

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



Founders of the  
US Scale Masters Championships

# SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

**Warbirds &  
Classics is On!**  
Page 5



Page 7

**Dust-Free Sanding, Part 2**

Page 11

**First Squadron Fly Day**

Page 16

**Jaime Colley's Fokker D.VIII**



Founders & Proud Supporters of  
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- 03 Commander's View**
- 04 Editor's Notes**
- 05 Warbirds & Classics 2023**
- 06 Gonzalo "Gonzo" Saavedra**
- 07 Dust-Free Sanding, Part 2**
- 11 First Squadron Fly Day**
- 13 February Meeting Notes**
- 16 Jaime Colley's Fokker D.VIII**
- 18 A Day at the Field**
- 21 March Meeting Announcement**
- 22 Upcoming Events**
- 27 Who We Are**
- 28 Join Us!**
- 29 Membership Application**

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### On the Cover

1. Yakovlev Yak-130 flown by Martin Jensen about to touch down.
2. Jaime Colley doing a flyby with his recently completed scratch-built Fokker D.VIII.
3. Ed McCormick and his seldom seen Fairchild PT-19 getting ready for a flight.



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**Mike Greenshields**  
Commander

## March Madness

Our corner of the hobby world is once again filled with activity.

First, I'm excited to say there is once again a **Radio Control Expo (RCX)** hobby show in SoCal. It is different than shows of old, but with **AMA**, **Horizon Hobby**, and **Air Age/Model Airplane News** magazine involvement, it will certainly have points of interest.

What's more exciting is that the Scale Squadron will have a booth there, handing out flyers for our **Warbirds & Classics 2023** event. (Please see **Larry Wolfe** about volunteering to help staff the booth.) The club will reimburse volunteers for their parking (now free parking even for vendors and exhibitors).

**Please note:** The RCX show is now part of a bigger show called the **Overland Adventure and Power Sports Show**. It will be held **Saturday and Sunday, March 18 and 19** at the Fairplex in Pomona.

Larry Wolfe is heading up our booth this year and he'll need volunteers!

Next, our friends in Arizona have several events in March. If you have the chance, **go to one**. **Tim Cardin** will be going to a new event that replaces the old 1/8 Air Force Spring Fun Fly called

**Warbirds & Classics Over Arizona**. You can pre-register at the new RC Flight Deck. This event will be held at:

### Sun Valley Flyers Field

26600 N Cave Creek Dam RD, Phoenix  
Phoenix, AZ

You'll enter the gate on the west corner of Cave Creek Rd and Jomax. Here's the website for registration:

<https://www.rcflightdeck.com/event.cfm?id=8410>

Just to keep things interesting, you can go back to Arizona two weeks later, starting March 31 to April 2, and attend **Gunsmoke USSMA Qualifier**. Here's a link to the info from the AMA Website:

<https://www.modelaircraft.org/events/gunsmoke-ussma-qualifier>

You'll find more information on these events in the **Upcoming Events** section starting on **Page 22**.

Finally for March, in between those two weekends is our **Monthly Scale Squadron Fly Day** at OCMA Field on **March 26!** It's just a monthly casual get-together for club members to fly together with everyone else at the field and have some fun. The event for February featured food brought by **Joni Whitsitt** and **Randy Wilbur** and we got to see some great birds fly, including the **Tim Cardin/Ed Woodson P-47!** It was just fantastic being out there with everyone and having fun. Honestly I was a little emotional watching Tim put that big bird through its paces. Ed would have been proud.

**July 7-9 is OUR EVENT!** Set your clocks, put a countdown on your phone, get the weekend off, and let's make this a fantastic Scale Squadron **Warbirds & Classics 2023** event. It will take all of us to make it great and this year, Randy is again our head-pubah and Contest Director. **THANK YOU RANDY** and everyone in advance.

Hope to see you at the March 13 meeting. Bring your Builders' Wing projects!!

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



# EDITOR'S NOTES

Welcome to the March 2023 *Scale Dimension* newsletter!

February was a pretty slow month due to a number of factors. There were very few events scheduled in our area during February and even if there were, the weather would likely have stomped on more than a few plans. March, on the other hand is shaping up nicely. Commander Mike Greenshields mentions in his column that there are several scale events scheduled in Arizona and, as always, Squadron members are encouraged to attend and support those events and clubs.

Personally, I've managed to wipe out my fleet of flyable scale models, which is sort of a mixed blessing. I'll miss my tried-and-true Tiger Moth but now I have to focus on my **Stinson SR-9 Reliant** build so I'll have *something* for **Warbirds & Classics**.

## First Squadron Fly Day

There were no field trips in February but we did have our first **Squadron Fly Day** at OCMA Field which was a complete success. If you missed the Fly Day, you missed a *great* time! The Squadron was well represented and everyone had a wonderful time hanging out and playing with our airplanes. You'll find a summary of the February Fly Day starting on **Page 11**. If you missed this one maybe you can make the next one on **March 26, 2023**. Note that the date for the March Fly Day was pushed back a week due to a conflict with the RCX show on 03/18-19/2023. Speaking of RCX...

## RCX is Back!

The RCX show is being held on **March 18 & 19** at the Fairplex in Pomona. The Scale Squadron will have a booth there and **we need volunteers** to provide display models and to staff the booth. See Mike Greenshields' column and the **Upcoming Events** section beginning on **Page 22** for more details.

## Dust-Free Sanding, Part 2

In the January newsletter I included an article I've been dragging around for about 20 years that describes how to build a vacuum sanding table. I said I'd build one and let you know how that goes. I got that done in February and it turned out to be a pretty easy but very satisfying project. I now have no excuses left to get on with my building. My report begins on **Page 7**.



**Eric Puchalski**  
Newsletter Editor

## Warbirds & Classics 2023

The big news for all Squadron members is that Warbirds & Classics 2023 is well into the planning stages and a date has been picked. See **Page 5** for details. While you're going over that, be sure to look at the information and qualifications for the **W&C Builders' Wing**. There will be special recognition for anyone who participates in this terrific program.

## Encouraging Input

So, I'm coming up on my second year as editor of the Newsletter and so far, I'm having a great time. However, I feel like there's been a lot about me and my interests here and maybe not enough emphasis on you and your interests. By this time you know that we all enjoy knowing about pretty much everything everyone is doing relating to scale model airplanes. If you have anything you'd like to share or if you have anything that interests you that hasn't been highlighted here yet, I'll ask again that you pass it along.

You need not be a professional author or photographer to have something interesting to say. I'm happy to work with anyone to write a story or take some photos.

Think about it and drop me a line if you think of anything that could be shared.

A handwritten signature in black ink that reads "ERIC" with a stylized underline.

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

## The Warbirds & Classics 2023 Event is ON!

Plans are well under way for the **16th Annual Warbirds & Classics** event. Dates for the event are:

**Friday, July 7 through Sunday, July 9, 2023**

Over the years, Warbirds & Classics has evolved into one of the premier scale model aviation events on the West Coast. Although it's a fun-fly with no judged or head-to-head competition, it regularly draws large numbers of pilots and airplanes. Last year there were over 65 pilots with well over 100 airplanes of all types and sizes. Participants come from all over the country and since most pilots bring more than one airplane, there's plenty of eye candy for everyone.

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

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

Putting on a major event like this is no small task. Fortunately, we have our secret weapons: **Mike Greenshields** to work with sponsors, **Tim Cardin** to coordinate scheduling, **Randy Wilbur** will be the CD, and **Joni Whitsitt** to make sure nothing gets wrapped around the axle.

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

### Builders' Wing

At the July, 2023 Squadron meeting, **Commander Mike Greenshields** launched the **Warbirds & Classics Builders' Wing**. This is a special group of Squadron members who have committed to actually building a new scale model for W&C. The purpose here is to get back to the roots of what the Scale Squadron was, and still is: the *building* of scale model airplanes.

Participants in the Builders' Wing will receive special recognition during the event and some extra goodies!

Qualifications are listed below. Registration opened in October 2023 and several members have already made significant progress. So dust off a couple of those old projects and get ready to show your stuff.

If you'd like to sign up for the Builders' Wing or if you have a project you'd like to enter but aren't sure it qualifies, contact Mike Greenshields or your favorite Board member.

### Inaugural Warbirds & Classics Builders' Wing Qualifications

1. The Builders' Wing is open to any active Scale Squadron member who builds a scale model that is eligible for the W&C event.
2. The model must be a new project with the majority of the work done *after* the previous W&C. A model that flew *before* or at the previous W&C is not eligible.
3. The model must to be built from a kit, plans, or scratch.
4. The build may be started by someone else but the Squadron member must complete the majority of the building and finishing.
5. ARFs, BARFs, and ARCs are not eligible. The model must be built from a kit, plans, or from scratch. So-called "ARFs" that are not really ARFs (e.g., Composite ARF) are just fine. (If you've ever built a CARF kit, you will agree that a wood airframe would be easier to build and finish.)
6. Foamies are not eligible. Foamies have been part of the hobby for decades but they are not in the spirit of this effort.
7. Buying someone else's built airplane is great, but it is not eligible.
8. **The BIG ONE:** *Commit to build a scale model airplane.* Bring your project to Squadron meetings and share your progress. Get your fellow Squadron members to help you if you run into a challenge.

**See You at Warbirds & Classics 2023!**

# THE SQUADRON LOSES A FRIEND: GONZALO “GONZO” SAAVEDRA

by Mike Greenshields

Our fellow Squadron member and good friend, Gonzalo “Gonzo” Saavedra passed on Jan 31, 2023. Coincidentally, Gonzo had cancer very similar to our departed friends Sam Wright and Ed Woodson (may they rest in peace, note Gonzo was good friends with Sam and his family). Gonzo seemed simply fearless and incredibly positive about the hope and optimism he had. Gonzo spoke of this very openly and I felt such hope for him. Always a gentlemen, he loved aviation of all types. And if you talked to him about aviation, he always ended up talking about his family. It is truly a sad day to have to announce this.

RIP Gonzo.



## Living the Dream


*[ed. note: Gonzo's family published an obituary with the following information about Gonzo's amazing life. The following is excerpted from that. We should all be so blessed.]*

Gonzo was born in Bolivia and his family immigrated to the United States in 1978 when he was 14 years old. In his youth, Gonzo was able to pursue his life dream of flying Cessna airplanes. He rode his bicycle back and forth seven miles to a job washing planes at Long Beach airport in hopes of making enough money to one day start flying lessons. Gonzo's passion for flying came to fruition when he obtained his private pilot's license at the age of 15. He continued flying and working for his instructor by relocating planes to and from other airports. Gonzo then went on to major in Electrical Engineering at CalPoly, Pomona. During his college years he met his wife Sandra. They were happily married for almost 31 years and were blessed with a beautiful daughter, Karina.

Gonzalo began his professional career as an electrical engineer at McDonnell Douglas/Boeing working on projects like designing cockpit display

and throttle controls for military and commercial aircraft.

Later, he took a new opportunity that combined his scuba diving and aviation skills at the Space Station Division of McDonnell Douglas/Boeing. As technology quickly advanced in the early 1990's Gonzo embraced the high-tech and semiconductor industries and worked for Toshiba, Avnet, and Arrow for nearly 30 years.

Throughout his life, Gonzo loved spending time with his family and friends. He enjoyed vacationing in Maui, sight-seeing throughout Europe, wine tasting in Napa, taking his boat to the ocean and lakes, scuba diving, attending rock concerts, working on his R/C scale model airplanes and spending his Saturday mornings at the flying field. Most of all, he cherished the time spent with his friends with those he met from all destinations and walks of life. His big heart, warm smile and fun nature was his immediate connection to the world. And because of that, he will be leaving a large imprint on those who were blessed to have known him. 

# SHOP TOOLS: DUST-FREE SANDING - PART 2

by Eric Puchalski

Two months ago I showed you an old article describing how to build a dust-collecting bench for sanding. I promised I'd build one and let you know how all that worked out, and here it is: **Photo 1**.

Like you, I'm always suspicious about build articles that start out with "Don't attempt to build this unless you follow my specific instructions!" Also like you, I usually read through a build article and come up with a few things that I'd do differently. You'll notice that I don't specify details like brand names or the number of screws used to hold things in place. This is a simple enough build that, if you use materials and methods that you're comfortable with you can't really stray very far from the best path.

## Plan a Location

The first consideration is to decide where you intend to store this table when you're not actively using it. In my case, I happen to have an old Craftsman toolbox and workbench with a maple top that has served to hold a lot of hand tools for many years (**Photo 2**). But the top surface is a bit low for a young man of my stature (I stand 6'-5" when I don't slouch) so this looked like an opportunity to lift that working surface by a few inches in addition to gaining a vacuum sanding table. I also determined to make the overall dimensions of the table match the workbench (55" long by 28" deep).

I've seen tables like this with hinges on the top edge so they can be folded up into the wall when not in use. I intend to leave mine sitting on the workbench. I'll probably attach it with a couple screws so it doesn't slide around while I'm sanding stuff.

## Vacuum Source

For a vacuum source, I was fortunate to be able to score a used **Delta Shop Master** dust control system from the son of a friend of mine (**Photo 1**). It works great, but if you're not fortunate enough to know people with kids who are getting rid of equipment, you can pick up something at Harbor Freight for a couple hundred bucks. Craigslist and OfferUp are good places to look for used equipment. I build big airplanes so I need a big table. If you only build smaller airplanes you can get by with a smaller table and a smaller dust collector. For a smaller table you can probably use that old ShopVac you've been dragging around for decades but it might not work very well for larger tables. Hook it up and see if it does what you were hoping for. If not then pop for a larger dust collection system.

## Build a Kit

First things first: build a kit. We all do this when building airplanes and it makes sense to do it here also. Having all the parts and hardware on hand before starting will eliminate interruptions for trips to Home Depot. In this case, my "kit"

Photo 1: Completed vacuum sanding table and dust collection system.



Photo 2: Old Craftsman workbench to serve as a base for the new vacuum table.



Photo 3: Raw materials.



Photo 4: Truing up the 4" holes in the crosspieces after rough-cutting them with a jigsaw.



## Shop Tools: Dust-Free Sanding - Part 2

comprises a couple of long strips of 1x6 white pine for the front and back of the frame, and three shorter sections of 1x6 for the ends and center divider. Then there's the top and bottom sheets and the 4" drain pipe. (Use a smaller drain pipe for a smaller table. I had to buy a piece that was way longer than I needed but it's easy to trim when the time comes.) **Photo 3** shows the raw materials for this project.

### Cut Parts for the Kit

I started by cutting the two long boards for the front and back of the box. I cut these the exact length of the bench top (55") Then I cut three cross-pieces at 1-1/2" shorter than the depth of the bench top (28"). The difference between the length of the cross pieces and the width of the bench top is to allow the front and back boards to be butt-joined to the cross pieces and have the box frame measure 28" overall.

I then cut 4" diameter holes in two of the cross pieces to accommodate the 4" drain pipe. I used a hand-held jigsaw to cut the holes in the cross pieces and purposely made them smaller than they need to be. This gave me the opportunity adjust the raggedy edges to closely match the roundness of the drain pipe. But it also gave me the rare opportunity to use my double super bitchin' oscillating spindle sander (**Photo 4**). You don't really need this level of precision in the holes since you can seal everything up with silicone sealer but given the choice between using sealer or power tools, I think the correct choice is obvious.

Next I cut a piece of 1/8" Masonite for the bottom and a piece of 3/16" pegboard for the top. (By the way, I'm not sure why Home Depot calls Masonite "Eucaboard" and pegboard is "white garage liner," but there it is. Probably a trademark problem.) The top and bottom pieces should be the same size.

That's it for the cutting. **Photo 5** shows what my kit looked like.

### Assemble the Kit

I started by attaching the front and rear sides to one of the end boards (**Photo 6**). I ran three 1-1/2" drywall screws into the joints to make them permanent. Then I attached the other end board to the back and front sides. This provided the basic frame for the table (**Photo 7**).

I installed the center board with the 4" hole at the center of the frame (**Photo 8**) and that completed the frame.

**A note on using drywall screws:** I used #8 x 1-1/2" SPAX exterior deck screws (the ones with the Torx head rather than Phillips) because I had them on hand, but most

Photo 5: Parts all cut and ready for assembly.



Photo 6: Front board attached to end using carpenter's glue and drywall screws.



Photo 7: Basic frame completed.



Photo 8: Frame complete and ready for bottom and top





## Shop Tools: Dust-Free Sanding - Part 2

anything in the 1-1/2" range will work fine. I predrilled the holes for the screws because I've had wood split when I try to go into it on the end grain. Feel free to use whatever method has worked for you in the past.

**A note on gluing joints:** I glued all joints except the top pegboard sheet using carpenter's wood glue. (The top pegboard needs to be removable.) This will hold the parts together and will seal the joints against air leaks. There's nothing mysterious about my choice of glues here and any ordinary aliphatic wood glue will work just fine. So will pretty much any glue that will fill the grain in the wood and prevent air leaks. Use whatever you're accustomed to.

**Attaching the bottom** was pretty straightforward. I cut the bottom board from a piece of 1/8" Masonite and attached it using glue and several 1" drywall screws. I predrilled the counter sinks for the drywall screws but I did not drill pilot holes for the screws themselves. Since I glued the bottom on, I didn't need a million screws so they're separated fairly far apart (8" or 9"). But I don't expect any leakage. And if there is I can calk the interior joints.

I had to **make a plug** for the end of the 4" pipe that was inside the dust collector. I used one of the round pieces that I'd cut out of the 1x6 cross pieces. They were a little too large so that required a brief trip to the disc sander (**Photo 9**). This left me with a piece of pipe and a nice plug for the end (**Photo 10**). Add a few small nails to hold everything in place and there it is... the perfect end plug (**Photo 11**). It doesn't need to be sealed so it should go pretty quickly.

It was now time to **install the 4" drain pipe** in the table frame. Be sure to align the holes in the drain pipe so that all of them are fully inside one of the two chambers created by the cross piece in the center. Take special care that none of the holes in the drain pipe are positioned *outside* the box frame. I aligned everything and then trimmed the drain pipe so about an inch extended from the end of the box frame (**Photo 12**). My plan was to use this to connect the 4" vacuum line to my dust collection system. I used a couple drywall screws to secure the drain pipe in place.

The last step was to **attach the table top**. This is the 3/16" pegboard piece and is held in place with drywall screws *but no glue this time!* The table top will need to be removable so that you can occasionally clean out accumulated dust and other droppings that don't make it into the dust collection system. My box frame happened to measure exact inches in both directions so the outside frame fell precisely under rows of holes in the pegboard. All I had to do was countersink existing holes and insert the drywall screws.

Photo 9: Fitting a plug for the dead end of the drain pipe.



Photo 10: Parts to plug the dead end of the drain pipe.



Photo 11: Plugged drain pipe.



Photo 12: Table bottom and drain pipe installed and waiting for the table top.



## Shop Tools: Dust-Free Sanding - Part 2

*Taa-daa!!* My new vacuum sanding table: **Photo 13**.

### Surprise!

So, there I was, just about ready to crack open my first Stone IPA of the evening when I thought maybe I'd better try to hook this up to my dust control system. Boy, was I surprised when I discovered that the dust control system uses a 4" diameter flexible hose while I had used 4" diameter ABS pipe as my vacuum delivery. It turns out they're exactly the same outside diameter and they butt up together very happily. But there's no way to hook them up (other than employing a fair amount of duck tape) so dust actually travels down the ABS pipe and into the flexible hose that leads into the dust control system.

Fortunately, I had gizmo on hand that's designed for dust control systems. It's called an "inlet flange" and it has a 3-3/4" inch nipple that tapers out to 4". It's flush-mounted to the end of the box frame so all I had to do was trim the nipple off the end of the table and attach this adapter (**Photo 14**). I used some foam tape to seal the joint between the box frame and the inlet flange, and drywall screws to hold the inlet flange in place (**Photo 15**). After that, everything's good and now I can have that beer.

**A note on the inlet flange:** These flanges (and a wide selection of other 4" fittings) are readily available online from hundreds of websites. Just search for "4 vacuum hose surface mount inlet flange" and you'll find dozens to choose from.

### Wrap It Up

Does it work? Yep! Does it work perfectly? I don't know and I won't know until I spend a little more time with it. But from what I've seen so far, it totally solves my dust breathing problem. Whether you have a dust breathing problem or not, I'd strongly recommend using a table like this, or some other dust collection system when grinding part of your airplane project into dust. I grew up working with balsa, white glue, Ambroid, and assorted hardwoods—for the most part, pretty benign stuff. It took 50 years for me to develop an allergy to one or more of those but I did develop an allergy. Given the exotic materials, adhesives, coatings, and other things we come in contact with these days, I expect it would take much less time.

I've included a shopping list that I used to get the materials for my build. Feel free to make whatever substitutions you need to make yours.


Let me know how yours turns out. 

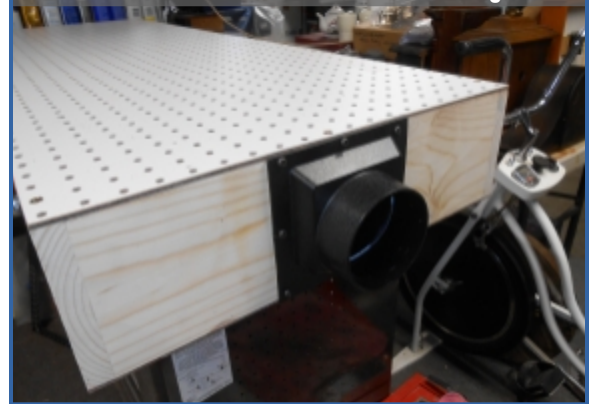
Photo 13: Completed vacuum sanding table and dust collection system.



Photo 14: Surface-mount inlet flange used to replace drain pipe nipple that was too big.



Photo 15: A much better idea for the inlet flange.



### Shopping List

- One 55"x28" sheet of 1/8" Masonite
- One 55"x28" sheet of 3/16" pegboard
- One 5' length of 4" drain pipe with predrilled holes (or drill your own)
- Three 6' long 1x6 pine boards
- 18 1-1/2" deck screws (for building the frame)
- A bunch of 1" deck screws (for attaching the bottom and top)
- One 4" flush-mount inlet flange
- White glue (or equivalent)

# FIRST SQUADRON FLY DAY AT OCMA FIELD

By Eric Puchalski

At the January Squadron meeting, **Secretary Joni Whitsitt** talked about organizing a Scale Squadron Fly Day at OCMA Field. The idea is to have Squadron members meet at OCMA Field on the Sunday following each of the regular Squadron meetings. Joni offered to provide coffee and donuts in the morning, and hot dogs in the afternoon. As things worked out, February 19, 2023 was the first Sunday after the February meeting, so there we were.

Squadron members are encouraged to show up sometime between 10:00am and 2:00pm. These flying days are not sanctioned or “official” events so the field remains open to all OCMA members. All are welcome to bring friends, family, and any airplane whether it’s scale or not. (Or no airplane at all if all you want is to hang out at the field.) The purpose is to get to know each other a little better, get some stick time in, and just enjoy each other’s company. It’s also a chance to bring out projects you’re working on and may need some help getting past a rough spot. There will be a lot of modeling experience at these Fly Days so why not take advantage of it?

By any measure, this first of these regular monthly events was a terrific success.

The weather had been a little dicey and there was some concern that it wouldn’t be a good flying day. But everyone just went ahead and showed up anyway. Not everyone in **Photo 1** is a Squadron member but it gives some idea of how many people were out and the gorgeous weather we had the opportunity to fly in.

Squadron turnout was terrific! **Photo 3** shows a line-up of who was still there at the end of the day. This photo was taken toward the end of the day and, unfortunately, some folks had to leave before we could include them in the line-up.

The next Squadron Fly Day will be **Sunday, March 26, 2023**. We had a great turnout for the February Fly Day and we hope to do even better in March. Remember that this is just day at the field with friends. It’s not an event and your plane need not even be a scale model. Just get out that there and enjoy the day and the company.

Oh, and the coffee, donuts, and hot dogs are a big plus, too!

**See you there!**



01



02



03



04

**01:** Not everyone in this photo is a Squadron member but you get a good idea of the Sunday morning turnout.

**02:** Sundays at OCMA Field are always busy but this day was ridiculous!

**03:** Scale Squadron members who made it out. This photo was taken later in the day and, unfortunately, a couple faces are missing. **Dave Kadonoff** comes to mind and there may be others. Even **Ed Woodson** made it out in spirit in the form of Ed’s **P-47 Thunderbolt** that Tim Cardin flew in Ed’s memory.

**04:** Under the Squadron canopy, Joni’s making hot dogs and several members are doing what everyone came out to do: Enjoy the day, get some flying in, and just hang out for a while somewhere other than a Squadron meeting.

# First Squadron Fly Day at OCMA Field



# FEBRUARY 2023 SQUADRON MEETING

Commander Mike Greenshields kicked off the meeting with some information about a number of scale events being hosted in March and April by clubs in Arizona. He also talked about the upcoming RCX Show in Pomona. The Squadron will have a booth there and **Larry Wolfe** will be in charge of that. Anyone who can provide models for static display or can stand a shift or two at the booth should contact Larry. Joni reminded everyone that the Squadron is now hosting a monthly Squadron Flying Day at OCMA on the Sunday following the Squadron meeting. The first such event was February 19th. Mike announced that **Warbirds & Classics 2023** is well into the planning stages. The event will be held **July 7-9** and, as usual, volunteers are needed for pretty much everything. Then we got to **Show & Tell...**

**Mike Greenshields** “inherited” one of the airplanes that **Randy Wilbur** had brought from Roland Boucher's collection. Neither Mike nor Randy were quite sure what the model is but Mike's pretty sure it's a later version of the **Leisure Wasp 05 Sport Plane**. That led Mike to wax nostalgic about the good old days when Roland operated Leisure Electronics. Mike also mentioned that Roland and his twin brother, Bob, co-founded Astro Flight and were pioneers in the development of electric motor systems for model airplanes.



**Randy Wilbur** brought along several airplanes and support equipment that had been owned by AMA Hall of Famer **Roland Boucher**. Randy talked about how Roland's wife contacted him after Roland passed away recently. Roland was actively involved with the Society of Antique Modelers and he left behind a big collection of airplanes, equipment, plans, etc. Most of the models have been modified for R/C assist since the field where he flew near his house allowed free flight, but models could not leave the area of field. All the old equipment sparked some fun discussion.



## February 2023 Squadron Meeting

**Larry Wolfe** has been making great progress on his 1:9 scale **Grumman F-9F Panther**. One wing is permanently attached and the other soon will be. Larry demonstrated how the model's internals are access by removing the top of the fuselage. He rigged two of the scale access panels so they release the fuselage top when squeezed together. He also talked about the detail he's including on the tip tanks, including the fuel dump area that's usually ignored by most builders.

He's finished developing the air inlets and can now finish the wing leading edges.

The finished model will be powered by a 90mm electric fan and should weigh in around 12 lbs. or so. Larry expects wing loading to be pretty high but that's the case with the full-size Panther also. The rudder has provided some challenges in that it's actually made up of a top and a bottom section that need to operate in tandem.

He expects it to be ready for Warbirds & Classics.



**Ed McCormick** showed his **RAF SE5a** project that he's been working on for several months. He got into the challenges of getting the colors just right and making the scale details. The model is pretty much complete and is now ready for balancing and testing. It should make an appearance at Warbirds & Classics.



## February 2023 Squadron Meeting

**Jaime Colley** has been working on his scratch-built **Fokker D.VIII** for several months and has been sharing his progress regularly. He described the challenges of masking and hand-painting the German camouflage. He talked about how pretty much everything on the model was either handmade or 3D printed, including the wheels, cowl, tailskid, motor mount and other bits and pieces. Traditional materials include balsa, lite ply, piano wire, and foam. There are still lots of details to be added (e.g., dummy engine, Spandau machine gun, strut fairings) but he wants to get past the first flight before he continues adding details (and weight).

He indicated that the model had been balanced and is just about ready for a first flight.

*[ed. note: At the February meeting, Jaime showed that he had just about finished his model. By the time this newsletter was prepared, he'd flown it. See Page 16 to see how that turned out.]*



## Here's Something You Don't See Every Day...

During a lull in the recent storms, I thought it would be interesting to drop in on **OCMA Field** to see if the snow line had dropped that low. It hadn't but it was still a beautiful sight. Check out these pics...

Saddleback Mountain from El Toro Road just east of CA-241.



In case you've never seen Irvine Lake when it's filled up.



What OCMA Field looks like when it's had plenty of water.



# JAIME COLLEY'S FOKKER D.VIII BUILD

by Jaime Colley

*[ed note: We've been watching Jaime Colley's progress on his scratch-built Fokker D.VIII for the past several months. Jaime recently got all the pieces organized and flew the model for the first time. Here is his update on the final steps and that first flight.]*

OK, so I finally got the Fokker D.VIII flight ready; the servos are connected to their corresponding control surfaces, the speed controller is connected to the motor, the 12x6 propeller is has been balanced, all screws have been trice-checked and secured in place, the flight surfaces all move freely, the landing gear tires spin without binding, the airplane balances well with the flight batteries in place, and the battery hatch is secure. Everything was ready, now I just needed a break in the weather; no rain, and no 20-30 mph wind.

Finally, Friday morning dawned into a perfect day. The temps were mild (mid 60s), the winds were light 2-3mph from the south, and the local park had had a couple of days to dry out and the grass was nice and short. I charged up two 2600 mAh 3S batteries, grabbed the Fokker, and the radio and headed off to see if all my work would pay off. I was a little concerned because the airplane came in about 1/2 pound heavier than I'd hoped; at 3.5 lbs the wing loading is about 1.4 lbs per square foot, which is about 50% heavier than most of my other airplanes; well, I guess I couldn't turn back now.

I got to the field. Got set up. Re-tested the controls to make sure they were moving in the right direction. Tugged on all the flight surfaces to make sure they were secure. Did some taxi tests to check out the ground handling; it was OK, not great. I guess there is only so much you can get out of a tail dragger dragging a stick out the back. Took some pictures for posterity. ...and then I ran out of excuses.

I pointed the airplane into the wind, mentally crossed my fingers, asked for a bit of heavenly help, and I gave it the gas (Joules actually). After a short run (about ten feet) the tail came up and I got on the rudder to keep it tracking straight; it wasn't hard to do, it has good rudder authority. At about 75% throttle, it had picked up enough speed that I felt comfortable pulling up on the elevator, and the little Fokker started to climb very nicely. Once it'd climbed to about 100 feet I started a shallow turn to the left, and it showed me that the wing's flat-bottom airfoil would require rudder to counteract the aileron's adverse yaw.

Even though it flew heavy (as expected) It turned out to be a delight to fly. Responsive, but not overly-so, it loops well, has great roll authority, and flies straight.





## Jaime Colley's Fokker D.VIII Build

The stalls (done at about 300 feet) demonstrated why you don't want to stall high-wing-loading airplanes close to the ground. The stall was abrupt, and the aircraft snapped violently to the right, right into the beginnings of a spin. I was able to stop the spin with opposite rudder, and by releasing pressure on the elevator. I lost about 30-40 feet of altitude before I was able to get back to controlled, level flight. After that eye-opening event I was careful to keep my speed up, particularly during the turn final for landing. I spent the rest of time aloft exploring the aircraft's performance envelope; it did chandelles, Immelmans, Cuban eights, snap rolls, barrel rolls, wingovers, very well, but it had problems with inverted flight. (The airplane may be a bit nose-heavy, or the fat, flat-bottomed airfoil doesn't work too well upside-down) so axial rolls were not so pretty.

As I said, the airplane flies a bit heavy, so I next spent some time practicing the landing pattern and approach. Turns out the little plane keeps its energy quite well. It is easy to set up a good glide path by throttling back during the approach to landing, but the approach tends to be quite flat. On my first landing attempt, I started a bit too high, and the airplane flew about 60 yards at the height of my head, and I finally had to go around because I was running out of field. On the first couple of actual landings (not low-level fly-bys) I over-compensated and I flared too early, which resulted in "compromised" steering capability when on the ground, ending with an unceremonious, and humbling, nose-over. Luckily, the turf was soft, and the airplane is pretty strong,

so the only thing that happened was a bit of mud on the cowling, which was easily wiped off. I finally got the landings right, by keeping the speed up during the approach, flaring only enough to touch down on the front mains, and letting the airplane roll (for quite a bit of distance) until the tail settled down by itself (Success!). Even though the grass was a bit tall, I was able to taxi back from the successful landings, so the shock-absorbing tailskid spring seems to be doing its job.

All-in-all, I am quite happy with the results. I know that as long as I keep the speed up, the airplane will fly well, and (bonus!) I managed to not break anything on maiden-day, woo-hoo! Now it's time to start work on the scale details like pilot, guns, dummy engine, strut fairings, etc., but I need to be very mindful of the added weight. It looks to be an interesting time ahead. I'll keep you posted.

### Final Specifications

Wingspan: 48in

Wing Area: 359 sq.in

Flying Weight: 3lbs 8oz

Flight Time: 5-6 min

### Power System:

3S 2600mAh Battery

Tempest 3515-740 Kv motor

Tempest 60 A ESC

12x6 Wooden Prop

Avg Current Draw During Flight: 19A

Avg Power During Flight: 228W

Max Current Draw: 30A

Max Power: 360W



# A DAY AT THE FIELD

**Jaime Colley** flew his **Messerschmitt Me 163 Komet** at the Squadron Fly Day. This is a *very* fast model and it's hard to get pictures of it in the air. The 36" model weighs in at just under 2 lbs. and Jaime says it's a handful, but a lot of fun. A cool feature is that the landing gear drop from the airplane after takeoff (just like the full size airplane).



While not *technically* a scale model of a full-size airplane, **Randy Wilbur's** Hangar 9 **Ugly Stik** has the distinction of being the ugliest Stik known to exist. On the other hand, it *is* a 50% enlargement of the classic Ugly Stik so that may qualify it as a "scale" model. This particular model has been through a few lifetimes as a club trainer and daily driver for an untold number of pilots.



## A Day at the Field

This was the day MC Li flew his **Republic P-47 Thunderbolt** for the first time. MC built the Jug from a Top Flite kit. It has an 84" wingspan and MC says the **Zenoah G62** engine benefitted from "the Tim Cardin Touch" and runs much better now than it did when he was testing it. The Chinese markings represent one of the aircraft that was flown during the Chinese Civil War following WWII.



Ed McCormick attempted to fly his **Fairchild PT-19 Cornell** trainer. Unfortunately, the engine gods wouldn't allow it and it remained grounded for the day. Ed did his usual terrific job in building and finishing this impressive model and it's too bad it didn't get any air time.



## A Day at the Field

**Harry Middleton** loves large WWII warbirds. This day he brought out his **Grumman F6F Hellcat** for some trimming and testing. While the day ended badly for the Hellcat, Harry put on a terrific one-man air show. Harry built the model from a set of Zirolì plans and a short kit from Kit Cutters. It carries a 94" wingspan and he's flown it (off and on) for over a year.



This **Yakovlev Yak-130** was flown by **Martin Jensen**. The model is from Freewing and sports a 70mm EDF. Wingspan is 36" and flying weight comes in at about 60 oz. Martin has had the airplane for a year or so and he likes it a lot. He suggests that anyone considering it have at least intermediate pilot skills—particularly for landings which can get kind of hairy.



# MONTHLY MEETING NIGHT

**Monday  
March 13, Year  
7:00pm**

## The March 2023 Meeting is On!

What with planning for **Warbirds & Classics 2023** and all the upcoming scale events, there's a lot we have to talk about. This is going to be a busy meeting so come prepared to be informed! 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**

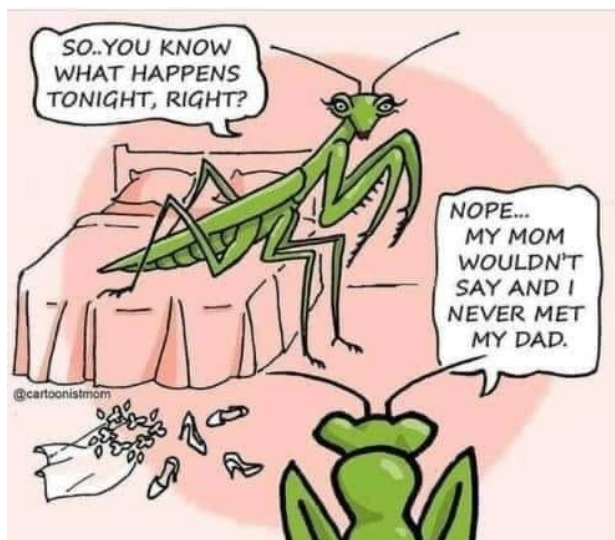
The Clubhouse is on the right about a half block past the school on the left.

# UPCOMING EVENTS

## Special Note Regarding Events

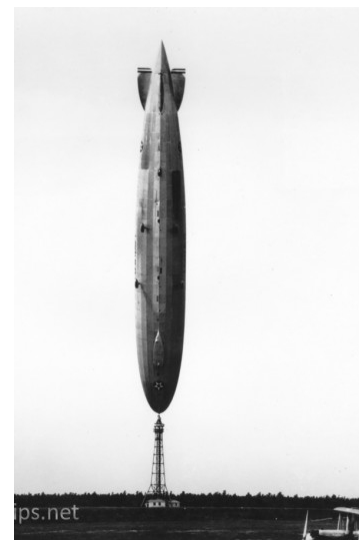
A list of upcoming scale events that are easily reachable from Southern California is included here. We encourage everyone to participate in as many of these events as possible in order to show support for clubs that have gone through the same difficulties that the Scale Squadron has experienced recently. 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	<b>U.S. Scale Masters 2023 Regional Qualifiers</b> 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 16-19, 2023	<b>Sun Valley Fliers</b> SVF Field Cave Creek, AZ	<b>Arizona Warbirds &amp; Classics</b> 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	<b>2023 Radio Control Expo</b> 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	<b>Arizona Model Aviators</b> Location TBD	<b>Gunsmoke USSMA Qualifier 2023 Scale Masters Qualifier.</b> Entry Fee: \$50 <b>Entry Fee Waived for First Time Competitors</b> 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](http://www.rseahwks.org))

Mar 31-April 1 "Gunsmoke" - Mesa, AZ ([www.oeaf.org](http://www.oeaf.org)) ([www.azmodelaviators.com](http://www.azmodelaviators.com))

Apr 26-30 "Top Gun" - Lakeland, FL ([www.franktiano.com](http://www.franktiano.com))

May 19-21 "2023 Spring Opener" - Othello, WA ([www.nwscale.org](http://www.nwscale.org))

June 16-18 "Mint Julep Scale Contest" - Rosewood, IN ([www.rosewoodrc.com](http://www.rosewoodrc.com))

June 23-25 "Field of Dreams Scale Rally" - Redmond, OR ([www.nwscale.org](http://www.nwscale.org))

July (pending) "British Columbia Scale Classic" - Kamloops, BC ([www.nwscale.org](http://www.nwscale.org))

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

Aug 4-6 "Silver Hills Scale Rally" - Athol, ID ([www.nwscale.org](http://www.nwscale.org))

Aug 25-27 "NWSAM Championships" - Wenatchee, WA ([www.nwscale.org](http://www.nwscale.org))

Sep (pending) "Fall Scale Classic" (pending) WA ([www.nwscale.org](http://www.nwscale.org))

Sep (pending) "Max Ficken Texas Scale Championships" - Ft. Worth, TX ([www.flygsw.org](http://www.flygsw.org))

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

**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](http://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](http://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](http://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](mailto:tdickey2@icloud.com)  
Asst. C. D. Paul Goldsmith 602-323-7753 [PT19Nut@aol.com](mailto:PT19Nut@aol.com)

[www.usscalemasters.org](http://www.usscalemasters.org) + [www.oef.org](http://www.oef.org) +  
[www.azmodelaviators.com](http://www.azmodelaviators.com)

## Advancing & Promoting the Hobby of Remotely Controlled Scale Miniature Aircraft

Many people from all walks of life find it fascinating to produce a miniature working replica of a full-size object, be it a doll house, sailing ship, or operating steam locomotive. In our case it is our passion for flying machines that motivates Scale Squadron members.

Today as scale modelers we pursue nearly every possible aviation subject with the confidence that not only will our project be successful, but that it may well outperform that of its full-scale counterpart.

Squadron members delight in the pursuit of authenticity for scale projects. This requires research and documentation of specific aircraft and their variants.

Many of the flying replicas thus created are of Museum Quality and our members take to the skies with these flying miniatures regularly and successfully.

On the other hand, not everyone wants to make a scale masterpiece. That's OK, too! Whatever pleases you is what counts. Whether you are kitbashing, volunteering at charity aviation events, or making molds from scratch for Scale Masters or AMA National Championship competition scale aircraft, Scale Squadron is a club that embraces all facets of scale aviation R/C modeling and the related community.

Scale Squadron Club Meetings are held on the

**second Monday of each month at:**

Green Valley Adult Clubhouse  
17215 Los Jardines West  
Fountain Valley, CA.

Meetings start at **7:00PM** and last about 2 hours.

Our meetings throughout the year include the usual club business as well as Member Show & Tell, Modeling How-Tos, Aviation and Industry presentations, and good ol' time social gathering to help enlighten and encourage our membership to push the boundaries in the art of Miniature Aircraft Replication. Visitors are always welcome. All members and visitors alike are encouraged to bring their latest scale models and projects!



# JOIN US!

## Membership Requirements

Membership in the Scale Squadron is open to all Academy of Model Aeronautics (AMA) members who are interested in safe formal and informal flying, including the research, building, and flying of Scale R/C Miniature Aircraft.

Membership Annual Dues are \$30.00 covering January 1 through December 31. Membership begins after verification of your current AMA membership card, your FAA Small UAS Certificate of Registration, and receipt of Scale Squadron membership dues.

The Scale Squadron Board reserves the right to deny or delay new membership approval.

## Membership Benefits

Membership in the Scale Squadron includes:

- ◆ A subscription to the *Scale Dimension* monthly online newsletter.
- ◆ Squadron membership card and name tag.
- ◆ Advance notice of scale aircraft events.
- ◆ Annual Holiday Banquet for members and one guest.

## Membership Meetings

Meetings are the second Monday of each month at 7:00pm. The December meeting includes the Annual Holiday Banquet and raffle drawings for anyone who presented a topic at any of the monthly meetings.

See the *Who We Are* section of this issue for details on the meeting location.

## How to Join

If all this sounds like something you would like to be a part of, you can join us in a couple ways:

1. See the last page of this issue for a membership application. Fill out the form and submit it along with the required supporting documents.
2. Use the [Online Form](#) on the Squadron's website to provide basic information and pay the membership dues. A copy of the online form will be sent to you via email. Print this out and submit it with the required supporting documents.

## How to Submit Your Application

All membership application submissions must include:

- ◆ A hard copy of the membership application form
- ◆ If the membership dues were not paid online then include a check for \$30.00 made payable to "Scale Squadron." Dues are not prorated if you join after January 1.
- ◆ A photocopy of your AMA membership card
- ◆ A photocopy of your FAA Small UAS Certificate of Registration

Mail these to:

**Scale Squadron Membership**  
PO Box 8074  
Fountain Valley, CA 92728

You will receive your membership card and instructions for how to obtain your key to the OCMA field by return mail in about a week.

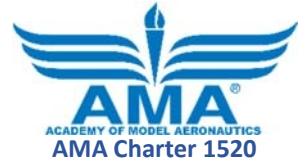


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



## MEMBERSHIP APPLICATION



Membership in the Scale Squadron is open to all AMA members who are interested in safe, formal, and informal flying, including the research, building and flying of Scale R/C Miniature Aircraft. Membership Annual Dues are \$30.00 covering January 1 through December 31. Membership begins after verification of your current Academy of Model Aeronautics (AMA) Membership Card and receipt of Scale Squadron membership dues. Membership in the Scale Squadron includes a monthly newsletter and Squadron name tag. Meetings are the second Monday of each month at 7:00pm.

NEW  RENEWAL  Recommended by \_\_\_\_\_ DATE \_\_\_\_\_  
Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip Code \_\_\_\_\_ -- \_\_\_\_\_ Email \_\_\_\_\_ Birthday \_\_\_\_\_  
Home Phone \_\_\_\_\_ Work \_\_\_\_\_ Ext \_\_\_\_\_ Mobile \_\_\_\_\_  
AMA# \_\_\_\_\_ FAA \_\_\_\_\_ USSMA \_\_\_\_\_ FCC/Ham \_\_\_\_\_ EAA \_\_\_\_\_

### MODELING INFORMATION

Years in R/C \_\_\_\_\_ Modeling Level: New  Intermediate  Expert  Need Help

Interest Area: WW1  WWII  Golden Age  Civilian  Vintage  Jets

Private or Commercial Pilots License & Type Rating \_\_\_\_\_

Are you interested in Scale Competition? Yes  No  Would Require Assistance

How did you hear about the Scale Squadron? \_\_\_\_\_

### GENERAL INFORMATION

Meeting Preferences. Check all areas that you would like to see at the monthly meetings

How To  Videos  Guest Speakers  Scale Techniques  Scale Contest Prep

Your Ideas \_\_\_\_\_

Would you be willing to assist at Scale Squadron Events? Yes  No  Maybe with Help

Registration  Gate  Flight Line  Judging  Scoring  Cooking

Comments \_\_\_\_\_

NOTICE: This information is only for the Scale Squadron Data Base and will not be shared or sold to any outside agencies. Your information may be used in a Scale Squadron Membership Guide available only to paid members.