

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



Founders of the  
US Scale Masters Championships

# SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California



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## On the Cover

1. Gee Bee Super Sportster Model Y flown by Chris Bruno in a smoke-on pass at PVMAC Field.
2. Lyndon Peats' North American P-51B Mustang about to touch down.
3. Travel Air Type R Mystery Ship flown by Robert Stanley at the 2022 Warbirds & Classics.



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**Mike Greenshields**  
Commander

**Hi, Everyone!**

We're all getting ready for the most stupendous, exciting, mesmerizing event to top all events... **Warbirds & Classics 2023**. I know you're all getting some planes ready to fly, getting our registration, banquet, and shirts reserved, so we can all have a blast that weekend... let us not forget there will be work to do too. I hope Warbirds & Classics and our illustrious leader and CD, **Randy Wilbur**, can count on **you** to volunteer!

It's fun, it'll be a great weekend, and Wow! preregistration is booming! So, get your pilot registration going! It's on the website and it's easy.

### **Builders' Wing**

**Eric Puchalski** wants everyone to check in and let us know where you are with your projects.

I'll be honest—mine is not as far along as I'd hoped, but with the event moved back to July there's a fighting chance I could have mine ready. From our list I know **Tim Cardin**, **Jaime Colley**, and **Joe Trama** have finished their planes. I suspect **Ed McCormick** will have his **S.E.5a** ready (or maybe he already has) considering it looked ready to fly the last time I saw it. Everyone else I think is somewhere between finished and where mine is which is a lot of wood not quite in the shape of an airplane yet.

If you've made progress on your Builders' Wing project or any new plane you're hoping to have ready for the Warbirds & Classics event, let's see it at the May meeting! I promise if it's not perfect or nearly done (as mine is), it'll still be *great* to see what you got. And if you miss this year's event, there's always next year!!!!

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

- ◆ **Mike Greenshields** - Saito Fly Baby Kit
- ◆ **Steven Penn** - Biplane Project
- ◆ **Tim Cardin** - Composite ARF P-47 Thunderbolt
- ◆ **Larry Wolfe** - Apache or Panther
- ◆ **Eric Puchalski** - Stinson SR9 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
- ◆ **Jerry Thompson** - Stinson SR9 Reliant
- ◆ **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

This list will need some adjusting and we hope to get updates at the meeting.

### **Next Meeting**

Next meeting is **May 8th** (2nd Monday) as usual. All good there and we hope to see *you* there!!!

### **May Squadron Fly Day at OCMA**

The May **Squadron Fly Day at OCMA** has been **MOVED** because the original date is Mother's Day. So, now it's on my wife's birthday **May 21st**.

My friends, it'll be good to see you Monday night and let's bring whatever we're working on and let's have a good time!

Meanwhile, there's still time so **build build BUILD!!!**

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



# EDITOR'S NOTES

**Happy May, everyone!** It was sort of looking like the rainy, cold weather we had through January, February, and March was just about wrapped up when in rolled another multi-day storm that dropped another inch or two (or three, depending on where you were standing) of water on everything.

While that cramped our flying a bit, it certainly didn't hurt the wildflowers, reservoirs, aquifers, and the water table in general.

And that reminds me of a riddle: If April showers bring May flowers then what do May flowers bring? (Answer on **Page 5**.)

I've been getting out to the field a bit more than in recent months and have, for the most part, found pretty good weather waiting for me. I would encourage anyone who can to make the trip to OCMA Field even if the weather isn't looking so good at home. I can't tell you how many times it's been gloomy and rainy in Lake Forest but by the time I get to the field, it's a perfect day for flying.

My mantra recently has been "When in doubt, just go fly." Worst case, you'll get to take a nice drive through that beautiful Santiago Canyon.

## Member Profile

One of my favorite things to do is to visit Squadron members at their workshops and see what inspires their modeling efforts and how they go about building and servicing their models. This month I was able to hang out with long-time Squadron member **Ed McCormick** at his shop at home. You can read the details starting on **Page 6**. But know in advance that I was seriously impressed and I'm definitely a fan.

## Road Trip!

Woo-hoo! We finally squeezed in a road trip. While Irwindale isn't exactly a glamour destination, the **MECA Swap Meet & Collecto** was a great day with lots of unexpected surprises. The emphasis of this annual event is engines and vintage kits and supplies. There is some scale stuff around but anything "scale" is incidental and certainly not a central theme.

I believe MECA members get together and handle some club business over the weekend but we were there strictly for the swap meet. And in that regard there was lot to see and a lot to reminisce over for old-timers. Check it out starting on **Page 8**.



**Eric Puchalski**  
Newsletter Editor

## Member Projects

This month we have not one, but two Squadron member projects: **Joe Trama** provided an overview of his nearly complete **Curtiss P-40 Warhawk**, and I have some updates on my **Stinson SR-9 Reliant** build.

As always, if you're in the middle of a build and you'd like to show it off to folks who read this newsletter, just drop me a line and we'll set up a time to get together. Your part of that process pretty much consists of letting me take pictures of your work you and telling me about what you're doing. I'll take it from there.

## Warbirds & Classics

I'm getting very excited about the upcoming Warbirds & Classics, and especially the Builders' Wing. I've actually been doing some serious building and I'm confident I'll have something to fly.

I hope everyone who signed up to build a new model for the **Builders' Wing at Warbirds & Classics** is well on their way to having a flying model. Remember that to qualify for the Builders' Wing the model has to *fly* at W&C but that doesn't mean it has to be *finished*. So if you're a little behind (as most of us seem to be), just focus on getting something in the air. You can finish the detailing and other bits after the event.

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

## Warbirds & Classics 2023 has Officially Taken Off!

Friday, July 7 through Sunday, July 9, 2023

We've got plans in the works, snazzy new artwork and **registration is open!** Here's the link to the event registration:

### [Warbirds & Classics 2023 Registration](#)

If you want to reserve a spot toward the center of the show, you'll need to act fast as many of those spots are already taken.

### We Have All the Stuff You've Come to Expect

- ◆ Reserved pit spaces.
- ◆ Flying all day Friday, Saturday, and as long as you want on Sunday.
- ◆ People's Choice Award with voting at the Saturday Noon Time Runway Lineup.
- ◆ Lunch and a mixer, dinner and get-together for pilots on Friday included with your pilot registration.
- ◆ Catered lunch on Saturday (Tacos, you know, 'cuz they're awesome) included for pilots.
- ◆ Donuts and coffee each morning for pilots.
- ◆ Saturday Night Banquet & Awards. Catered by Blakes BBQ (award winning caterer, darn good stuff).
- ◆ Lunch on Sunday for those who stay.
- ◆ Have an RV or Camper? Sign up for **free onsite dry camping** (no hookups).
- ◆ **Vendors Welcome.** Space is free but you will be expected to provide at least one prize for the raffle.

### 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. You know... no Ugly Sticks, etc. What we **love** to see is your latest scale project!
- ◆ We will fly a standard pattern so no hovering or other Freestyle/3D type flying.
- ◆ 3. 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 (no more than five pilots at a time)
- ◆ As you would expect, AMA membership is required and checked, OCMA safety regulations apply. OCMA rules do say there should be an FAA registration number on your plane somewhere. The usual stuff.
- ◆ 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, send fire trucks, and that would be bad for everyone.

Obviously we can't control the weather but early July in that 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!**

# A VISIT WITH ED MCCORMICK

by Eric Puchalski

We've all been watching Ed McCormick's progress on his recent **RAF S.E.5a** project. Recently, my excellent friend and fellow rabble-rouser, **Jack Guiso**, and I had the opportunity to spend some time with Ed in his shop and learned a lot about him and his approaches to problems and challenges.

We discovered that Ed has a pretty fascinating background. He joined the US Air Force shortly after high school and soon became a refrigeration specialist. It seems that was exactly what the USAF needed to manage the complicated refrigeration systems required to support things like Minuteman Intercontinental Ballistic Missiles. Ed spent a couple years in underground bunkers in North Dakota and other places until he was *way* too tired of being cold all the time. Then he heard that they needed refrigeration experts in Vietnam. So, you guessed it, he volunteered to hang out with the USAF in South Vietnam and see if he couldn't help cool the things that needed cooling. Around 1965, while in Vietnam he left the USAF but remained in-country as a contractor until it became a little too risky to continue.

Ed had dabbled with model airplanes when he was a kid (some free flight, control line, etc.) but didn't get seriously interested in flying R/C until the early 1980s. By that time his children were more self-sufficient and Ed had a little more "disposable time" to spend on hobbies.

From there, things just took off (so to speak).

I was very impressed with Ed's logical approach to problem solving. There are those who, when presented with an obstacle, will just start throwing tools or supplies at it until they get past it. Ed, on the other hand will usually take a couple steps back, look at several different alternatives, and spend a day (sometimes two) to make a rational decision. (Being retired for 10+ years possibly helps with this laid back approach.)

## The Shop

Ed is a builder. He's happy to follow instructions (when they make sense) but when faced with the odd situation, he's also happy to improvise and work with what he has. He'll order new, custom parts when necessary but his preference is to make do with what's around the shop and get on to the next step. His shop is laid out to support that building philosophy.

Ed works in a basic 1970s-style two-car garage. That means roughly 400 square feet of floor space. Many of us deal with the same constraint and work with in different ways. Ed built a "second floor" in his garage where he stores things like the kids' archives, Christmas decorations, the occasional extra model airplane, and the like.

Photo 1: Airplanes everywhere!



Photo 2: Ed & Jack in the background doing that *other* thing model airplane shops are used for: Enjoying the company.



Photo 3: Where the magic happens. Note that everything needed to build or service models is in easy arm's reach.

Photo 4: Here's Jack demonstrating the use of one of Ed's inventions: The "S.E.5 Rotator" (inset).



## A Visit With Ed McCormick

On the ground floor, everything is on wheels. This allows him to reconfigure the shop layout with minimum effort.

And tucked away in virtually every little nook and cranny are airplanes or airplane parts. Fuselages are sitting on custom made cradles, wings are carefully organized, and the occasional (small) complete airplane is hanging from the rafters. At first glance the overall effect is of one of those Chinese puzzle boxes where nothing moves until you move the thing in front of it. But Ed obviously knows the secret to getting at whatever he needs without having to dismantle everything to get there.

### Ed's Models

Ed wasn't really a "scale" modeler until he joined up with the Scale Squadron some years ago. Watching some of the master builders in the Squadron convinced him that there are very few "secrets" in this hobby and most any model can be built as a masterpiece with the right amount of patience and knowledge of materials. He's pretty much bought into the idea that there is no "finished" scale model and almost any model can be improved with a little more research and attention to detail.

Although Ed is a member of OCMA, it's a bit of a drive to get from Cerritos to OCMA Field so he spends a lot of time flying off the water at Huckleberry Pond in Anaheim. And, yes, that means a number of his airplanes are on floats. He flies off the water every Sunday when weather and personal commitment permit.

Ed has a *large* collection of airplanes. I didn't bother asking how many he thinks he has because I'll bet he wouldn't know without taking an inventory. They range in size from small electric foamies to an 80" **Fairchild PT-19** with a DLE-35 in the cowl. Types are mostly scale but there are a number of sport models and sailplanes in there as well. I asked Ed which of his airplanes is his favorite. He said he really doesn't have a favorite since they're all special in their own way.

At one point while talking about his models, Ed explained that the S.E.5a turned out "a bit tail heavy" (it required 4lbs of lead in the nose). I had to laugh when he attributed that to COVID. Here's how that logic works: He was mostly done with the model around mid-2022 but by then everything was pretty much shut down. So he kept looking at it thinking: "This needs just one more detail to be 'finished.'" By the time he had added the totally convincing spring-loaded tail skid, fuselage fabric lacing, and a number of other details, there was an unexpected amount of weight in the rear of the model. By that time, there wasn't much he could take out from behind the CG so he was forced to add weight under the cowl. Therefore, it's COVID's fault.

Photo 5: Ed was applying the markings and other nomenclature to the S.E.5a when we dropped in.



Photo 6: More airplanes. It may look a little jumbled but everything has a place, and everything is right where it belongs.



Photo 7: Jack and Ed... two great guys sharing stories and enjoying the day.



### To Sum It Up...

I've known Ed off and on over the past several years and have always found him to be approachable, congenial, helpful, skillful with his hands, and well informed. And, of course, he's also a very capable flyer. All those things combined made for a very pleasant couple hours hanging out with him.

No matter what your modeling interests or skill level, odds are you can get some tips from Ed.



# FIELD TRIP: MECA COLLECTO & SWAP MEET

by Eric Puchalski

It's been a while since I allowed myself to be coerced into taking a field trip with my own Muse of Mischievousness, **Jack Guiso**, so when a flyer appeared in my inbox for the **2023 Hobby Swap Shop & MECA Collecto**, I couldn't resist. (No, "collecto" is not a typo—that's what MECA members call a gathering of model engine collectors. "Collecto" is a Latin word that roughly translates as "collected" or "gathering." And that's your Latin lesson for the month.)

The flyer reminded me that MECA is the **Model Engine Collectors Association** while MECOA is the **Model Engine Company of America**. Two different entities, but closely affiliated. The Swap Shop was hosted by MECA but held at MECOA's factory and warehouse in Irwindale on Saturday April 8, 2023.

OK, enough background—let me tell you how it went. Jack and I are both fans of old-time modeling, including noisy, slimy, castor-oiled engines like our dads used to use. And there were plenty of those on display and for sale this day.

There were mountains of old kits, completed models (an awful lot of control line), some radio gear (vintage and contemporary), odds and ends, and lots and *lots* of engines.

A couple guys were selling off old and new tether cars. I never suspected this was still a thing until I got home and looked up "tether car" on YouTube. What I learned from YouTube is that competitive tether car racing is still popular and is *waaaaaay* more than what most of us played with as kids. The precision in the fabrication of the cars themselves is pretty amazing. Obviously a lot of skill and attention to detail goes into each one—especially the scale racers.

One thing we didn't see much of was electrics. Oh, there were a couple old can motors in old airplanes and an occasional newer model airplane with an outrunner but this was one event where the wet stuff outnumbered the electrics about 900 to 1.

Oh, and there was a raffle with lots of great prizes ranging from bundles of MonoKote to vintage engines and tether cars. We didn't stay for the raffle but later met up with some guys who won some really cool stuff.

The Scale Squadron's own **Steve Penn** was there and did a brisk business in models and engines out of his rolling warehouse.

Check out the photos on this page and the next to get an idea of what was available. These photos are



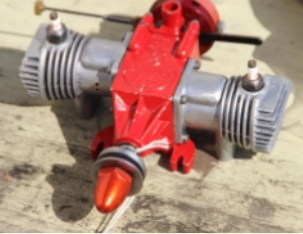
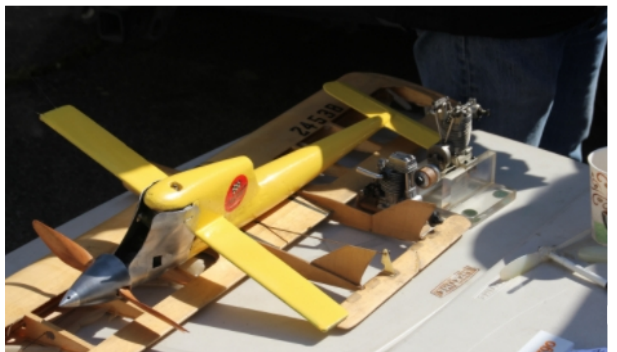
representative of what was going on but by no means cover all the sellers and items available.

All in all this was a great way to spend a morning. Everyone was friendly and ready to talk about modeling, airplanes, lost flying fields, and especially engines.

This is an annual event and if you can get away for a couple hours next year, I'd highly recommend you drop in and check out the memories.



# Field Trip: MECA Collecto & Swap Meet



by Dave Kadonoff

## Flying In a Safe Environment

This month's topic is: **Flying a Plane With a Changed Configuration.** (Direct from the "been there, done that" files...)

We have all had successful, and less than successful maidens. We have all seen updated parts for our aircraft come out and think, that would be nice to change out, we have added gyros just for the rudder or more surfaces, we have glued parts back together, we have exchanged servos, exchanged receivers, the list is endless. And while we do our best to ensure that the updates are functioning correctly and we understand them and what impact they will have on the flight characteristics, we sometimes miss things or misunderstand the full range of potential pitfalls that await us.

I have seen servos replaced with the next higher torque, but that extra gear slows the response *and* reverses the output directions. I have seen 30-minute epoxy used that wasn't mixed with the hardener, resulting in a sticky mess and loose horns at the field; loose prop nuts; wings coming off planes because of loose wing nuts; canopies flying off midflight; landing gear falling off; planes crashing because of discharged batteries being used again; incorrect CG of course; too high of a gain being set on a gyro causing extreme oscillation in flight.

But today's topic will be the use of receivers that include a gyro. Gyros, to me at least, can be a significant pain. Learning to program them, adjusting them, adjusting them on the ground, adjusting them in flight, using your radio or using a programmer, or using the buttons on the gyro, what a pain. But some modern receivers labeled SAFE Technology, for all their purported safety aspects can cause significant issues.

These receivers can be switched to Safe Mode, Return To Home Mode, or Loiter Mode. A gyro can fight you by leveling the wings so that you have to keep a turn input to keep turning lest



the gyro simply levels the wings when you release the side pressure. Loiter Mode will fly a circle around your location or the point where the battery was plugged in and return to home will go right back to where you plugged the battery in unless you know how to redefine the takeoff point.

Recently, a flyer experienced all of this while flying FPV in a plane for the first time. Although the pilot had flown this plane (a simple T-28) line-of-site, under the hood it felt very different in wing leveling mode. So the pilot switched to loiter mode. Naturally, it started to circle him, going behind the pits. Next came return to home mode which caused more confusion. Yes, the pilot had a spotter, but all this occurred moments after the spotter was distracted by another pilot asking him where the FPV plane was. By the time he looked back, he couldn't find it.

The point is, know what your modifications will do to the flight characteristics and handling of your aircraft as much as possible before you take it up after a significant modification!

Stay alert and stay healthy!

Stay alert and stay healthy!

**Dave Kadonoff, OCMA Safety Officer**  
kadonoffd@yahoo.com



# MAY 2023 SQUADRON MEETING

Attendance was a little light at the May meeting but **Commander Mike Greenshields** forged ahead and ran the meeting with his usual grace and professionalism. Mike took everyone through the usual business topics including considerable time discussing the upcoming **Warbirds & Classics**. Everything is coming together nicely due in part to the fact that this will be the 16th edition of W&C (so we've had lots of practice) and the willingness of people to step up and fill the volunteer positions. Mike again reminded everyone that anyone interested in helping should contact **Joni Whitsitt** or **Randy Wilbur**.

**Jaime Colley** brought in his **Fokker D.VIII** project which just keeps getting better. He talked about some experiments he's run with his 3D printer to make pilot figures, this included a completely hollow figure that weighed practically nothing but disintegrated when he picked it up. Since last month, he's mounted the Spandau machine guns, manufactured fairings for the cabane struts (3D printed, of course), added cockpit coaming, and embedded a tail wheel in the tailskid to help with steering on the hard runway at OCMA Field.

At this point, however, he's being very careful about adding details since (in his words) "Everything I add just adds weight."



I got to show the progress I've made on my **Stinson SR-9 Reliant** project. The parts count continues to amaze me. Due to the physical size of the model, the stab/elevators and fin/rudder assemblies will be removable, which will add some time to the empennage build. The empennage assemblies are now mostly complete but the work that remains will require a fuselage in order to fit everything together. So, work on the fuselage has begun and is progressing nicely. A lot of work up to now has been reworking things that were done by the person who started building the model some time ago but some new assembly is also under way. W&C 2023 is still the target for the completed model.



# JOE TRAMA'S P-40 WARHAWK PROJECT

*[ed note: After successfully completing his Grumman TBM Avenger Build, Joe Trama went to work finishing a Curtiss P-40 Warhawk that's been sitting on the shelf for a while. Here are some photos and comments from Joe on how that all went.]*

*by Joe Trama*

I have always liked P-40s and after watching the John Wayne classic *Flying Tigers* when I was young kid it became one of my favorite airplanes. Tower Hobbies had this one from **TopFlite** being sold as an ARF kit but uncovered. When I saw that I bought it right away. I didn't care for the camo finish on the covered version and I wanted to use the classic "Flying Tigers" color scheme instead (**Photo 1**).

The plane has an 86" wingspan and approximate dry weight is between 27.5 and 28 pounds. It's built up using mostly plywood and balsa. Split flaps were installed and a plastic cockpit kit was included (**Photo 11**). The pilot in the cockpit is from **Warbird Pilots** (**Photo 10**).

For the finish, I glassed it with 3/4 oz. fiberglass cloth and two coats of **West System** epoxy resin. If you look closely at **Photos 2 & 3** you can see the panel lines and rivets I made using a soldering iron and with a special tip that I also made. I fabricated access panels with .020 styrene and a small compartment for my switches and charging cables (**Photo 4**).

Final finish is **Testors** paint; olive drab for the top and aircraft gray for the bottom. Markings and nomenclature are from **Callie Graphics**. Everything was sealed using **Testors** clear spray paint.

Ignition is powered using dual LiFe batteries. For the receiver and servos I am using two **Spektrum** 2200 mah batteries and a **Smart-Fly BatShare** to provide redundant power. All servos are **Hitec**.

The model came with bent wire landing gear and cheap foam wheels. I decided to replace the landing gear with **Robart** pneumatic main and tail wheel retracts that were designed specifically for this model. I replaced the foam wheels with aluminum hubs and mounting plates and rubber tires, all from **Sierra Giant Scale** (**Photos 7 & 8**).

The motor (**DLE-55**) is mounted inverted in the airplane. I made a radiator screen for the front of the cowl using drywall mesh sand paper that I bought at Home Depot (**Photo 6**).

If all goes well, the airplane should fly soon. It will also be out at **Warbirds & Classics** in July.

Photo 1: P-40 fuselage in classic Flying Tigers livery.



Photo 2: Exhaust & cowl details on the unpainted fuselage.



Photo 3: Panel lines, rivets, and access panels on the rear of the fuselage.



Photo 4: Service bay containing charging cables, switches & air filling connector for the pneumatic retracts.



# Joe Trama's P-40 Warhawk Project

Photo 5: There's no mistaking the iconic "Flying Tigers" nose art.



Photo 6: Radiator screen at the front of the air scoop intake.



Photo 7: The Robart retracts and Sierra Giant Scale wheels were a necessary upgrade to the bent wire and foam wheels that came with the kit.



Photo 8: Retracts look like they were made for the model... because they were.



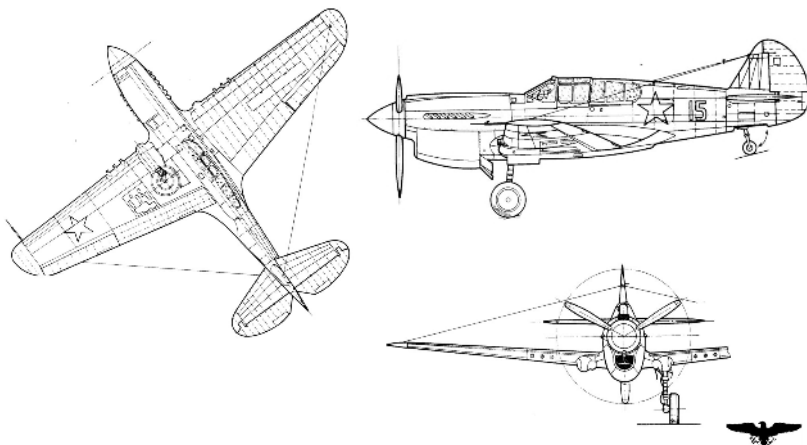
Photo 9: Markings and surface details on the left wing panel.



Photo 10: Warbirds Pilot looks right at home in the P-40's cockpit.



Photo 11: TopFlite provided a very nice cockpit kit with the model.



# ERIC P'S SR-9 RELIANT BUILD – PART 2

[*ed. note: This is the second in a series of articles where I'll show my progress on my Stinson SR-9 Reliant. I'm building this for Warbirds & Classics 2023 which is only about 60 days off. So there won't be too many articles. See the April newsletter for the first article in the series.*]

by Eric Puchalski

So, I got some bad news the other day: I spoke with my friend **Jack Guiso** who unfortunately agreed with me that there is no easy way to rebuild this fuselage without breaking the formers down into their component parts. We further determined that there is no way to rebuild the fuselage other than that described in the plans. That means splitting the upper and lower halves of the main fuselage formers and then building it much like an old Guillow's kit.

I put on my thinking cap and remembered that **Jerry Thompson** has an identical kit that he won at the **2022 Warbirds & Classics** raffle. (Just another reason to be at W&C 2023, right?) He was going to build it for this year's W&C but decided against it. I gave him a call to see if he would consider selling it. I explained that I wanted to use the fuselage parts to build a new fuselage and he graciously agreed to let me have the kit for a ridiculously low price (like, *free!*) that I couldn't refuse.

So the plan now is to build a new fuselage from Jerry's kit and use my kit for everything else. This will also leave me with one complete model and one mostly complete kit in case I decide to build another one. (Or rebuild parts of the flying one... Not that I anticipate any need for ever doing *that.*) Anyway, I picked up Jerry's kit and I'm looking forward to getting started on the fuselage.

## Empennage

Last month I had just finished construction of the stab, elevators, fin, and rudder. I still need to hinge everything and install hard points for control arms. I had a consultation with **Larry Wolfe** about how best to do that in order to get a more scale-looking installation than the plans describe. Larry provided some terrific guidance that I'll be implementing.

The next problem I need to solve is how to make the airplane just a bit more portable. It's a *big* airplane (for me, at least) with a 100" wingspan and 68" overall length. The wing breaks down into two panels and won't be a problem but the fuselage is longer than my truck bed. In order to make it fit, I'd like to make the tail pieces removable.

I'll do this by building everything up according to the plans but instead of gluing the stab and fin to the fuselage, they'll be bolted in place. This will take some custom fitting that I can't really do until I have a fuselage to fit things to.

Photo 1: Fin, rudder, stab & elevators will be removable for transport and service.



Photo 2: While the die cutting is mostly very nice, there are a number of places where the cuts don't go all the way through.



Photo 3: It required just about every weight I own to hold down the ribs for one wing panel while the glue dried.



Photo 4: After gluing the balsa parts of the ribs together, plywood doublers are added.



## Eric Puchalski's SR-9 Reliant Build – Part 2

I'm also going to wait to install the control horns until I have a fuselage to work with so, for the moment, I'm done with the tail section and will move on to the wing panels.

### Wings

Like the rest of the kit, the wings are built up from a number of subassemblies. Many of the die cut parts aren't cut all the way through, especially the balsa parts. I think this is because TopFlite didn't want things falling apart in the box before the builder got to examine them. What it meant to me was before I could punch a lot of the parts out of the balsa sheets, I had to sand the back side of the sheet to remove the last few thousandths of balsa to free up the part. Not doing that resulted in a lot of shredding around the edges (**Photo 2**).

I punched all the balsa and plywood parts out and made sure everything was there. Then I glued all the subassemblies for both wing panels together (**Photo 4**). Several of the inner ribs are mounted on a plywood and basswood box that holds the wing joiner tube. I made a jig to help ensure that all the doublers lined up with the holes in the ribs for the joiner tube box (**Photo 5**).

Because the model has a lot of parts that have to be built into subassemblies with complex shapes, I can't rely on accurate die cutting to ensure that everything fits. At this point I braced myself for a fun evening (or two) of sanding, fitting, test assembling, disassembling, and just generally making sure everything lines up with the plans. I found some relaxing Zen music (I prefer music with bubbling water sounds) helped a lot at this stage.

But eventually, I had everything looking pretty good and figured I could move on to the final framing of the panels. However, when I tried to do that with the left wing panel, I found myself refitting joints that I'd already finished, but when the whole panel came together, they weren't quite right.

The instructions also make some rather optimistic assumptions about the skill level of the kit assembler. There's one instruction that says *"Slide the joiner box top through ribs 2 through 7, then fit the joiner box bottom the same way."* Neither the plans nor that deceptively simple instruction indicate the level of adventure associated with this step. I worked at it for about an hour and 20 minutes and finally got the joiner box top installed—at the cost of three broken ribs. I started working on the joiner box bottom and it quickly became apparent that sliding the joiner box bottom into place was going to take more time and result in even more broken ribs than the box top. I even tried turning up the Zen music and switching from bubbling water to a waterfall and adding frog sounds. Finally, I gave up and took it all apart,

Photo 5: One of the main ribs having its plywood doubler installed using the alignment tool. The inset shows the alignment tool itself..

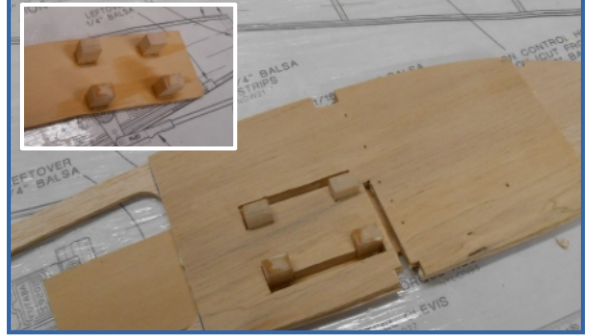


Photo 6: Formed parts and subassemblies required to build two wing panels.



Photo 7: Here's what the wing joiner box is supposed to look like when inserted through ribs 2 through 7.

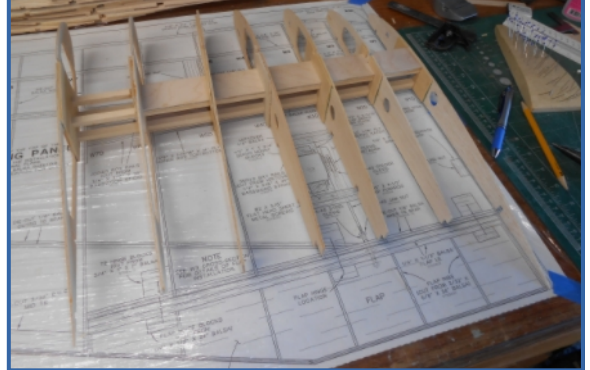


Photo 8: After following the assembly instructions, breaking 3 ribs & spending an hour and 20 minutes of my life that I'll never get back, here's all I had.



## Eric Puchalski's SR-9 Reliant Build – Part 2

repaired the damaged ribs, and redid it in a slightly different sequence. I finally got everything in place with a lot fewer broken ribs (**Photo 9**).

All that was for the left wing panel—I haven't even started assembling the right wing panel (\*sigh\*). Maybe that will go easier now that I have all this experience.

### Next Steps

I don't consider myself an expert on pretty much anything, but I do consider myself reasonably competent at building model airplane kits. Initially I had suggested this one was not a project for the faint at heart. I'm going to modify that to suggest that it's not for someone with beginner or probably even intermediate skills. I think you'll need lots and lots of projects under your belt before you tackle this one.

Next steps will be to get that right wing panel framed up and then add in all the other bits to complete the wings (i.e., sheeting, flaps, ailerons, hinges, servos, and all the rest).

Then it's on to that beautiful new fuselage.

I'll keep you posted. 🦅

Photo 9: Basic wing panel *finally* framed up.



Photo 10: Keeping my eye on the prize...



## And Now For Something Completely Unrelated to R/C Scale Modeling...



I recently spent \$6,500 on this registered Black Angus bull. I put him out with the herd but he just ate grass and wouldn't even look at a cow.

I was beginning to think I had paid more for that bull than he was worth.

Anyway... I had the vet come and take a look at him. He said the bull was very healthy, but possibly just a little young.

So he gave me some pills to feed him once per day. The bull started to service my cows within two days—all my cows!

He even broke through the fence and bred with all of my neighbor's cows! He's like a machine! I don't know what was in the pills the vet gave him... but they kind of taste like peppermint.




# APRIL SQUADRON FLY DAY AT OCMA FIELD

By Eric Puchalski

Back in January, **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 lunch in the afternoon. So far there have been three of these special days on the Sundays following recent Squadron meetings.

**There will be a change for the May Fly Day as the regular date (May 14) falls on Mother's Day. The May Squadron Fly Day will be Sunday, May 21, 2023.**

Squadron members are encouraged to show up any time between 10:00am and 2:00pm. (But you might want to get there before noon when lunch is served. Sometimes people come back for seconds.)

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 and expertise at these Fly Days so why not come out and take advantage of it? 



**01:** Ed McCormick checking out his grandson, Sebastian, on Ed's 80" Fairchild PT-19. Sebastian is pretty early in the learning stages of flying R/C but he couldn't have a better instructor.

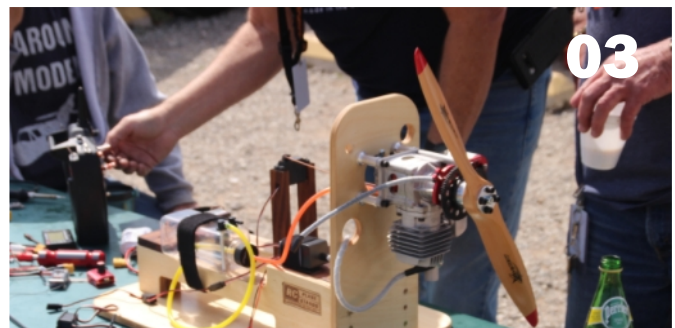
**02:** Attendance was a little light at any particular moment but over the course of the day, about 10 pilots showed up and shared the shade.

**03:** Glen Hackler was breaking in a new engine on a custom engine test stand that he built. Glen is the owner of **RC Plane Stands** and produces some of the finest model airplane stands available. As nice as this engine stand is, it's a prototype that he designed on the fly and he's not sure it will ever see production.

**04:** This is what it's all about... just hanging at the field with the gang. (Ron Grater photo)

**05:** Mike Greenshields & Ron Grater with Ron's **Big Stik** that finally had a chance to fly, thanks to Mike's assistance with the engine. (Ron Grater photo)

**06:** It seemed like OCFD was up and about most of the day. But that probably was only because it was such a beautiful day and no one wanted to give up any air time.



# MONTHLY MEETING NIGHT

**Monday  
May 8, 2023  
7:00pm**

## The May 2023 Meeting is On!

There's a lot going on right now and there will be a lot of discussion at the May meeting. With Warbirds & Classics only 60 days away we have a number of loose ends to talk about and tie down. There's also the Builders' Wing that will be part of W&C and we're hoping for updates on some of those projects. You won't want to miss this meeting!

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 BC, Canada. A complete schedule is provided on the next page.
June 3-4, 2023	<b>Pearl Harbor Aviation Museum</b> Honolulu, HI	<b>Flight Adventures &amp; Biggest Little Air Show</b> Mark your calendars for an action-packed weekend at the Pearl Harbor Aviation Museum! Flight Adventures is back, with the return of the highly anticipated Biggest Little Air Show. Don't miss out on a weekend of excitement for the whole family! Kids can partake in the flying experience with our Radio Control (RC) Training Program. Additional STEM activity booths will be available for more family fun. Visit our website to learn more about these activities.
Jul 7-9, 2023	<b>Scale Squadron of SoCal</b> Irvine, CA	<b>Warbirds &amp; Classics 2023</b> World-famous scale fun-fly. All types and sizes of anything that looks like a model of a full-scale prototype (no turbines or drones). \$40 pilot fee for any number of models. RV dry camping available with reservation. Fun, Food & Frolic!
Oct 12-15, 2023	<b>Tri-Valley RC Modelers</b> Santa Maria, CA	<b>10th Annual Central Coast Giant Scale Fly-In</b> 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	<b>RC Flyers Unlimited</b> Oakdale, CA	<b>RCFU Giant Scale Fly-In</b> 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](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)



## FLIGHT ADVENTURES FEATURING **BIGGEST LITTLE AIR SHOW**

### **WHEN**

Saturday, June 3 & Sunday, June 4, 2023

### **TIME**

9:00AM - 5:00PM HST

### **WHERE**

#### **Pearl Harbor Aviation Museum**

Mark your calendars for an action-packed summer weekend at the Pearl Harbor Aviation Museum! After four years, Flight Adventures is back, with the return of the highly anticipated Biggest Little Air Show. Don't miss out on a weekend of excitement for the whole family!

Kids can partake in the flying experience with our Radio Control (RC) Training Program – offered three times over the weekend. The program utilizes a unique simulator training program to help students learn to fly RC aircraft. Kids will then be able to test their knowledge of flight and fly an aircraft on the flight line with an experienced RC pilot. Additional STEM activity booths will be available for more family fun. Visit our website to learn more about these activities and how to sign your child up to participate in the RC Training Program!

# Scale Modelers, Pilots & Fans!



AMA Sanction No. 14535

## 16<sup>th</sup> 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](http://www.ScaleSquadron.com)

Contest Director: **Randy Wilbur** ([rwilbur@videotecheng.com](mailto: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](mailto:CDBarnes10@comcast.net) to register for this event.**



[www.trivalleyrcmodelers.com](http://www.trivalleyrcmodelers.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.

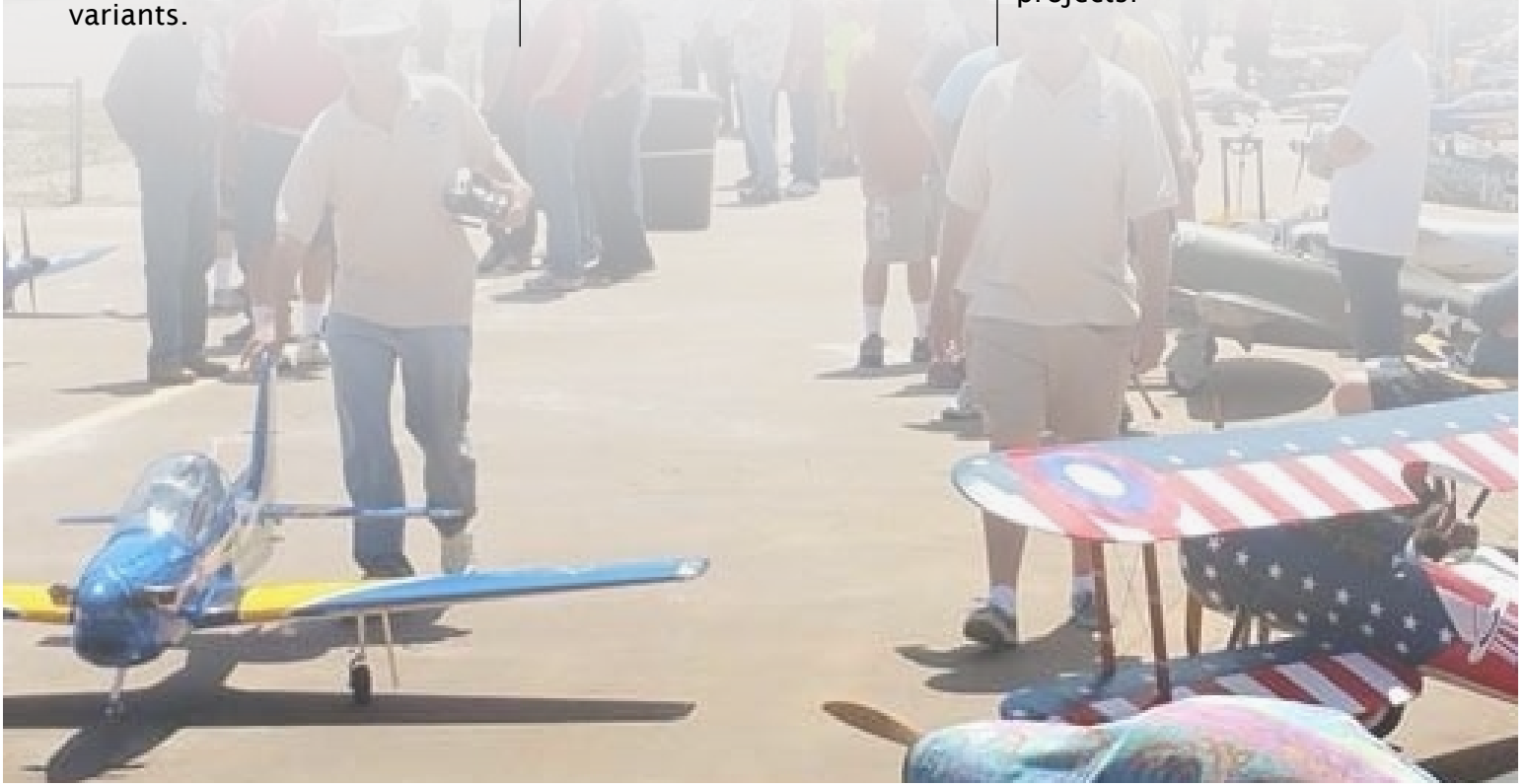
Scale Squadron Club Meetings are held on the

**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.

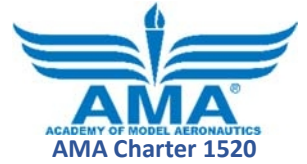


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.