as well.

Always carefully check the latrine before entering or opening the door handle and walk carefully onto the field scanning in front of you to remain safe and healthy.

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer
kadonoffd@yahoo.com



Mountain Lion: Rarely seen but not always shy of humans. Report any sightings.



Turkey Vulture: Not a threat to humans but your airplane may be at risk if you fly through their thermalling area.



Coyote: Generally shy & not dangerous to humans unless you're walking a small dog.



Bobcat: Very shy & not dangerous to humans unless babies are nearby.



California Tarantula: Most active during mating season in September & October but always around. Several species of tarantula live around the field.



Black Widow Spider - Found in dark, dry places near the ground like porta-potties, under the picnic tables, next to the RR ties, at the base of bushes, etc.



Brown Widow Spider: Similar to black widow but more numerous in SoCal & not as toxic.



Rattlesnake: 7 species in SoCal & very shy but a bite by any rattlesnake can be *very* dangerous without *immediate* medical treatment.

MAY 2023 SQUADRON MEETING

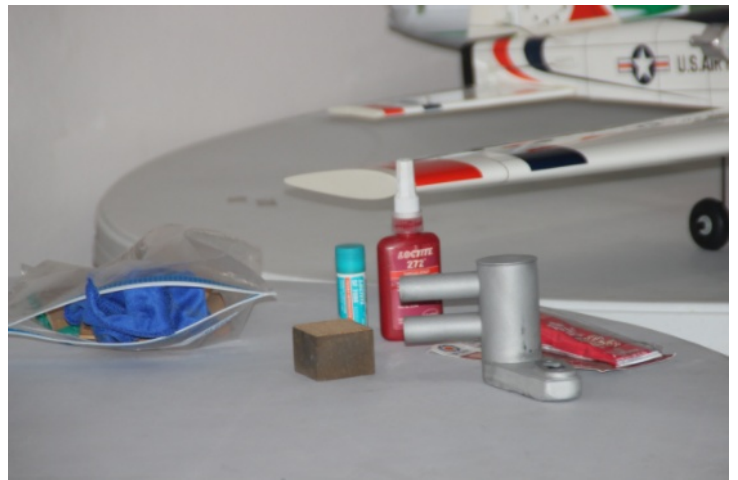
Commander Mike Greenshields brought the meeting to order (well, as much “order” as can be expected from this group) and worked everyone through the regular orders of business. Highlights of the regular meeting included an update on preparations for **Warbirds & Classics 2023**. This included the traditional request that anyone who has an hour or two to kill leading up to and including the weekend of **July 7, 8 & 9**, should contact **Joni Whitsitt** or **Randy Wilbur** (or any Squadron board member) to get on the list of volunteers. There will be a weekend field cleanup day a couple weeks prior to the event and all members will be notified of that.

Then we got to what everyone was *really* there for... **Show & Tell!**

Ed McCormick showed the benchtop airplane stand he recently acquired from **R/C Plane Stands**. He’s very happy with the stand but, being Ed, he thought it could be improved. Pretty much everything in Ed’s workshop is on wheels to allow things to be moved around within the limited space he has available. So he added wheels to the airplane stand as well to make it easier to store in the shop and load in his van. As an added plus, the wheels drop right into the space between the folded down seats and the van floor so no wheel chocks are required.



Dave Kadonoff described how he’s been trying to attach a muffler to an engine so it will a) stay on, and b) not leak greasy exhaust all over his airplane. (The engine is one of the less expensive types that produces a *lot* of vibration which can be isolated from the fuselage but not the muffler.) He showed how he’s using **Permatex Right Stuff** high-temperature gasket maker to take care of the leaks. To keep the mounting screws in place, he’s using **Loctite SF 7088** primer and **#272** thread locker which will probably do the job nicely but requires proper precautions to use.



May 2023 Squadron Meeting

Jaime Colley showed some parts from a **de Havilland DH.89 Dragon Rapide** that he had scratch-built sometime around the end of the 1980's. The model has been in storage for a few decades and Jaime decided it's time to revisit it using 21st century technology.

He's not sure if this is a rehab or a rebuild project. The fuselage and other parts he has from the original are still serviceable but he thinks it might be interesting to see if he can reduce overall weight using modern motors and batteries which produce the same power as those from the 1980's but at half the weight. This, combined with Jaime's knowledge of 3D printing, should allow him to build a lighter airframe with the same overall dimensions.

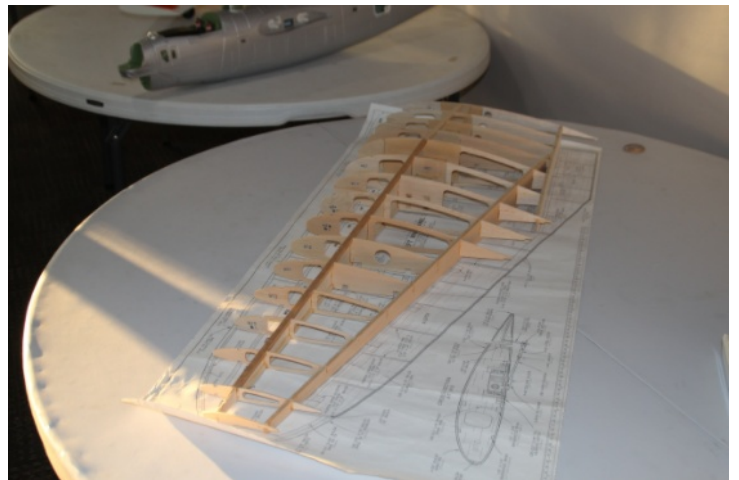
He still has the original plans he designed and produced on tractor-feed paper using a dot-matrix printer way back in the 20th Century. He'll probably follow the same basic design but will use methods he's improved on during an additional 30+ years of modeling.



Eric Puchalski brought in one of the the wing panels for his **Stinson SR-9 Reliant** project. After whining a bit about the parts count and challenges with getting everything to line up, he shared some more useful information like how he made a simple jig for the ribs and doublers to make sure everything aligned properly and how he discovered that nylon dental syringes can be used to apply epoxy as well as glue.

He's working on both wing panels in tandem so when one is done, the other will only be about 10 minutes behind. Next steps will be to install leading edges (which will be a bit complicated due to the compound curves) and sheeting (which also have to bend three directions at once). Then it's on to the fuselage.

There is still a *lot* of work to do and not much time but there's a reasonable chance the model will fly at Warbirds & Classics this year. (See the full update on his progress on **Page 18** of this issue of the newsletter for more details.)



May 2023 Squadron Meeting

Joe Trama showed his **Curtiss P-40 Warhawk** that's just about ready to fly. Joe has been working on this model (off and on) for quite a while. He acquired it as a **Top Flite** "almost ready to cover" (ARC) kit and covered it with 3/4 oz. fiberglass cloth and West System epoxy resin. He was happy to get the ARC version since he wasn't impressed with the ARF camouflage finish that Top Flite offered by default.

The colors are **Testors** paint; olive drab for the top and aircraft gray for the bottom. Markings and nomenclature are from **Callie Graphics**. Joe upgraded the landing gear with **Robart** pneumatic main and tail wheel retracts and is really pleased with how nicely they work.

After adding a **Warbird Pilots** WWII pilot, a very nice cockpit kit provided by Top Flite (& a bucket of other details) Joe has produced a terrific model. (See the **May 2023** newsletter for more details on this amazing model.)



Paul Lee brought a couple models but the highlight was the **Consolidated B-24 Liberator** fuselage and the story that came with it. Paul doesn't normally fly EPF models but in this case he made an exception. It seems his father-in-law served on a B-24 during WWII and when this model came to his attention, Paul picked it up. He then discovered that **Callie Graphics** offered a markings package for an aircraft nicknamed "The Dragon and His Tail." As it happens, this is the same aircraft his father-in-law served on in WWII! That pretty much sealed the deal. He ordered the marking set from Callie & the rest is history.

In the real world, "The Dragon and His Tail" was salvaged after WWII and after a couple changes in ownership, is still in operation.

Paul is looking forward to completing the assembly of this model and showing it at Warbirds & Classics in July.



MONTHLY MEETING NIGHT

Monday
June 12, 2023
7:00pm

The June, 2023 Meeting is On!

We're right on the cusp of **Warbirds & Classics 2023** so expect some up-to-the-minute information about the event and what to expect. Also, be sure to bring along the projects you've been working on for the **W&C Builders' Wing**—we'll want to see how far you've come. 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.

A DAY AT THE FIELD

Moe Lwin flew his unusual & nicely done **General Atomics MQ-9 Reaper** & wowed the crowd. Moe built the model entirely from plans he downloaded & printed on his **Bambu Lab** 3D printer. He completed the model in February & has been flying it since March. Moe says it's very stable & flies like a glider with wheels. Landings are a bit of a challenge due to that big prop I the back.



Glen Hackler (of **RC Plane Stands** fame) brought out his new **North American P-51D Mustang** from Hangar 9. The model is only about a month old & this was its first flight. Out of the box the electric retracts didn't work so Glen just locked them in the extended position. The first flight was a little wild but everything ended well. Glen will do a little trimming & adjusting before trying again.



A Day at the Field

This **Republic P-47 Thunderbolt** belongs to **Gary Hamilton** who flies it with authority. It started as a Top Flite ARF but about 12 years ago Gary refinished it in fiberglass & added a ton of surface detail including 5,000+ rivets, panel lines & much more. The model was originally built as the bubble top "D" variant but Gary rebuilt the top of the fuselage to produce the earlier razorback version.



Sung Oh brought out his **North American P-51D Mustang** & put it through its paces. Sung says the model is from Hangar 9 & it originally was equipped with mechanical retracts but he's replaced those with electrics. Power comes from a DLE 20 which provides plenty of power. He's had it for a couple years, it's very easy to fly & it's one of his favorites.



WARBIRDS & CLASSICS 2023

It's Just Around the Corner!

Friday, July 7 through Sunday, July 9, 2023

The 16th annual Warbirds & Classics event is almost here. We have **three weeks** left to get ready for this fly-in. Event coordinators **Randy Wilbur** and **Joni Whitsitt** will be contacting Scale Squadron members to talk about how you can help. We will need all the assistance we can get over the weekend. Yes, many hands make for easy work. Now that that's out of the way, let's look at the good stuff.

Raffle Items & Food for the Masses

Event organizers (**Mike Greenshields**, **Joni Whitsitt** and **Randy Wilbur**) have come up with some very cool items for this year's raffle. We will have two planes out of **Sam Wright's** garage, a beautiful ARF twin from **Larry Wolfe**, two wood kits from **Steve Penn** and much, much more.

We will have food for Friday, Saturday, and Sunday lunch. A pilot's social on Friday evening and a BBQ dinner for the traditional Saturday Banquet will round out the event festivities. One should not go hungry at this event!

Tim, Frank and Randy have been working their collective butts off to make sure the field is free of weeds and looking great. Please do your part when you are out there and pick up your trash and anything else you might see laying around. (old rubber bands, pieces of airplane, Velcro, broken fuel line, etc.)

No Excuses, Just Be There!

The out-of-towners have paid their entry fees and are eager to take part in this really big show. Now is your time to sign up and join the fun. These events are what we all need to get our scale interests flowing.

We look forward to another wonderful show and to seeing all of you out there. Let's make it memorable again..

A Few Things to Keep in Mind

- ◆ This is a **Scale Model Flying Event**. So, Scale airplanes only. We're not picky, we just want an actual scale model. What we *love* to see is your latest scale project.
- ◆ The **standard pattern** is in effect so no hovering or other freestyle or 3D type flying.



- ◆ **Helicopters** *are* allowed as long as they are scale and can fly the same pattern.
- ◆ **Formation flying** is allowed. Please work with our CD and Airboss to ensure you have the space and other traffic is cleared.
- ◆ **AMA membership** is required and checked, OCMA safety regulations apply. **FAA registration** number must be visible on your plane somewhere.
- ◆ You *must* have a **fire extinguisher** in your pit area. Every pilot must have his or her own and it must work.
- ◆ **NO TURBINES**. We'd love to have you but it's just not allowed by OC Parks.
- ◆ **NO SMOKE**. The Fire Marshall or Park Ranger will think it's a fire and send fire trucks. That would be bad for everyone.

Obviously we can't control the weather but early July in the area is usually fairly calm winds, no rain, warm but not smokin' hot weather (high 70's to 80's usually)

If you have questions about any of this, just contact your favorite Squadron Board member.

See You at Warbirds & Classics 2023!

THE 1978 B-17 AIR RACES AT RENO, NV

[ed note: Commander Mike Greenshields forwarded what looks like a magazine article and a couple photos of what appear to be two B-17 Flying Fortresses racing against each other at the 1978 Reno Air Races.

The two aircraft involved were "Sentimental Journey," a B-17G based at the Arizona Wing of the Commemorative Air Force (Confederate Air Force in 1978) and "Texas Rangers," a B-17G operated by the CAF Gulf Coast Wing.

THE GREAT INTERNATIONAL UNLIMITED GOLD CUP WORLD CHAMPIONSHIP CLOSED COURSE B17 AIR RACE

"Sentimental Journey" Outflies (and outlies) All Opposition In Secret Air Race

Arizona Wing And Gulf Coast Wing Involved —

In the Spring of 1978 reports were received at CAF Headquarters that an air race had been held in October of the previous year at Reno, Nevada, between two B-17 Flying Fortresses.

Subsequently, questions began flooding into Headquarters as to "Who Won the B-17 Air Race?"

Since Headquarters was not aware of such a race and had not authorized an event of this type, an investigation was launched to determine if a B-17 race had been staged and, if so, were CAF aircraft involved.

Official letters of inquiry were directed to the Arizona Wing and Gulf Coast Wing; the two units assigned to operate CAF B-17's.

Replies were received from both groups, each claiming to have won the contest which had allegedly been held in secrecy following the annual Reno Air Races.

Based on the article that Mike found, the race was not an authorized CAF event and it looks like some of the CAF headquarters staff were not pleased. I was unable to find much information about the actual race but I did confirm that both aircraft were at the 1978 Reno Air Races, so who knows?

There was no mention of the race in the 1978 official race results.]

The following report was received from the Arizona Wing:

ARIZONA WING HEADQUARTERS

6 September 1978

CAF HEADQUARTERS

P.O. Box CAF

Harlingen, Texas 78550

Dear Col. Nolen:

Reference is hereby made to your Memo relative to an alleged B-17 Air Race last year in Reno, Nevada.

Upon reviewing the aforementioned memo, we saw no real need to offer new evidence regarding the final outcome, since this incident was investigated a full year ago!

I regret that I am forced to enclose only a Xerox copy as the original was mailed directly to Col. Culpepper during October of last year.

We consider this matter a closed affair, in line with the findings of our investigation herein attached.

Sincerely,

CONFEDERATE AIR FORCE

Col. Michael Clark

Arizona Wing Leader

HOME OF SENTIMENTAL JOURNEY



USAAC COLORS & MARKINGS

[*led note: The following was originally published in the April 1998 edition of Model Airplane News. It's a terrific study of USAAC markings from pre-WWI through 1947. It's been duplicated here from the original article and will provide guidance for anyone wanting to produce an accurate USAAC color scheme on a model of that era.*]



Under-wing lettering for most trainers was 24 inches tall. Though the above photo clearly shows the angled corners of the letters, there were times when the lettering was rounded by manufacturers.



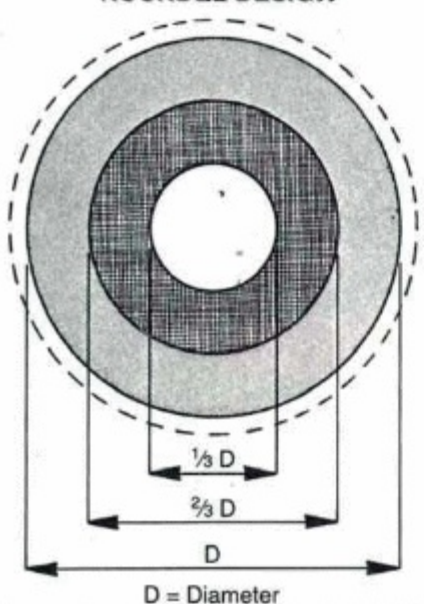
Text and illustrations by JIM NEWMAN

U.S. ARMY PAINT SCHEMES

Paint schemes and markings on military aircraft varied considerably as the years passed, often seemingly without any real logic behind the changes. This has led the writer to wonder if markings and camouflage are similar to fashion—subject to the whims of those in power at the time. However, it is known that, on both sides of the Atlantic, departments exist wherein a team of color specialists concocts mixes of paint that supposedly render aircraft difficult to see or, when applied in carefully “designed” patterns and combinations, distort the outline sufficiently to make the observer wonder if he really saw what he thought he saw! Yes, camouflage does work, as long as the aircraft to which it is applied remains over the background for which the scheme was designed, and this hardly ever happens.

The following notes offer some guidance as to the changes in colors and markings as the years progressed. Be advised that when building a scale model, one should work according to some kind of specific documentation, i.e., photographs, drawings and descriptions of the type of aircraft being modeled, because there were always some deviations or exceptions to the schemes mentioned.

JANUARY 1918 TO AUGUST 1918 ROUNDEL DESIGN

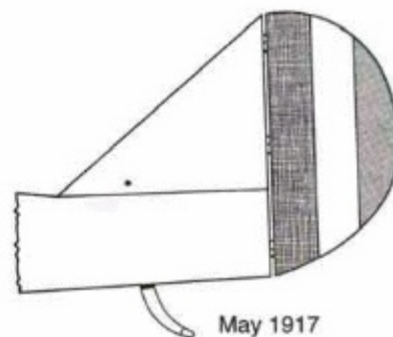


• **Pre-1918.** Aircraft supplied to the U.S. Army Air Corps by U.S. manufacturers prior to WW I were generally devoid of any paint scheme. They generally had just a clear-doped-linen finish. Because the raw, un-doped fabric was a very pale oatmeal color, the clear-doped fabric took on a translucent, grayish-cream look and, in model fabrics, the Antique Super Coverite very closely approximates this.

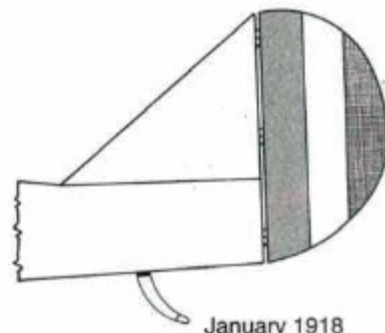
Exceptions: aircraft supplied by foreign sources retained the factory paint scheme applied. The British deHavilland 4 retained its dark green top, sides and fin (including the fuselage underside). Wings and stabilizer had clear-doped undersides. The French Nieuport was all silver. SPAD fighters had tan and dark green camouflage sides and upper surfaces with clear-doped undersides.

• **1918.** The Army Air Corps standardized the color scheme. Until 1927, the order was olive drab upper surfaces. The vertical surfaces and fuselage undersides had clear-doped finishes, although sometimes, the fuselage sides were given a protective

EARLY RUDDER DETAIL



May 1917



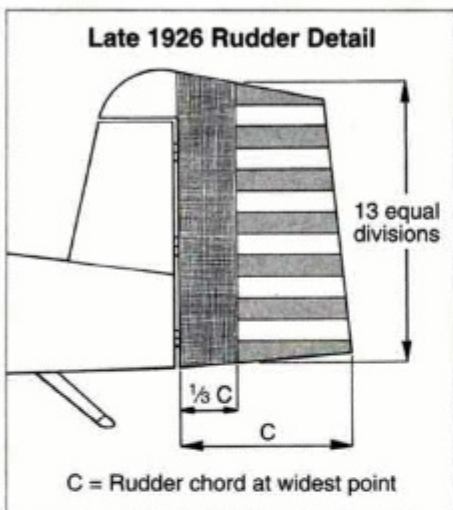
January 1918

Color Key



coat of pale cream. The bottoms of wings and horizontal stabilizers were clear-doped.

The olive drab, or "OD" as it became commonly known, of that era was vastly different from the OD of today and of that offered by current model-covering materials that are more of a brown shade. The early OD had a definite greenish look to it and closely matched the Olive Drab FS 34087 published in the Federal Standard (FS) 595 dated March 1, 1956; if you have a copy with that date on it, you



had better keep it under lock and key, because it's priceless. Examination of good photos of that time produced from glass-plate negatives show the paints to be anything from matte to semi-matte.

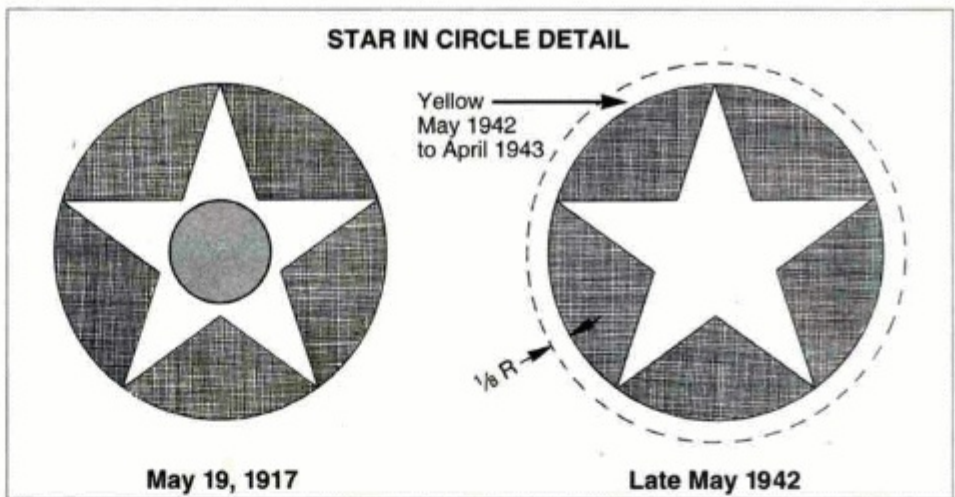
• **1927.** The military developed concerns over air-to-air collisions. The army specified that wings, horizontal tails, fins and rudders must be finished in Chrome Yellow FS 3358—a semi-matte color close to Cub Yellow or FS 33538. Struts and landing gear were also finished in OD.

• **1928.** The army took delivery of its first all-metal aircraft—the Ford Trimotor—



Above: at the Ryan Aeronautical Co. plant in San Diego, CA, a huge number of Ryan PT-21 army trainers and NR-1 Navy trainers await shipment to training units throughout the country. Circa 1936, natural-metal fuselage, chrome yellow wings, stab and fin. Rudder has blue leading edge with 13 red and white horizontal stripes.

Left: the Northrop A-17 carries the Army-specified gloss blue fuselage that was retained until 1941. Note the early white-star-in-blue-circle insignia with red center markings.



and specified that all transport aircraft were to be delivered in natural metal. But in 1935, the Northrop Co. delivered a painted A-17 aircraft, and they remained painted until 1936.

• **1936.** The army specified a gloss Light Blue FS 15102 (ANA 501) for all fuselages except the metal-skinned machines, which were to be supplied in natural metal. The new metal-skinned Northrop A-17A was an exception and was painted gloss Light Blue. The natural-metal finish on other metal-skinned machines was retained until 1941. Other exceptions were: Ryan PT-16,

-20, -21, -22 with natural-metal fuselage, chrome yellow wing, stabilizer and fin.

• **1940.** Many obsolescent combat aircraft were relegated to training duties and were required to be painted silver overall or to remain in natural metal with silver-painted fabric surfaces. New aircraft were to be delivered in OD with the undersides in Neutral Gray FS 36173. (The Twin Beech C-45 was the only transport aircraft remaining in blue and yellow, but it eventually changed schemes, with many special-purpose schemes as WW II escalated.)



U.S. ARMY AIR CORPS COLORS AND MARKINGS

• **1941.** The night-fighter scheme was adopted for the converted Douglas A-20. It was matte black overall. Later, the P-61 and the F-82 were painted gloss black overall. The B-29 remained in natural metal and was used at night; its underside was painted gloss black with a wavy demarcation line along the fuselage side.

• **Early 1942.** The blue-and-yellow scheme was deleted from all training aircraft, and silver overall was made standard for these types; although many did survive the War still in their blue and yellow.

• **May 1942.** For air operations in North Africa, OD was replaced by Desert Sand FS 30279, which is seen on P-40s and some B-24s. The neutral gray undersides were replaced by Azure Blue FS 35231.

Planes delivered from Britain did not follow these color schemes. They were operated in their original Dark Earth FS 30118 and Dark Green FS 34079 RAF camouflage; British markings were painted



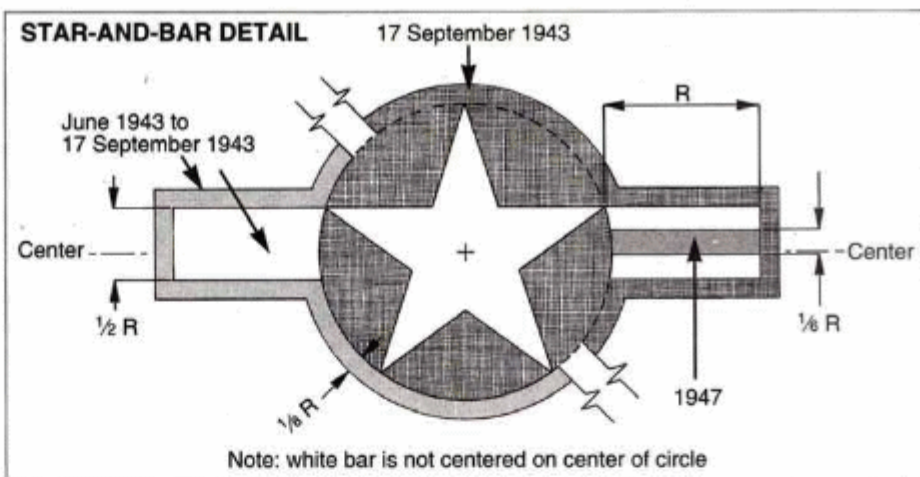
Here, an all olive drab P-40 wears the star-and-blue-circle insignia with red center painted over. The nose and tail numbers were probably yellow. In May 1942, for air operations in North Africa, olive drab finishes were replaced with Desert Sand FS 30279. The neutral gray underside was also replaced with Azure Blue FS 35231.

over with a circle and star. RAF code letters and serial numbers were often retained. Some British aircraft, e.g., the Hurricane and the Spitfire, were delivered in RAF desert camouflage of Dark Earth FS 30118 and Middle Stone FS 30266 with the Azure Blue undersides.

• **1944.** Camouflage was deleted, except for on liaison types (L-4, L-5, etc.), helicopters and night fighters.

THE MARKINGS PROGRESSION

• **May 19, 1917.** U.S. Army Air Corps adopted the star in a blue circle with a red dot in the center. This was applied inboard of the ailerons and ran the full chord of the upper surface of the top wing and the lower surface of the bottom wing. Three stripes of equal width were on the rudder—blue at the leading edge, white in the center and



red at the trailing edge. Note: the blue was considerably lighter than the Insignia Blue of 1941 and varied considerably in shade owing to non-standardization.

• **January 1918 to August 1919.** USAAC adopted the red, white and blue roundels, especially on the war front in Europe. Within the U.S., many aircraft retained the star, but some carried a mixture of the two

applied to each side of the fuselage—top of left wing and underside of right wing. Un-camouflaged aircraft retained stars on the top and bottom of both wings.

A curious reason was given for the asymmetric application of the wing stars. It was feared that enemy pilots would use them as ranging marks based on the distance between the stars. Having been involved with gun-sight trials, the idea of using national insignia for ranging caused me no end of mirth, because most gun sights were calibrated in terms of the target aircraft wingspans, not the distance between crosses or "meatballs," which could vary! It was obviously some high-ranking officer's muddled thinking that was caused by combat fatigue and aggravated by too many hours flying a heavily armed desk.

• **Early 1942.** Red-and-white tail stripes were deleted from all aircraft.

• **End of May 1942.** Red dot deleted from the center of the star.

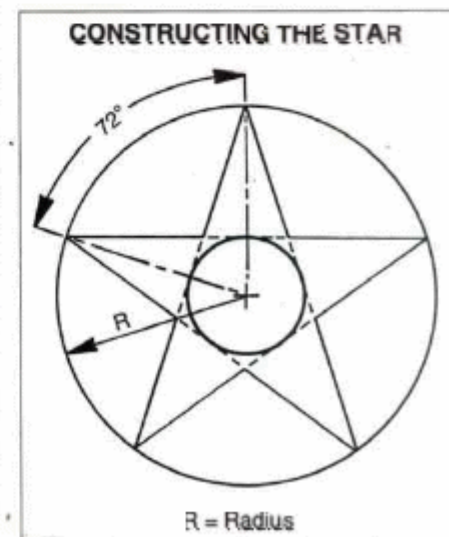
• **Until June 1942.** Aircraft that were not camouflaged continued to carry stars on both wings.

markings well into 1919. This was primarily caused by repairs and the swapping of components between aircraft. It was not unusual to see one aircraft carrying roundels and stars—even on opposite wings! The order of the vertical rudder stripes reversed, with red now at the leading edge and blue at the trailing edge.

• **After 1919.** Aircraft returned to the star in a circle.

• **Late 1926.** A pattern of 13 alternating red and white rudder stripes was adopted, along with a single blue vertical rudder stripe.

• **End of February 1941.** There was a major change to the national insignia. The red-and-white tail stripes were deleted from the rudder of combat aircraft. A white star on an Insignia Blue FS 35044 disk was



• **May 1942 to April 1943.** Some aircraft operating out of England and in North Africa carried a 2-inch-wide circle of Yellow FS 3358 surrounding the dark blue background of the star.

• **Early 1943.** Asymmetric application of wing stars was adopted for all types of aircraft.

• **June 1943 to 17 September 1943.** A white bar was added to each side of the dark blue disk, and the whole insignia was outlined in Insignia Red FS 30109 (the same dull red that had been adopted for the center of the RAF insignia).

The white bar was not centered in the circle but was aligned with the upper edge of the horizontal points of the star.

• **17 September 1943.** The red outline was painted over with the Insignia Blue FS 35044.

• **1947.** A Red FS 31136 bar was added to each white bar.

LETTERING

• **1927 to end of May 1942.** "U.S. ARMY" was written in large letters across the underside of the bottom wings

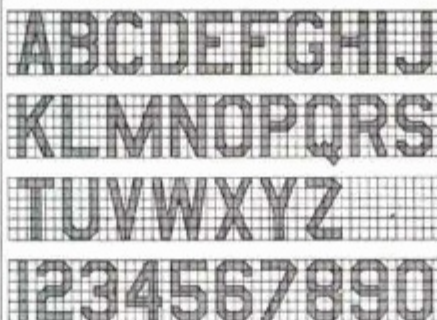
BLOCK LETTER STYLE

Layout of standard block letters 3:2 height/width ratio 45° corners



A rare Republic TP-47G Thunderbolt (two-place trainer version) is dressed with the blue-and-white star-and-bars insignia. The overall finish is olive drab with a neutral gray underside.

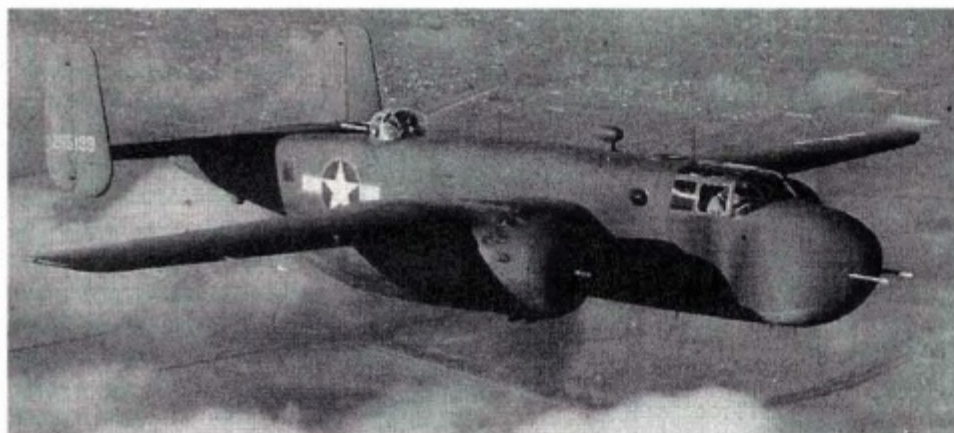
OFFICIAL LETTERING STYLES



(From USAF Manual T.O. 1-1-4 Exterior Finished Insignia & Markings Applicable to USAF Aircraft)

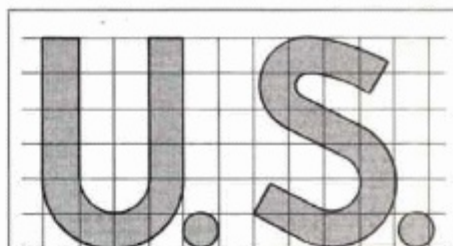
Width of letters = $\frac{2}{3}$ height
 M & W width = height
 Stroke thickness = $\frac{1}{6}$ height
 Space between letters = $\frac{1}{6}$ height
 Space between words = $\frac{2}{3}$ height

on biplanes and across the underside of monoplane wings (see illustration for proportions). On most trainers, letters were 24 inches tall; black letters on gray, silver or yellow. Many aircraft still carried this lettering until well after 1942. Although the illustration shows letters with angled corners, some manufacturers applied letters with rounded corners, so check your reference photos!

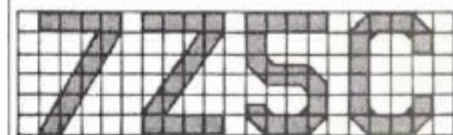


Here, a B-25 Mitchell bomber displays the typical star-and-bars U.S. insignia with red painted around the insignia.

Technical data was carried on a panel that was low on the fuselage's left side; depending on the type of aircraft, it was below or forward of the cockpit. Lettering



Example of rounded letters applied by some manufacturers



Often seen variations from the official specifications.

In these variations, the letter C with the extended ends, the Z and Z, without the 45° corners, are more pleasant to view than the official style! Check your documentation.

described aircraft type, serial number, fuel and oil requirements, etc., and was, at most, 1 inch tall. Letters were black, white,



An all-silver Aeronca L-16A with thin red stripes added to the white bars of the U.S. insignia—circa 1947.

or yellow on blue, or they were black, white, or yellow on OD.

The above material is from a variety of sources so, again, the author urges builders to check aircraft being modeled against reliable references such as photographs. †

ERIC P'S SR-9 RELIANT BUILD – PART 3

[*ed. note: This is the third in a series of articles where I'll show my progress on my Stinson SR-9 Reliant. With Warbirds & Classics 2023 only about 30 days off it'll be touch-and-go as to whether it'll be ready. See the April newsletter for the first article in the series.*]

by Eric Puchalski

When I last checked in (May 2023) I'd successfully completed the initial framing of both wing panels (**Photo 2**). This past month has been spent on filling in the remaining parts of the wings. It seems like I've been throwing more and more wood at this thing and it just keeps wanting more! I've mentioned the high parts count in this model a number of times but it's worth mentioning again. I should also mention that it occurred to me recently that not only in there a seemingly infinite number of parts but *they're all different*. My earlier decision to build both wings in parallel makes even more sense now since I can add a part to one panel and while the skill is still fresh, I can add the corresponding part to the other panel.

I should also mention that the plans don't exactly match the spacing on some of the parts. For example, the rib spacing between the number one and number 15 rib is about 3/8" off between the plan and the die cut parts. I decided to use the spacing on the die-cut spar to override the plans and build this wing from the number one rib (at the fuselage) out and see what happened.

Filling in the Empty Places

In looking at the design for the leading edge of the wing, I wasn't crazy about a couple things. First off, the plans call for the leading edge sheeting to be wrapped *over* the leading edge spar and then sanded to shape (**Figure 1A**). I've never had much luck with this method which always seems to leave a rough edge where the sheeting feathers into the leading edge. I prefer to butt the LE sheeting into the leading edge and then shape the LE to match the airfoil (**Figure 1B**). I made this change, which sounded like a good idea at the time but later discovered that all those compound curves in the sheeting would have been much easily accomplished if I had only followed the plans. But I got through it and I'm pretty happy with the result. There was a lot of extra fitting and shaping of sheeting but overall, I think it was worth the extra time.

The plans also call for bending the leading edges around the wing tips and at the point where the wing joins the fuselage. To accomplish this, the plans would have me make a bunch of cuts in the leading edge strip to get it to bend around the curves (**Figure 2**). I'm not a big fan of compromising the structural integrity in critical areas so I chose to build these two areas up with laminated 3/32" balsa strips (**Photo 3**).

Photo 1: Left wing panel plan. The yardstick gives an idea of the overall size of the model.

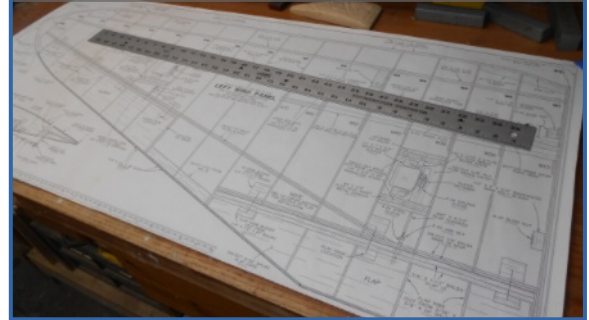


Photo 2: Left wing panel with the major parts installed & begging for more wood.



Figure 1: Leading edge as designed is shown in 1A while 1B shows my preferred method for building leading edges..

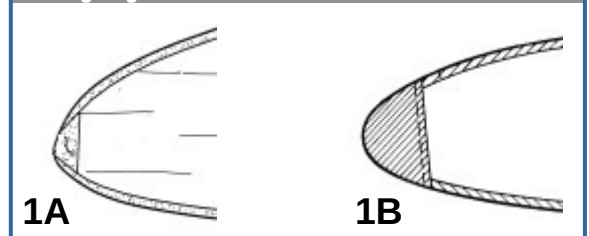
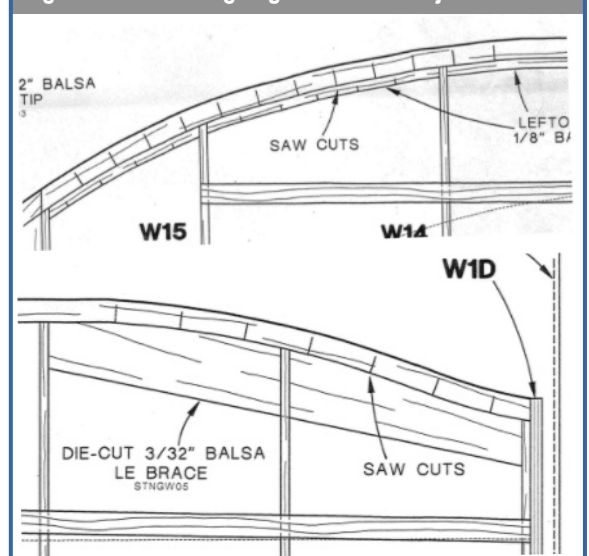


Figure 2: Plans showing location of cuts in leading edge to bend leading edge material around curves.



Eric Puchalski's SR-9 Reliant Build – Part 3

The wings use cardboard tubes installed in the wing roots as guides for the wing joiner bar. The ends of the tubes are supposed to be hardened on the ends with CA. Since I don't use CA, I improvised and used thinned Ambroid instead (**Photo 4**). The result was some pretty rock hard ends on the cardboard tubes for the wing support. (And for those of you who didn't grow up in the 1960s, you would thin Ambroid with acetone.)

Glue Day

So, one fine day it was Glue Day. That's the day when I go back and add a second coat of glue to all the joints on the wings and anything else that needs to be sanded. Glue Day comes the day before Sanding Day. Sanding Day is when I try to get rid of all the extra wood and make all the shaped parts look more or less like they're supposed to. I've found it's a good idea to second-coat the glue joints before doing massive sanding since parts tend to snap off easily when attacked by a sanding block. Given all the parts, there were a lot of glue joints, but eventually everything was coated with a second coat of glue.

That all worked out great but there were a number of areas on the wing that needed epoxy rather than white glue or Amdroid. I started on the first wing panel using the traditional method of epoxy and acid brush and quickly became very bored. There are a *lot* of joints and the work I was doing wouldn't win any awards for craftsmanship. So I started thinking there must be a better way to do this that will leave a result that doesn't look like a bunch of taggers just left an underpass in East LA.

I've been using nylon syringes my whole life to apply glue to joints and it finally dawned on me that that might work for epoxy as well. So I mixed up a batch of 30 minute epoxy and moved it to a syringe (**Photo 5**). I had to open the hole in the syringe a little bit larger than I normally use for glue but it worked surprisingly well. I'm very happy with the result. You can see in the photos one wing that was done using the acid brush method and it looks OK (**Photo 6, upper**) but when you look at the other wing you can see a couple of things (**Photo 6, lower**). First off it looks much neater and tighter. But using the syringe also allowed me to put the epoxy *exactly* where I needed it without using more than was necessary—something you can't really control with a brush. This reduces the amount of epoxy needed to glue the joints and with the long nozzle on the syringe, I'm able to get epoxy into nooks and crannies that I would not have been able to reach with a brush. The process of reinforcing the epoxied joints went very quickly using this method. All in all, this looks like a technique I'll be using more.

Photo 3: Laminated leading edge curve in place of cut and bent section shown on the plans.



Photo 4: Wing tube guides ready for installation in the wing panels.



Photo 5: In a stroke of genius, I finally figured out that epoxy can be applied as easily as other glues.



Photo 6: Here's the best I could do with epoxy & an acid brush (upper photo) vs. using a regular glue syringe (lower).



Eric Puchalski's SR-9 Reliant Build – Part 3

Sanding Day

I *hate* Sanding Day! It's a lot of hunching over the workbench with different sanding blocks and grinding away at joints and parts to make everything line up perfectly before putting on the sheeting, cap strips, and other surface parts. Fortunately, the overall parts fit for the kit turned out to be pretty good and not much actual sanding was required.

The trailing edge required a lot of attention to get it shaped properly so I taped off the top of the ribs so I wouldn't inadvertently sand them flat (**Photo 7**). But everything else was finally scoured into submission and it was time to add another couple handfuls of wood in the form of sheeting and cap strips.

The good news is that my new sanding table (see [Scale Dimension](#), March 2023) worked like a champ and kept most of the balsa dust out of my nose.

Sheeting & Cap Strips

Most of the sheeting went pretty easily, with the exception of the upper leading edge. This went on in three pieces but I followed the same procedure for all three. The sheeting has to follow a pretty complex double curve across its face and the leading edge. I decided to do the gluing in two stages. Stage 1 meant soaking the sheeting in Windex and gluing the very front of the sheet to the leading edge spar. Then after an hour or so I glued the rest of the sheet into place (**Photos 8–10**).

About this time I discovered that there are a couple degrees of washout built into the wings. This meant extra care was needed with the sheeting to make sure I didn't inadvertently undo that.

At this point, I thought I'd finally received permission from the instructions to build the ailerons. But then I realized that I'd skipped a step—installing cap strips. From past experience I've learned that skipping any step in the instruction manual is done at your own peril. And it turns out that without the cap strips, it wouldn't have been possible to shape the tops of the ailerons or the flaps. So I went back and added cap strips to the outer ribs in the panel so I could build the ailerons (**Photo 11**).

Next Steps

As of this writing, I have yet to make the ailerons and flaps, finish sanding everything to its final shape, install servos for everything, and rig navigation and landing lights. That's just to complete the wing. I still have that big ol' fuselage to put together. Having gone through my rework attempt on the original fuselage, I'm already sort

Photo 7: Tops of the ribs are taped off during sanding so I wouldn't inadvertently sand them flat.



Photo 8: Sheeting the inner top of the leading edge. At this point, the sheeting is shaped and glued only to the leading edge. The spring clamps force the rest of the sheet into a curve that will be easier to glue as a second step.

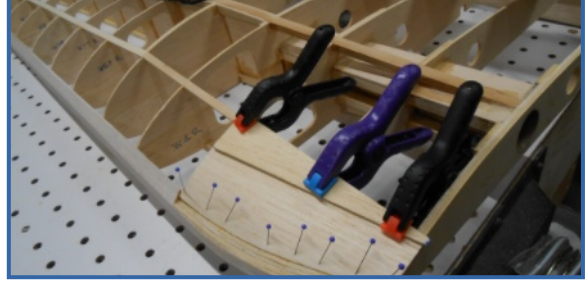


Photo 9: Outer wing sheeting glued in place. All that fancy trimming around the laminated LE could have been avoided if I had only followed the plans and wrapped the LE sheeting around the LE.



Photo 10: Main section of LE sheeting went in last.



Eric Puchalski's SR-9 Reliant Build – Part 3

of familiar with things that might bite me on the butt with that. So, other than the parts count, I'm hoping that will go pretty quickly.

I'm still cautiously optimistic that the model will fly at Warbirds & Classics 2023. But I'm 100% positive that there will still be lots scale details to be completed. I've spent a lot of time on these wing panels but it feels like the worst is over and it should be downhill from here.

I remain totally impressed by the overall size of this model (Photo 12). I'm learning new skills and remembering things that I'd forgotten. Overall, it's a lot like building any other kit except a lot larger. I sometimes wonder if this is what Dr. Frankenstein was thinking when he was assembling his monster. I'm looking forward to the next stages.


I'll keep you posted. 

Photo 11: Cap stripper's paradise! It's a little hard to see all the pins required to hold all those strips in place but this part went very smoothly.



Photo 12: Missing ailerons, flaps & a fuselage, but you get the idea..



DOCUMENTATION: AIRCO DH.5

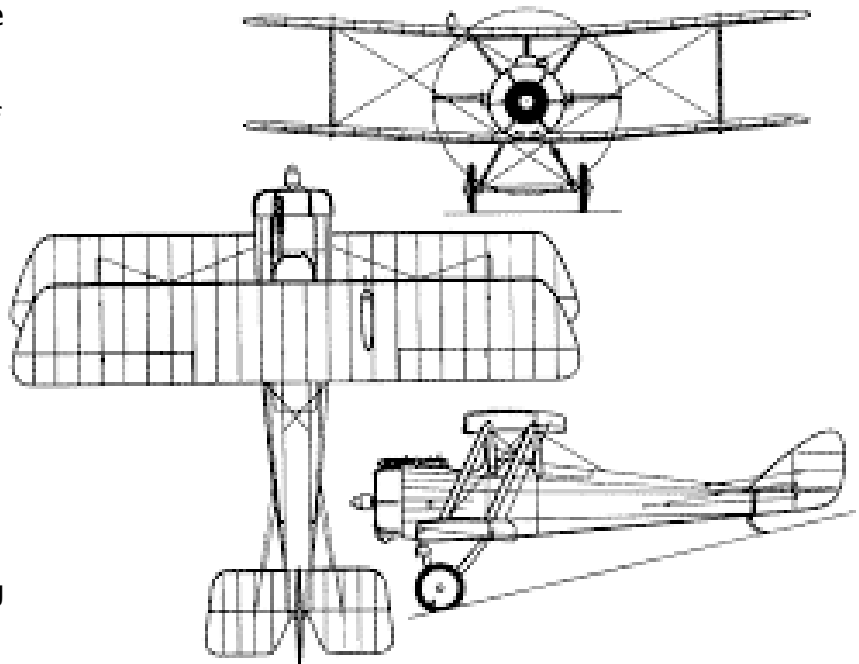
The **Airco DH.5** was a British First World War single-seat biplane fighter aircraft. It was designed and manufactured at British aviation company Airco. Development was led by aircraft designer Geoffrey de Havilland as a replacement for the obsolete Airco DH.2.

The DH.5 was one of the first British fighters designed with the improved Constantinesco gun synchronizer, which allowed a forward-firing machine gun to fire through the propeller faster and more reliably than the older mechanical systems. It was also one of the earliest biplanes with a marked “back-stagger” of its wings. By the time the DH.5 was fielded, it was already inferior to other fighters in service and thus both unpopular and unsatisfactory with the pilots of the Royal Flying Corps (RFC). The type was quickly withdrawn from service once supplies of the Royal Aircraft Factory S.E.5 permitted.

So, what’s not to love about this airplane? It’s one of dozens of WWI aircraft that were designed on a napkin and implemented in a very short amount of time. Like most front line fighters of its time it was a test bed for advanced technologies and it was already obsolete by the time it got to the front lines.

And who can resist that reverse-stagger wing? (Could this have been the inspiration for the famous **Beechcraft Model 17 Staggerwing** of later years?)

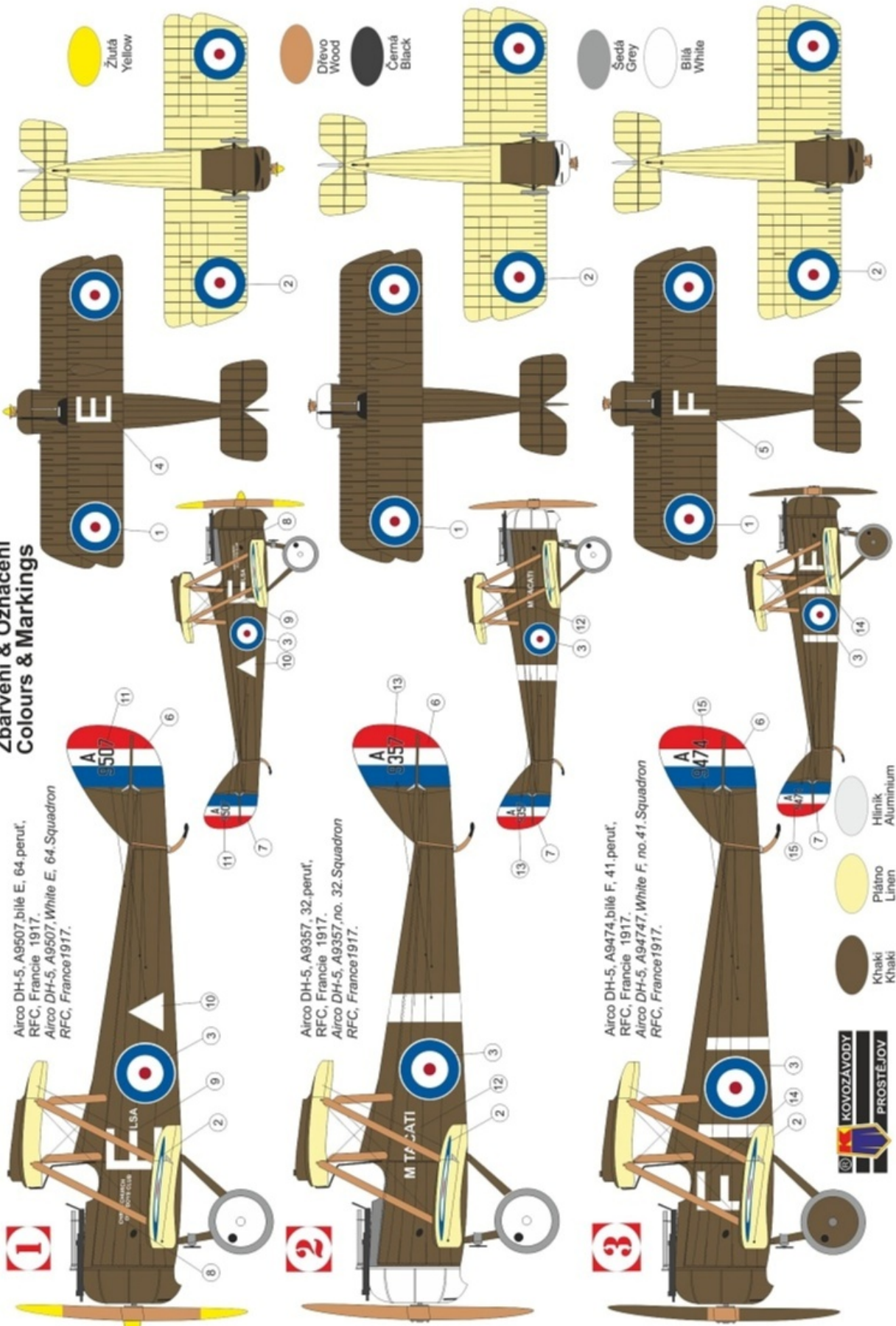
Let the Editor know if you’d like more details.

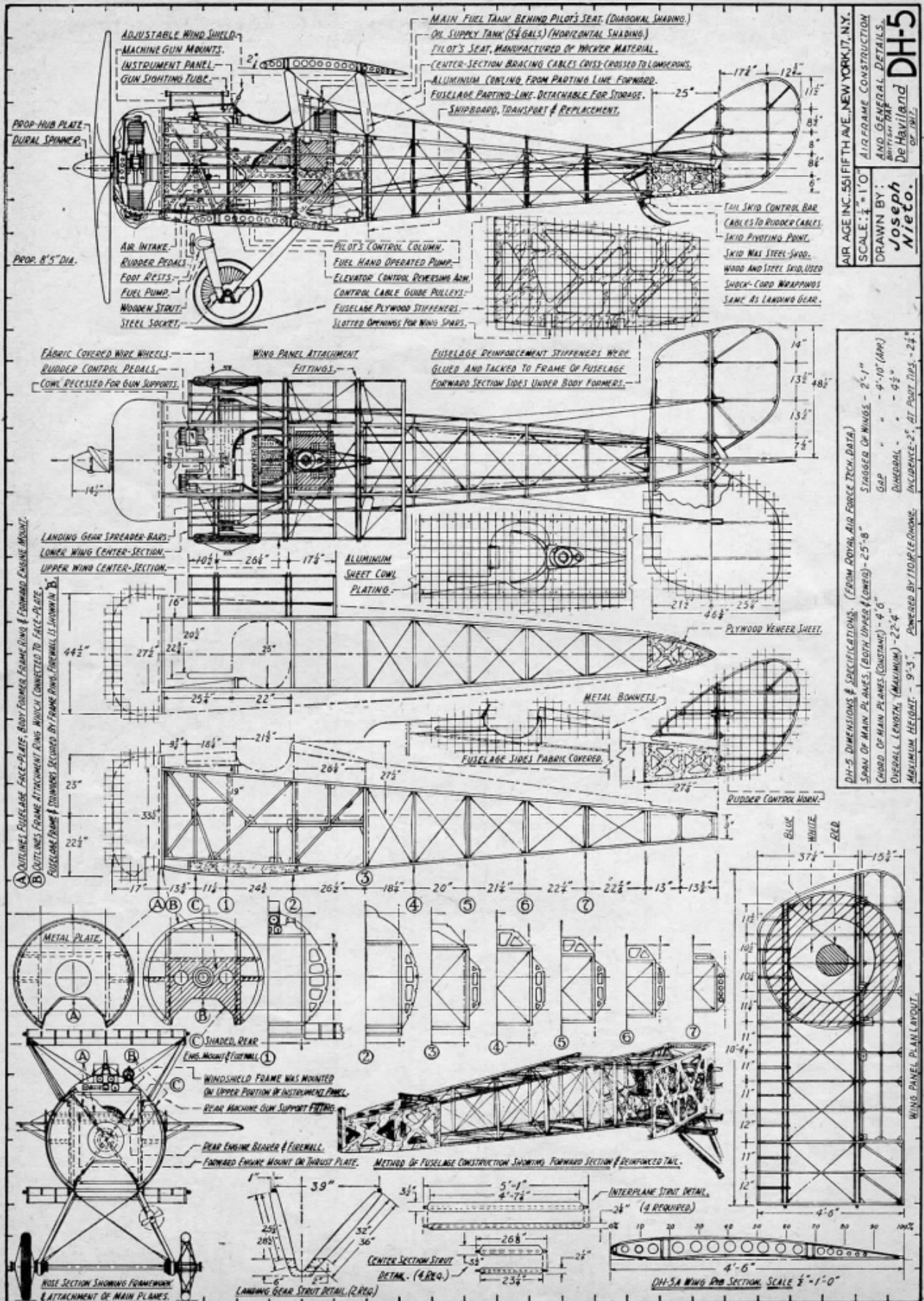


© W.I. Boucher



Zbarvení & Označení Colours & Markings





Documentation: Airco DH.5

WARBIRDS WALKAROUND



WARBIRDS WALKAROUND

WARBIRDS WALKAROUND

WARBIRDS WALKAROUND



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 BC, Canada. A complete schedule is provided on the next page.
Jul 7-9, 2023	Scale Squadron of SoCal Irvine, CA	Warbirds & Classics 2023 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. Fun, Food & Frolic!
Oct 12-15, 2023	Tri-Valley RC Modelers Santa Maria, CA	10th Annual Central Coast Giant Scale Fly-In Landing fee \$50 for the full event or \$30/day. Includes 2.5+ days of flying on a giant runway & lunch on Saturday; 3 Nights dry camping parked on asphalt only \$100; AMA membership required; Epic pilot's raffle on Saturday; World famous Santa Maria style BBQ Saturday night; Indoor bathrooms & shower available on site; Lodging, restaurants & grocery nearby; Turbines, 3D & Night flying approved!
Oct 14, 2023	RC Flyers Unlimited Oakdale, CA	RCFU Giant Scale Fly-In Come join the RCFU Giant Scale Fly-In. All IMMA legal scale aircraft are welcomed, except turbines do to the site dry field conditions. Landing fees \$25.00 including BBQ hamburger/hot dog lunch. Dry RV Camping on field fees under 64 yrs \$30 over 65 yrs \$15.

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)

Scale Modelers, Pilots & Fans!



AMA Sanction No. 14535

16th Annual 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 Paratus & America's 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.

Registration: www.ScaleSquadron.com

Contest Director: **Randy Wilbur** (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
- ◆ No Turbines
- ◆ No Hovering or 3D flying

Friday – Sunday, July 7 – 9, 2023



Join us for the
11th Annual

NEW LOCATION

Tri-Valley RC Modelers Giant Scale Fly-In

October 12th - 15th 2023

New Cuyama Airport - 3380' x 60' Runway!

The skinny:

- ◆ Landing Fee: Only \$50 for the full event (or \$30/day). Includes: 2-1/2+ days of flying on a giant runway & lunch on Saturday;
- ◆ 3 Nights Dry Camping only \$100, parked on asphalt;
- ◆ Proof of current AMA required;
- ◆ Epic Pilot's Raffle on Saturday.

More skinny:

- ◆ World Famous Santa Maria Style BBQ dinner on Saturday night;
- ◆ Indoor bathrooms & shower available on site;
- ◆ Lodging, restaurants, & grocery stores nearby;
- ◆ Turbine jets, 3D, & Night flying approved!

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



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.

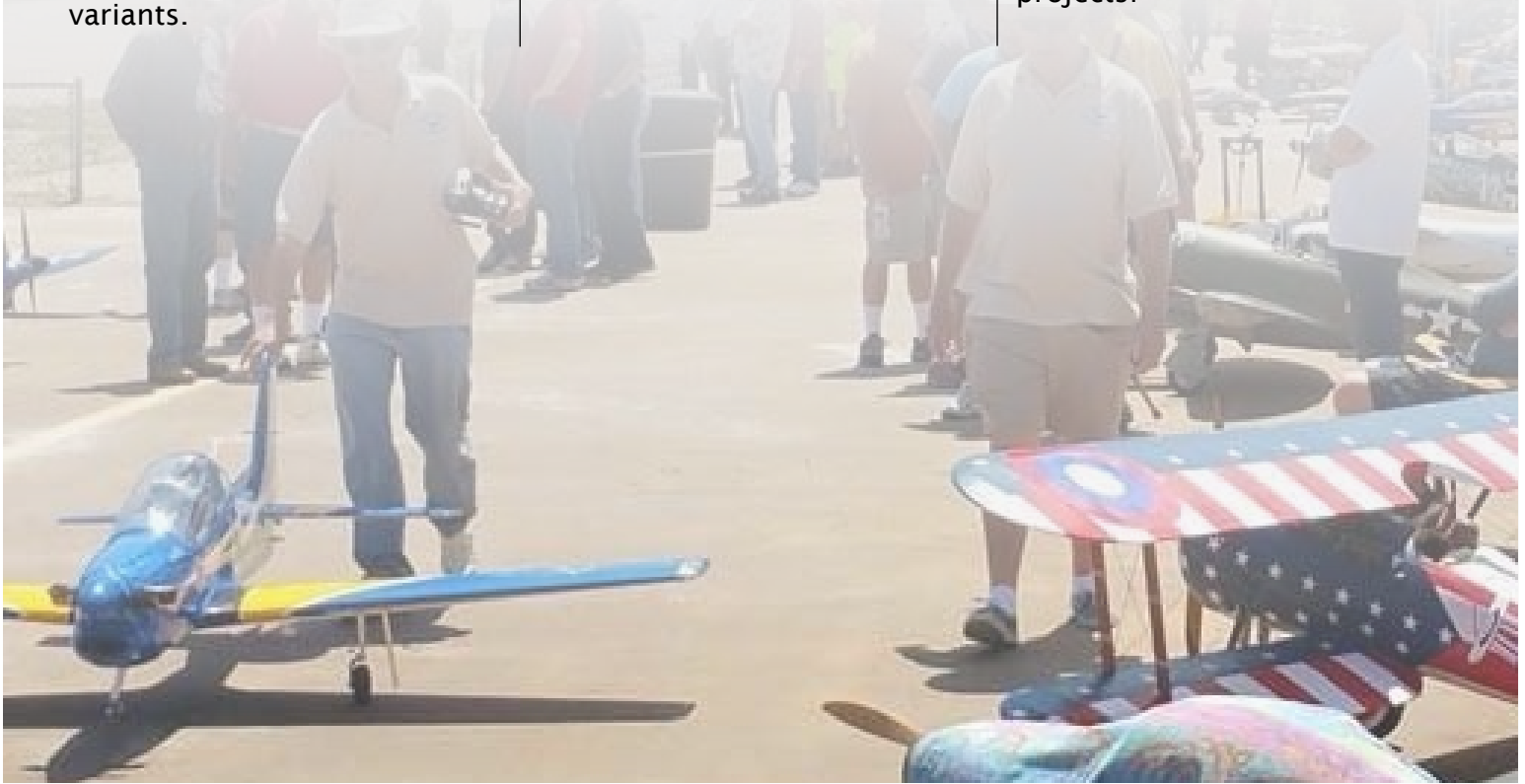
Scale Squadron Club Meetings are held on the

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.

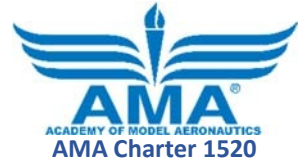


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.