

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California



Christmas Banquet Info
Page 7



Page 18

LTA North Hangar is Gone!

Page 15

Corona Municipal Airport

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INSIDE THIS ISSUE

- 03 Commander's View**
- 04 Leading Edge**
- 05 October Meeting Notes**
- 06 November Meeting Announcement**
- 07 2024 Christmas Banquet**
- 08 Safety Notes**
- 09 A Day at the Field**
- 12 Eric P's Piper Cub Restoration (Part 2)**
- 15 Field Trip: Corona Municipal Airport**
- 18 AMA Loses a National Heritage Site**
- 20 OCMA Field Gets a Face-Lift**
- 21 How To: Add Pilot ID to Your Model**
- 22 Documentation: Curtiss-Wright CW-21B Demon**
- 26 Upcoming Events**
- 26 Death by Polar Bear**
- 28 Who We Are**
- 29 Join Us!**
- 30 Membership Application**

On the Cover

1. Extra 330LX belonging to Jack Guiso on a low-level segment of his aerobatic dance.
2. Ron Pearson flying his Stinson 108 Voyager to a perfect landing.
3. On full afterburners, Robert Ventura launching his McDonnell Douglas F-14 Tomcat on another mission.



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Mike Greenshields
Commander

Hi, Squadron!

'Tis the season to be super busy! So mark your calendars:

- ◆ The **November Squadron** meeting is this **Monday the 13th**. In addition to our normal meeting agenda, this is the **Squadron Board election night**. This is also our last "regular" meeting of the year, so bring a project, let us know what you're working on, and any cool tips you might have to share.
- ◆ Our **November Squadron Flying Day** at OCMA Field is **Sunday the 19th** from 10:00am to 2:00pm. I hope you can attend!! Yes, I am aware it is the Sunday before Thanksgiving, which could mean a challenge for your time while you're completing all those Honey-Do's. But we'd sure love to see you out at OCMA Field!
- ◆ Our annual **Christmas Banquet** will be **Monday, December 11th**. Every Squadron member and an adult +1 is invited! See the flyer on **Page 7** of this newsletter for details. It's always a fun night and we hope you all can make it! *Please* RSVP to Joni. (You'll find Joni's phone number and a link to her email in the flyer.) We do need to confirm that you'll be there so we make sure to get enough grub.

- ◆ The final **Squadron Flying Day** of 2023 is **Saturday, December 2** from 10:00am to 2:00pm. This is a change from our regular Sunday after the squadron meeting but it coincides with the **OCMA Toy Drive**. So be sure to bring along a cool toy (or several) donation for the kids and get yourself and your keester, and your plane out to go flying, have fun, and do yet another good deed! OCMA will also accept cash donations in the event you forget to bring a toy.

I know the season is busy but these four events finish off our official year and I truly hope you can attend and enjoy all of them.

With that said there's nothing but goodness coming in 2024:

- ◆ First, the **2024 Builders' Wing** is off and running with projects galore. I hope you're getting your project going, we'd love to see it at a meeting.
- ◆ Second, **Tim Cardin** and the team are working on a date for **Warbirds & Classics 2024** putting us on a good schedule to get ready for another fun event.
- ◆ Third, **How-To's, Tips & Tricks** are being planned for every squadron meeting in 2024. If you have suggested topics, challenges you want to share, or a tip or trick you want to present let me know. For each meeting we will have an official presentation along with any impromptu items you want to share! Let's share and grow as we build that next project!

That's a *lot* of hobby goodness! I hope you get fired up!!

Wishing you all a Happy Thanksgiving, a Merry Christmas, and Happy New Year!

Happy Hobby Holidays,

Mike Greenshields, Commander
Commander@ScaleSquadron.com



Happy November, everyone! October was (again) a very busy month at Rancho Puchalski (fondly known by its residents as “Belly Acres”). I did make some progress on the Piper Cub, but not as much as I wanted. I’m still aiming for the end of November as a first (for me) flight date. Wish me luck on that.

Meanwhile, there’s lots going on. I hope to see you all at the November Squadron meeting (**don’t forget, we’re voting on 2024 Board members**) and at the field.

Loss of Tustin’s North Hangar

If you’ve been around SoCal aircraft modeling of any kind for more than a few years then you’re aware that the two blimp hangars at the former **MCAS Tustin** have been the site of dozens of modeling events. 71 years ago they were the flying venue for the indoor events at the 1952 AMA National Championships.

Today, one of the two hangars no longer exists. As of this writing there are still a lot of questions but with any luck, those will be resolved quickly. The gist of the story is that the North Hangar caught fire sometime during the night of November 6-7 and by the time OCFA arrived, things were too far along to be helped. You’ll find some details on **Page 18** but since the fire is not even out as I write this, the story hasn’t ended yet.

Meanwhile, life (and modeling) goes on...

Squadron Flying Day

The next Squadron Fly Day is **Sunday, 11/19/2023**. I hope you can make this date. You don’t need to bring a scale airplane—*just be there*. If you haven’t yet been to a Squadron Fly Day, you’ll be surprised at the casual format. If you *have* been to one of these, then you know how cool it is to sit around with Squadron members and folks from other clubs and swap stories about this terrific hobby. Oh, and there’s always Joni’s all-you-can-eat cheeseburgers, hot dogs, hot links, and some surprise sides for the unbelievably low price of **free!**

Christmas Banquet

It’s hard to believe but we’re already planning for the **2023 Squadron Christmas Banquet**. Don’t forget that this extravaganza is included in your membership dues for you and one adult guest. See **Page 7** for details.



Eric Puchalski
Newsletter Editor

2024 W&C Builders’ Wing

I don’t consider myself an “elite” builder but I *love* hanging out with those of you who are. I’ve learned so much over the past several years just by watching other scale modelers do their thing.

As a result, I’m a huge backer of **Mike Greenshields’** idea of a Builders’ Wing that’s tied to the annual Warbirds & Classics event. 2023 was the inaugural year for this and we had nine builders commit to actually *build* a scale model. While not all nine had something flyable by W&C 2023, all nine *did* make great progress on their projects.

Mike has already sounded the call for **Builders’ Wing 2024** and to date, the following have answered: **Larry Wolfe, Mike Greenshields, Eric Puchalski, Jaime Colley, Jon Perry, and Chris Madsen**.

Over the next several months, Squadron members will be asked to step up and build *something* that qualifies for the Builders’ Wing. This isn’t an extraordinary call since it’s what we’ve all been doing for most of our modeling careers anyway. So we’re expecting a pretty good turnout come next July.

Have a terrific Thanksgiving and I hope to see you at the Christmas Banquet.

A handwritten signature in black ink that reads "Eric Puchalski".

roadkill1954@gmail.com



OCTOBER 2023 SQUADRON MEETING

Commander Mike Greenshields was not able to make the October meeting but we forged ahead anyway. There was a lot of discussion on topics that included the upcoming Christmas Banquet, the Warbirds & Classics 2024 Builders' Wing, and nominations for the 2024 Board. We also talked about the idea of having regular scheduled presentations at Squadron meetings beginning in January, 2024. These presentations would run about 30 minutes and would cover topics like tools, techniques, materials, finishing processes, etc. The thinking is that if members are aware that an interesting presentation is coming up at the next meeting then they'll be more inclined to attend the meeting and bring a friend. Meeting attendance was a little light but there was still some **Show & Tell**...

Jon Perry picked up a giant scale **Consolidated PBY-5 Catalina**. At 108", Jon's model is about 1:10 scale. Based on the type of equipment that was installed in the model, Jon estimates that it's at least 20 to 25 years old. It needs a little work but overall is in great shape. The biggest challenge he has is that he doesn't have a set of plans for the mode and many components are built in and can't be accessed. This includes fuel tanks and control linkages. Jon will be repainting the model and adding more markings and nomenclature. It will be powered by a pair of O.S. FS-70 four-strokes.



Eric Puchalski brought his **Piper J-3 Cub** restoration project. He acquired this model from a friend and plans to fix all the broken stuff and use it as a trainer for his Stinson SR-9 Reliant when that's finally done. Wingspan is 105" and weight will be around 15 lbs. ready to fly. Power will be a 25cc two-stroke gas engine. The model is a 1:4 scale Sig kit that was originally built sometime in the 1990s. It's still pretty sound but has had some rough handling. Eric is documenting the restoration of the model in the newsletter beginning in the September issue.



MONTHLY MEETING NIGHT

**Monday
November 13, 2023
7:00pm**

The November 2023 Meeting is On!

This is our last “official” meeting of the year since the December meeting night is reserved for the annual Christmas Banquet. Remember that the November meeting is where we **vote on 2024 Squadron Board members** and you’ll want to meet the candidates before you cast your vote. And as long as you’ll be there, be sure to bring something for **Show & Tell**.

Keep in mind that visitors are always welcome so don’t be shy about bringing someone. Remember that **this is your last chance this year to receive a raffle ticket for your Show & Tell presentation**. Tickets are for prizes to be raffled off at the Squadron Christmas Banquet.

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.



It's Time for the 2023 Scale Squadron Annual Christmas Banquet!

- Date:** Monday, December 11, 2023 (our regular meeting night)
Location: Green Valley Adult Clubhouse (our regular meeting place)
6:00pm: Mixer
7:00pm: Dinner (catered by Stonefire Grill)
8:00pm: Awards Presentation & Raffle

So far, 2023 has been great year filled with lots of special highlights. Come join us for some Food, Fun & Frolic while we celebrate the past year & make plans for 2024.

Remember that the Christmas Party is free to all paid Squadron members and one guest. There will be a hosted bar with the traditional assortment of soft drinks and adult beverages.

We'd like to know how many to plan for so please RSVP to **Joni Whitsitt** (whitsittjo@gmail.com, 714-397-4046) or your favorite Board member.

See you there!



SAFETY NOTES

by Dave Kadonoff

This month's topic is;

Orientation & Paying Attention!

A wide variety of aircraft ply the skies at OCMA. And we are very fortunate to have the wide-open airspace and large boundaries that we enjoy. But we share that airspace with clouds, sun, mist, mountains trees and more!

Situational awareness is a challenge for a significant number of our membership. Age, bifocals, loud gas aircraft all contribute to potential loss of knowing the attitude and direction of our aircraft. This is typically exacerbated by flying farther and farther away and also very low or very high.

Keep your aircraft a comfortable distance for you to see, hear, and know its orientation for a successful and 'comfortable' flight. Use a spotter if you need to.

I recently spotted for a T-28 being flown in formation with another T-28. Both were FPV. The person I was spotting for lost visual with his plane, so he quickly handed me the transmitter. I wasn't sure which plane was which so I gently pulled back on the elevator, identified the correct plane and landed it.

Thankfully I was paying attention, (for a change).

Fly within your limitations!

Stay alert and stay healthy!

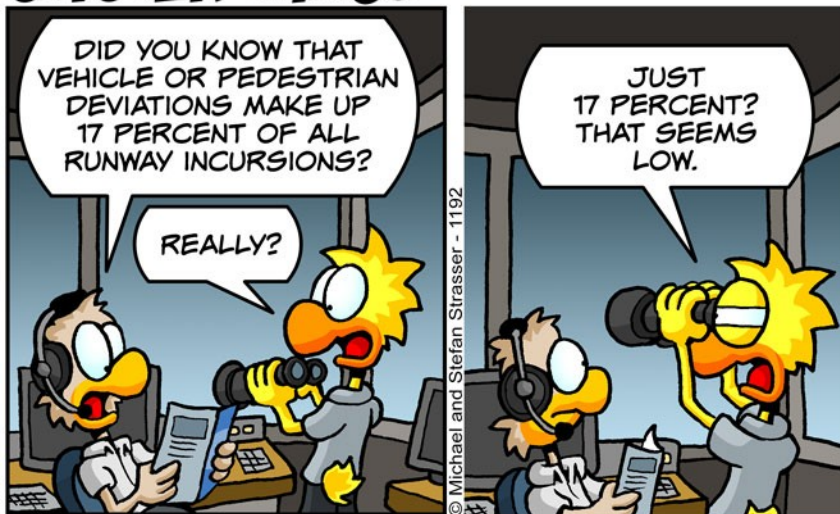
Dave Kadonoff, OCMA Safety Officer

kadonoffd@yahoo.com

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A DAY AT THE FIELD

Robert Ventura flies with the **Camarillo Flying Circus** club in Camarillo, CA. Here he brought out his **Bell AH-1 Cobra**. Robert built the Cobra from a kit but he provided all the scale detail, paint, markings, and cockpit details. He said he loves adding more detail than his models come with and that shows in the work he's done on the Cobra. Robert flies both rotary and fixed wing models.



Robert Ventura also brought out his **McDonnell Douglas F-14 Tomcat** EDF for a few laps around the field. (Check out those afterburners on takeoff!) Mike likes the Freewing model but he said you really need to keep the speed up as it stalls easily at low speed. Also, just like the movie, you want to avoid getting into a flat spin.



A Day at the Field

Another Camarillo Flying Circus flyer is **Chris Spangenberg** with his **Lockheed T-33 Shooting Star**. Chris is a master builder whose interests primarily run toward large-scale WWI and WWII warbirds. He also enjoys flying & the T-33 offers an opportunity to get out & get some stick time with a scale model without the commitment required for a large gas-powered warbird.



Anand Patel was out one day with his **Messerschmitt Bf 108 Taifun**. He has had this model for a while & is still working out the kinks. The 63" wingspan model is powered by an **O.S. Alpha Series** .72 four-stroke, which leaves it a bit underpowered. This model started out as a VQ ARF but Anand has added a ton of detail, markings, and other work that makes it unique.



A Day at the Field

Jack Guiso brought out his **Extra 300LX** giant scale aerobatic model and put on a one-man airshow. The 90" wingspan model is powered by a **Desert Aircraft DA-60** swinging a 23x8 wood prop. Jack really likes the model but says engine vibration has been an issue that he only recently resolved. After around 30 flights, Jack says the model flies beautifully and is easy to fly.



Ron Pearson was out one day with his **Stinson 108 Voyager**. Ron says he doesn't quite recall when he acquired the model or how old it is but he does know that it's a very docile, forgiving flyer and all around great airplane. The model originally came from E-flite and has a 51" wingspan. Ron gets 10+ minute flights out of it if he flies it in a scale manner (which he always does).



ERIC P'S PIPER CUB RESTORATION - PART 2

by Eric Puchalski

I think I've settled on a color scheme for my J-3 Cub (right). This will replicate the colors used on a Cub that was active with the **U.S. Navy** sometime during WWII and is currently residing with the **Commemorative Air Force's French Wing**. (Who even knew the CAF *had* a French Wing, but there you go.) The color scheme does not appear to be an official Navy scheme but it *is* an official CAF scheme so I'm going with it. While the Navy did use Cubs (their designation for the Piper Cub was **NE-1**), they were painted in a more Navy-like blue and gray scheme.

I can't find a lot of information on this particular aircraft but I did find a bunch of photos (which I can't verify as 100% accurate) showing some pretty cool markings. A couple videos produced by the CAF French Wing and the little bit of information from other sources has convinced me that it exists.

Restoration Strategy

If you've ever rebuilt an airplane that's been touched by more than a couple people doing repairs, you'll know what I mean when I say: I spent a lot of time picking glue out of places where it shouldn't have been, removing oddball blocks and bits that didn't need to be there, and trying to figure out how to make new parts based on the outline of what was left of the existing parts. All in all, it's a very satisfying activity.

When doing repairs on a broken airplane I prefer to begin with what I think will be the most complex of the repairs. That way I don't have a lot invested in the event "complex" becomes "impossible." In this case, I think it's that wing joint that's going to cause the most trouble, so that's where I'll begin.

Repairing the Wing Joint

The first job was to figure out what was up with that front main spar (**Photo 1**). I don't have a set of plans for this model so I had to open a hole in the sheeting on the bottom to take a look. What I found was that OB (Original Builder) used white glue to build this airplane and used a *lot* of it. That made removal of the main spar a challenge since the white glue has dried rock hard. I tried several approaches and finally resorted to a heat gun to soften up the white glue enough that I was able to pry out the spar in a few pieces (**Photo 2**).

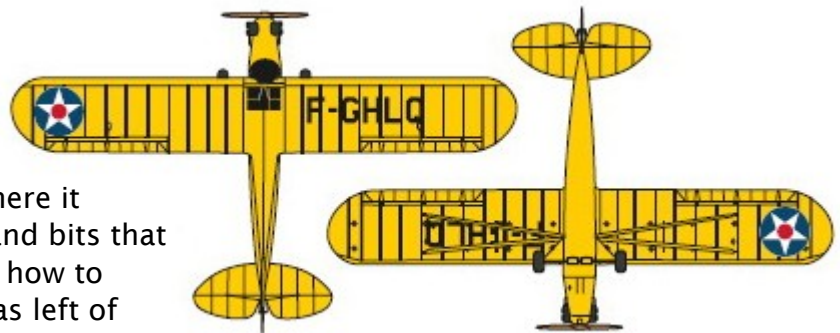
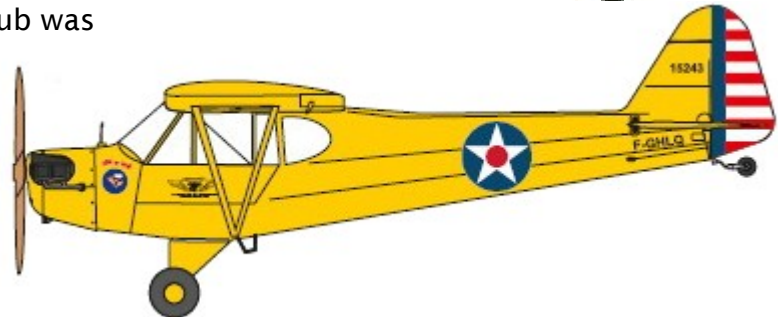
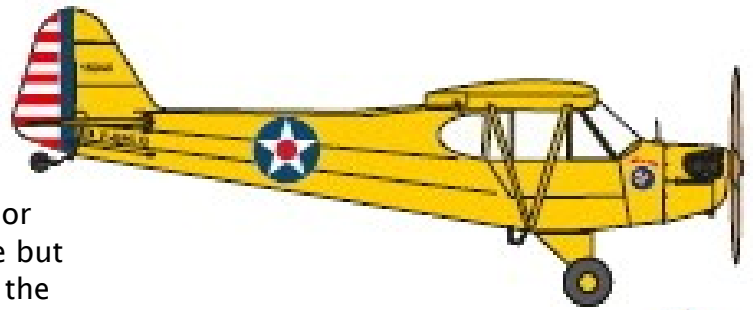


Photo 1: The main spar had been broken and was clumsily repaired. It needed to come out.



Photo 2: After opening the bottom wing sheeting I was able to wrestle the remains of the spar out of the wing without causing even more damage.



Eric P's Piper Cub Restoration Project - Part 2

While test fitting the panels I was unable to get a neat fit of the right panel to the center section (**Photo 3**). I figured this was probably due to the end rib having come loose from the wing panel. I removed a couple inches of the top sheeting to get to the inside of the end rib (**Photo 4**). It's a good thing I did since not only had the end rib come loose from the spars but the end rib (which is made from 1/16" plywood) had delaminated (**Photo 5**).

My dad told me that 90% of gluing is clamping and holding things in place until the glue dries. Repairing the end rib was easy enough but figuring out how to hold everything in place was a bit of a challenge. I finally came up with an arrangement of clamps and pins that did the trick (**Photo 6**). I then added a few gussets to help things stay in place in the future (**Photo 7**). After resetting the end rib, the wing panel joint was much more presentable. I think some additional shimming will be required to make it completely straight but I'll worry about that when I put the sheeting back on.

What's the Dihedral Angle?

Dihedral became an issue because it turns out the full-size J-3 has a tiny little bit of dihedral. I'm astonished that such a what should be a fairly common well-known fact is still disputed among Cub aficionados. Most Cub models seem to be built with a flat wing since it simplifies things. But my model has a little dihedral built-in. Whether that's scale or not I'm going to go with it so I won't have to rebuild the left wing panel.

Out of curiosity I wondered what the dihedral angle of the model is in degrees. The amount of dihedral is only 3/4" at each wingtip and the wing panels are 50" long. Determining the dihedral angle in degrees required using some math that's far beyond the capacity of my knowledge base. So I asked one of my kids to figure it out. He came up with just over 1° for each panel. Sounds good to me.

That's About It For October

So, that's about it for this month. I would have liked to be farther along but retirement is keeping me much busier than I ever thought it would.

The next step will be to build a new set of wing struts from shaped aluminum tubing. I want to do that before I permanently install the new main spar and button up the wing sheeting. The struts hold everything in place and aligned so their construction is critical. But I'll need to do a couple things to the fuselage first.

I'm still aiming for the end of November to have everything back together and flying. We'll see how that goes.

Photo 3: There were some serious structural issues inside the right wing panel. The previous owner apparently tried to solve them using packing tape over the wing joint.



Photo 4: Removing the top sheeting revealed a pretty sparse structure with no reinforcing. Little wonder that end rib worked itself loose.



Photo 5: Not only was the end rib on the right panel not connected to the rest of the wing but the plywood itself had delaminated. It appears the struts were doing all the heavy lifting.



Photo 6: Reattaching the end rib to the right wing panel.



Eric P's Piper Cub Restoration Project - Part 2

Photo 7: Added some gussets to help transfer some of the load to the stringers in the wing.



Photo 8: Some of the parts I'm going to need to build the new flight struts.



Photo 9: This is one of the reasons why I'm replacing the struts.



Photo 10: Power plant for the reconstructed model: CRCC GF26i 2-stroke gas turning a 16x8 to 18x6 two-blade prop.



FIELD TRIP: CORONA MUNICIPAL AIRPORT

by Eric Puchalski

One day I was hanging out and thinking it would be nice to take a field trip when, out of the blue, my very best traveling friend and provocateur, **Jack Guiso**, sent a text and suggested that we go to **Aircraft Spruce** in Corona to pick up some supplies for Jack and his brother (another long story there). And, as long as we were up that way, maybe spend some time at **Corona Municipal Airport (AJO)**. Oddly enough, I'd been to AJO a month or so prior but it was just for lunch with a friend who isn't quite so aviation-minded as the rest of us. So I didn't have an idea of what the airport was really about and I jumped at the chance to go again. The lunch was very good on my first visit but we didn't have time to browse the tarmac or hangars. Lunch the second time around (a BLT, fries, and infinite iced tea) was also terrific and it *did* include a tour of the airport grounds.

So, lunch it was and then we were off to see what was out on the tarmac and in the hangars. Unfortunately, most of the hangars were closed (it was a Tuesday afternoon so we didn't find fault with anyone for being at work) but there was still a lot to see.

How to Get There

Take your favorite route to get to CA-91 toward Riverside and get off at Maple (6th) Street. Head north and east and follow the signs to the airport. It's pretty easy to spot if there's anyone taking off or landing.

What You'll Find

Unlike most other small airports, there are no museums, exhibits, gift shops, etc. The only tourist hot spot is the **Corona Airport Cafe (Photo 1)** where you'll find, amazing service, grilled everything, fries, and iced tea. (I'm sure there's plenty more tasty stuff there but I only had so much room to take home leftovers.)

Corona is different from most of the airports Jack and I have visited in that it's a lot smaller and seems to be



01: The **Corona Airport Cafe** has a perfectly balanced menu with all the major food groups: bread, bacon, fries, onion rings, biscuits, gravy, sausage, coffee, and iced tea. Pretty much something for everyone.

02: The Google Earth view of AJO shows the main runway with the grass runway just to its right (at the top of the image). The light buildings are hangars and there are a lot of them.



Field Trip: Corona Municipal Airport

restricted to prop-driven general aviation. There are no museums, exhibitions, memorials, or other points of interest that we find at most of our destinations.

Corona is an “uncontrolled” or “nontowered” airport. If you’re arriving by aircraft you should check the airport’s website for landing instructions, radio frequencies, and parking rates. Since we were arriving by car, we just drove through the main gate.

The layout of the airport is pretty typical for a small, general aviation airport in that there are both a paved and grass runway. There’s also a separate area for helicopter operations.

Accessing the Airport Grounds

AJO’s tagline is the “friendliest little airport in America.” I can’t speak to the “friendliest” part because I didn’t try to land an airplane there and we didn’t see any airport staff. (Although Jack did knock on the door of the airport manager’s office, which was closed.) But there certainly weren’t any impediments to us walking around just about anywhere we wanted to go. And the couple of aircraft owners we encountered were certainly friendly and happy to talk about their aircraft. But we didn’t go everywhere we wanted to go because some of the doors were locked.

Aircraft You Can Expect to See

When I said earlier that “there are no museums,” I should qualify that. Pretty much the entire outdoor tarmac *is* a museum. What surprised me is the number of general aviation airplanes that are just sitting around. Some of them appear to be airworthy but most of them look like someone parked the airplane and then walked away—forever. I’m hoping that the hangars hold a lot of treasures that weren’t on display when we were there, but that will be another trip.

Then there are the obvious restoration projects. These are the aircraft that are sitting on the tarmac, but missing parts such as engines, control surfaces, landing gear, etc. Some of these bring a tear to your eye as you look at them and think, “Man, if only I owned that airframe, I’d have it back in the air where it belongs in no time.”

In some respects this looks like a functioning municipal airport (which it is) and in others it looks like a boneyard. In either case, it’s well worth a visit for anyone interested in general aviation from the 1960s through recent times. You’ll find all manner of airframes from all of the major manufacturers in all states of repair (and disrepair).

So, would I go there again? Maybe... The BLT and iced tea were great. I’m not a general aviation fan so I might not be the right guy to ask, but if you’re looking for up close and personal access to a Cessna 172, or Mooney M20E, you can’t do better than Corona Municipal Airport.



03: The Airport Manager’s Office, conveniently located right across the parking lot from the cafe. We had a few questions for them but they were closed when we were there.

04: Jack, examining the rudder of N80PD and wondering why the control rods have been removed the the rudder is just flapping in the breeze.

05: One of a couple Cessna 337G Super Skymasters out on the tarmac. This one is operated by Wolfe Air Aviation and is used for air-to-air & air-to-ground cinematography & photography.

06: Jack, checking out the cockpit of a 1963 Cessna 336 Skymaster.

Field Trip: Corona Municipal Airport



07: Here's Jack again wondering why someone scraped all the paint of this old Cessna and then seemingly walked away from it.

08: .Not only was the paint scraped off the old Cessna but the tail surfaces were removed also. We can only hope they're out for restoration.

09: This **Mooney M20E** (N7176V) was built in 1974 and appears to be in flying condition.

10: Someone started working on this **1975 Smith Aerostar 601P** and seems to have lost interest. The airframe is missing engines, main landing gear and most of the interior, including the dash panel and all the instruments that should be installed there.

11: Missing parts, rust, and rotting interior show that someone has lost interest in this **Smith Aerostar**.

12: This beautifully restored **Taylorcraft DCO-65** (N22625) was parked right next to another Taylorcraft that's an obvious restoration project. Clearly there's some Taylorcraft love going on here.

13: There's probably *somebody* in the world who knows how to put the engines back in this **Beechcraft 60 Duke**.

14: Yes, as a matter of fact, that is Jack lurking in the shadows by the **Taylorcraft** restoration project. Jack is actually building a model of this aircraft and he was happy to get some photos for documentation.

15: This **1969 Beechcraft 60 Duke** (N21TR) looks for all the world like it's trying to take off. But that's a problem with no engines and a very tail heavy configuration.

16: AJO handles lots of general aviation traffic including, in this case, a **1972 Cessna 310Q** (N7658Q). Light aircraft and small helicopters fly in and out all day.

17: You don't see this kind of road crossing hazard every day.

18: A filling station for airplanes! It looks like this configuration will allow for up to four airplanes to be topped off at the same time.



AMA LOSES A NATIONAL HERITAGE SITE

[led note: Tuesday, November 7, 2023 was a sad day for devotees of aviation history. This was the day the North Hangar at the former MCAS Tustin was destroyed by fire in the middle of the night. The two hangars were originally built in 1942 and beginning in 1952, the North Hangar was frequently used for AMA indoor events. This includes the indoor free flight components of the AMA National Championships from 1952 to 1967. A number of national and world records for indoor duration were set and broken in the hangar. In 2006 it was named an AMA National Heritage Site. Although there hasn't been much model aviation activity there in recent years, there are a lot of fond memories and the view of the Tustin skyline will be forever changed. Rather than try to describe what happened, the following is the gist of an article posted by the Orange County Register on their website while the fire still raged.]

Firefighters battling blaze on massive North Hangar at Tustin Air Base

By Nathaniel Percy, Southern California News Group
Published November 7, 2023 at 5:39am

More than 70 Orange County firefighters battled a stubborn fire at one of two 17-story-high hangars at the shuttered Tustin Air Base early Tuesday morning, Nov. 7, authorities said, a blaze that will lead to the hangar's demolition. The cause of the fire—and where it began—were unclear.

Fire crews were called to the North Hangar in Tustin just before 12:55am and began attacking the blaze with a defensive strategy from outside the building, Orange County Fire Authority Capt. Thanh Nguyen said. No injuries were reported and firefighters did not believe anyone was inside the building when the fire broke out, he added.

When firefighters arrived, it the blaze was intense. OCFA Chief Brian Fennessy, at a news conference, said the fire was expected to stretch across the length of the hangar, which will ultimately need to be demolished. He said it could take a lengthy amount of time before the fire was out.

Fennessy said, "We expect the fire to continue...possibly until it gets to the other side of the hangar, and whether that be the end of the day, tomorrow, whether it stops at some point in between, we don't know. So at this point we're standing back, keeping people and firefighters away and we're watching."

"The biggest fear is collapse and getting our firefighters

North Hangar a couple days before this article was written.



Street view of the North Hangar before the fire.



Not the best color but here's how things looked shortly before dawn on November 7. At this point, OCFA was standing back as it was still too dangerous to get close enough to fight the fire.



By morning, half of the hangar had burned away and the fire was still out of control.



AMA Loses a National Heritage Site

injured,” Nguyen said.

Flames tore through the roof of the massive structure and there appears to have been a partial roof collapse. Early Tuesday morning firefighters said they planned to allow the hangar to collapse so ground crews “can move in closer and aggressively work to extinguish the fire.”

Firefighters at one point received assistance from helicopters, including a Boeing CH-47 Chinook, which can drop up to 3,000 gallons of water. Nguyen said, “It’s not a regular tactic to use a helicopter for a structure fire, but this is not a regular fire.”

“It was felt that perhaps—with our agency helicopter and the large Chinook—it was possible for us to maybe slow it down and maybe get our ladder trucks in close enough to be able to slow it down,” Fennessy said. “That was not the case, so we canceled them and returned them.”

Arson investigators were on the scene.


Tustin Mayor, Austin Lumbard, called it a sad day for the city and said the two hangars are more than just structures—they’re a major part of Tustin’s past and the region’s military history. Lumbard said that before the fire, a decision had not been made on the ultimate fate for the North Hangar. It was damaged by heavy winds in 2013 and since has been supported by two cranes.

“It’s just been kind of sitting there, damaged,” he said. “There’s community sentiment that wants to save the hangars, but it’s very, very cost prohibitive to repair those things and bring them up to commercial code.”

Lumbard said the city looks forward to collaborating on what ultimately will happen to the remaining hangar and the 85 acres surrounding it.

The hangars were built in 1942 as part of a network of West Coast military bases. They originally housed blimps that were used by the U.S. Navy to patrol California’s coastal waters. Later, they provided cover for military helicopters. They are two of the largest wooden structures ever constructed. They were named historic civil engineering landmarks in 1993.

The historic hangars have been featured in television and films, including “JAG,” “The X Files,” “Austin Powers,” “Pearl Harbor,” and “Star Trek.”

For some time, there were plans to raze the North Hangar and use the space to construct homes and a regional park, but plans never materialized. In August 2021, the City Council voted to scrap the park and maintain the site. 

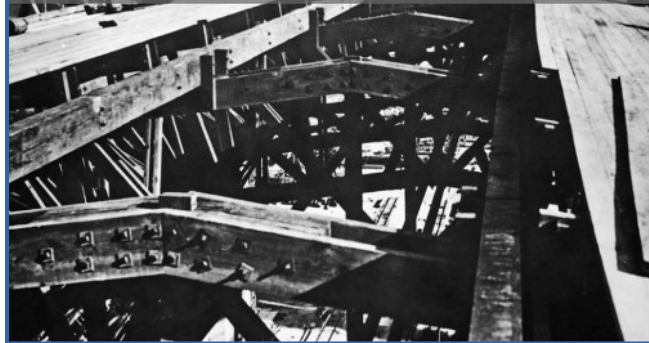
Another view of the inside of the hangar during the fire.



By Wednesday morning the fire was finally under control but the hangar was a total loss.



A section of the hangar roof under construction in 1942. All structural components were wood. That’s a lot of fuel for a fire.



One of the more practical uses for the hangar. This photo was taken during the Indoor Flight Expo hosted by Harbor Soaring Society in 2006.



OCMA FIELD RUNWAY GETS A FACE-LIFT

by Eric Puchalski

So, here's something we don't get to see very often. On Thursday, 10/12/2023, a crew of guys and a couple trucks loaded with equipment from **Premier Paving** showed up at OCMA Field. They were there to give the runway a face-lift.

They started by patching all those annoying little cracks that can catch small wheels and tailskids. Then they reslurried the entire surface *and* repainted all the lines. The impressive part is that they were able to complete the job in just one day.

The down side? We can't blame those ground loops on the runway surface anymore...at least for a while.

There were a few issues with some of the crack repair that had to be redone but all things considered, the runway looks great.

In talking with OCMA President (and Scale Squadron Treasurer) **Tim Cardin**, I learned that the reslurry needs to happen every couple of years or so. There's no specific timeline but given the typical weather in Black Star Canyon (hot, dry, and windy) OCMA expects to get at least two years, and sometimes three, out of a reslurry.

So, if you missed this big event, you'll have to wait until sometime around 2026 to see how it's done in person.

And if you see Tim Cardin at the field one day, be sure to thank him for doing such a great job of riding shotgun on the work to make sure it turned out perfect.



Premier Paving sent out a couple equipment trucks and a gang of experts to patch, slurry & paint the runway.



After patching the cracks (mostly) the guys went to work on the reslurrying.



Now, every time you taxi out or in, you'll know how they got those markings down in the "kill zone."



Patched and slurried and ready for paint.



Before the "Paint Striper Guy" (I'm pretty sure that's his official title) got to work, the "Chalk Line Crew" marked off all the lines with the longest chalk line I've ever seen.



All done and good as new!



HOW TO: ADD PILOT ID TO YOUR MODEL

by Eric Puchalski

With the implementation of Remote ID last September, I've seen a lot of information out there about how one can add pilot information to a model with a minimum of fuss. The simplest method I've seen is to write all the information on a piece of blue painter's tape and stick it somewhere on the model.

In the July, 2021 *Scale Dimension*, we included an article showing a number of other ways that produce somewhat neater results.

Recently, I've been looking at options that would allow me to be a little more creative than blue tape, Sharpie pen, strip labels, etc. I finally came up with a system that meets all of my specifications for a finished label:

- ♦ **Fuel proof.** The gum on blue tape dissolves in gasoline and alcohol. Labels written with Sharpies wipe off with alcohol.
- ♦ **Neat look.** I spend a fair amount of time covering and finishing my models and the randomness of tape and printed strip labels bothers my eye.
- ♦ **Easily removable from any surface.** Models change owners and ID information has to be replaced.

The system I came up with involves printing the pilot information on a laser or inkjet printer, sandwiching that between a couple layers of clear packing tape, and applying that in some discreet place on the model that doesn't ruin the overall appearance.

Take a look at the photos to see how I do that. Then, if you try this out, let me know how it worked for you.

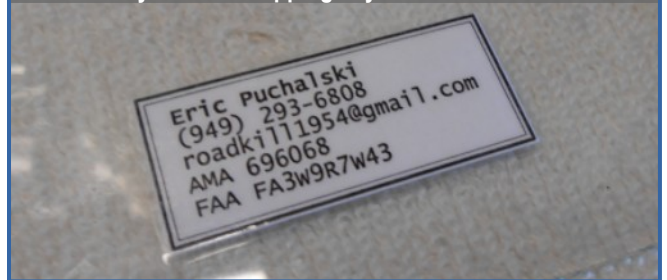
And there you have it. A perfect information label that exactly matches your own personal preferences & aesthetics & meets all Federal requirements. The label shown here is on a glow fueled trainer. It's been rock solid for 30 or 40 flights & doesn't show any signs of wanting to come off.



Step 1: Design & print your label in exactly the size you want. Let your creative genius run wild—use fancy fonts & layouts. If you have a color printer you can print the label in colors that match your model.



Step 2: On a clean surface (I use a small piece of clear window pane), lay a strip of plastic packing tape. Position the label on that & lay another strip of clear tape over the label. This will sandwich your label between two layers of tape. Do this carefully to avoid trapping any bubbles.



Step 3: Draw an outline of the overall finished label & carefully cut along the lines with your favorite sharp instrument. I use a single-edge razor blade for this kind of work.



Step 4: Carefully lift the label off of the cutting surface and position it where it needs to be. Clean the surface well with rubbing alcohol or thinner to remove any oil & dirt. Trim & adjust as needed.



DOCUMENTATION: CURTISS-WRIGHT CW-21B

Nicknamed the “Demon,” this month’s subject is a little obscure, but not unknown. There’s a lot of documentation available and a number of plastic kits but I was not able to find any plans, so you could be the first to show up with one of these.

Oddly, this airplane seems to be much more popular on the war gaming sites than among scale modelers. Most of the photos I found are actually renderings made from three-views and converted to 3D for game engines like War Thunder, Cyber Modeling, and others.

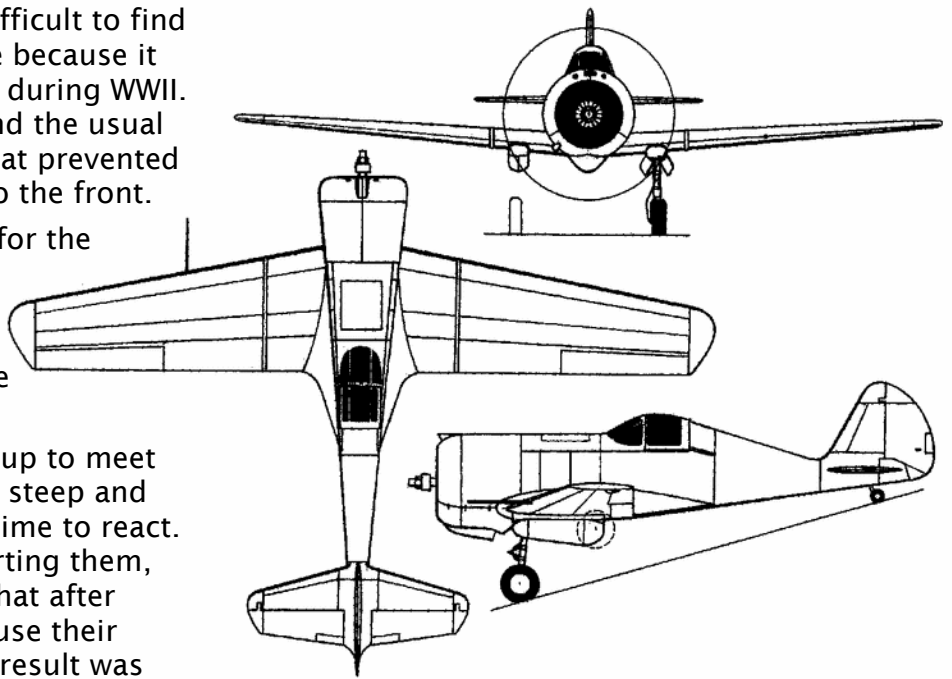
Frankly, I’m surprised that it was so difficult to find basic documentation about this airplane because it seems like it should have been a winner during WWII. But when you dig into the details you find the usual politics, inter-service squabbling, etc. that prevented so many good designs from making it to the front.

It was designed almost from the start for the international market since the Army Air Corps showed no interest in the concept of a light, fast interceptor that could climb faster than almost any plane in the world at the time.

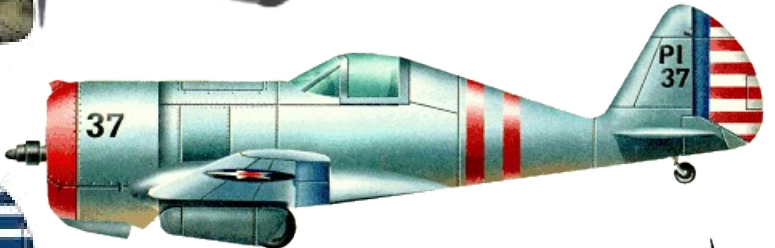
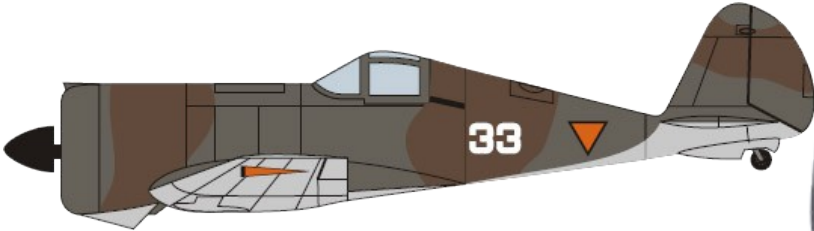
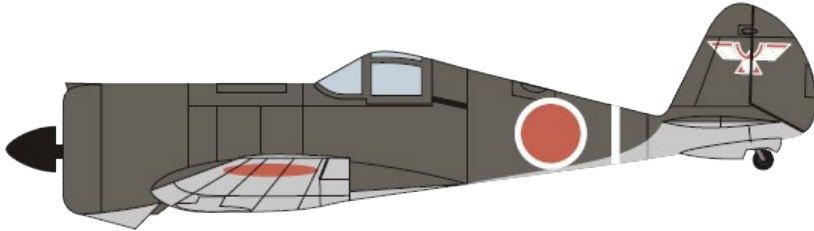
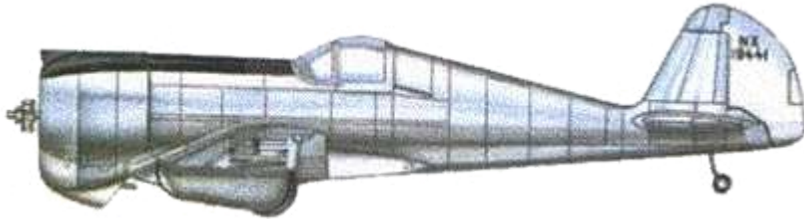
The idea was that this plane would fly up to meet enemy bomber formations in a climb so steep and fast that the bombers would have little time to react. And if those bombers had fighters escorting them, the Demon was designed to be so fast that after attacking the bombers, the pilot would use their superior climbing speed to escape. The result was something unlike anything the Air Corps had—or wanted. In fact, when the plane was tested at an Army airfield, it was emphatically rejected by the pilots who tried it. But Curtiss-Wright persisted.

The Demon was a low-winged, single-seat monoplane with retractable landing gear and a 1,000 hp radial engine that gave it a top speed of 314 mph and a climb rate of 4,500 fpm, enough to outclimb most of the Japanese fighters that were expected to be the enemy the Demons would face. After its rejection by the Army Air Corps, where one of the test pilots opined that it would take a genius to land the plane, Curtiss-Wright moved on to other, international potential customers.

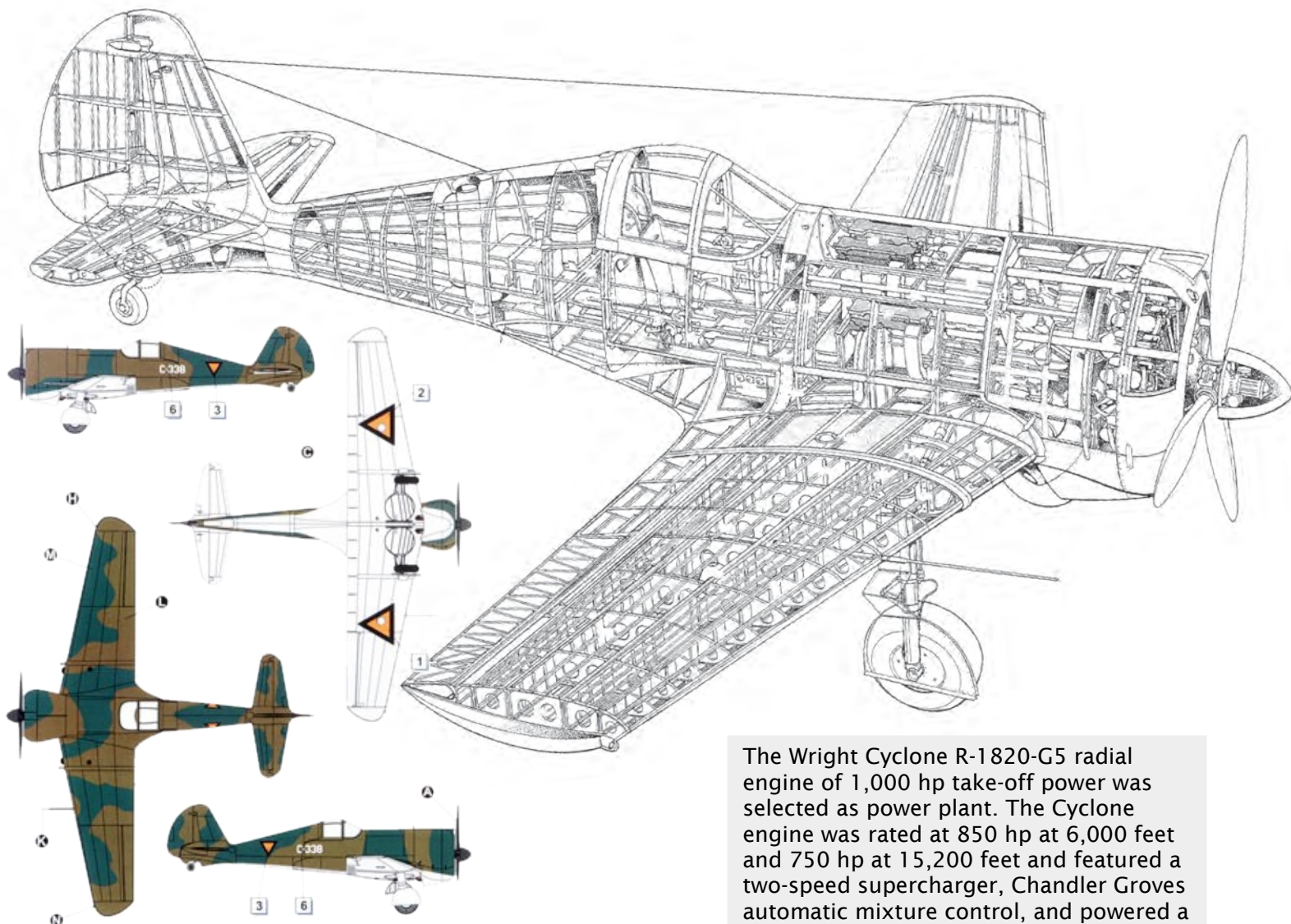
Let the Editor know if you’d like more details.



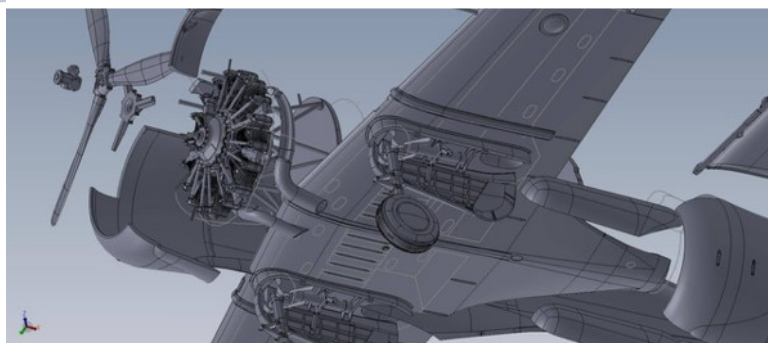
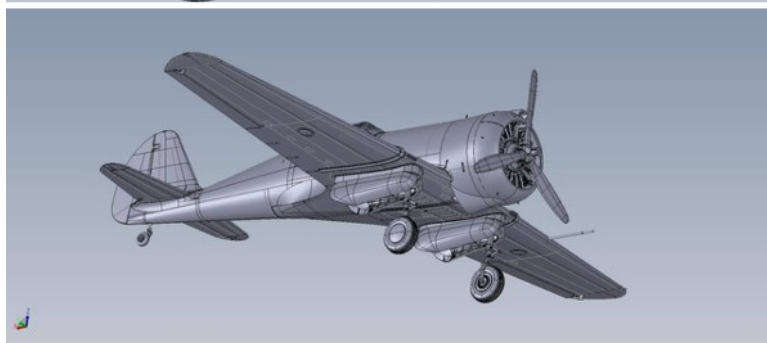
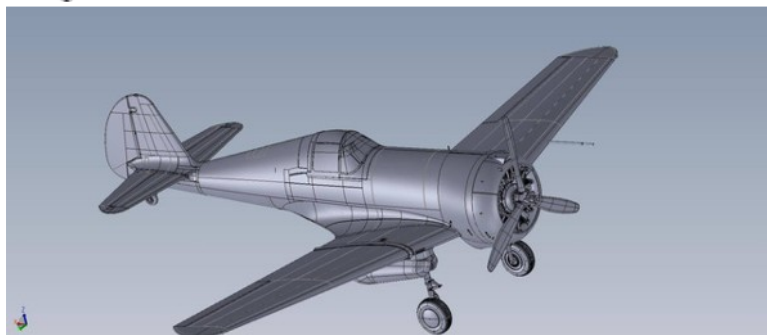
Documentation: Curtiss-Wright CW-21B



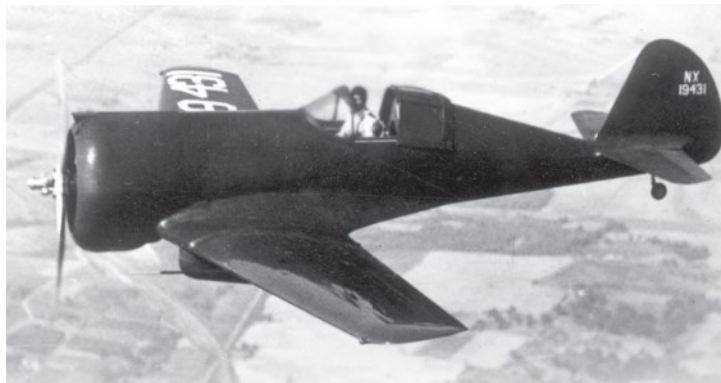
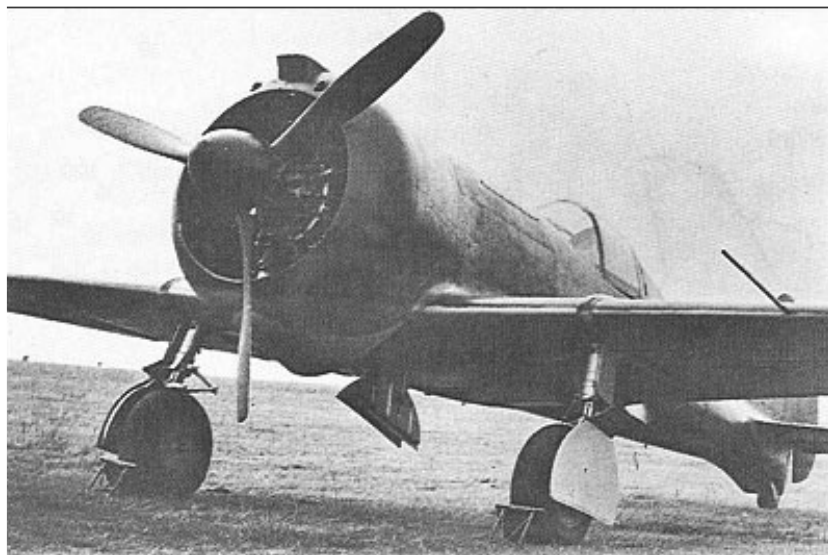
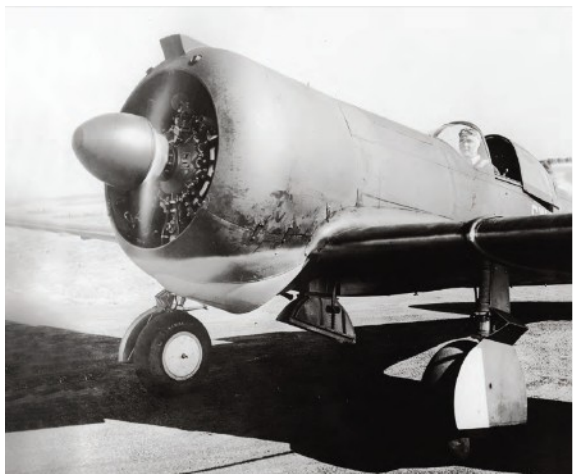
Documentation: Curtiss-Wright CW-21B



The Wright Cyclone R-1820-G5 radial engine of 1,000 hp take-off power was selected as power plant. The Cyclone engine was rated at 850 hp at 6,000 feet and 750 hp at 15,200 feet and featured a two-speed supercharger, Chandler Groves automatic mixture control, and powered a three blade constant-speed propeller. The engine was mounted on a welded chrome molybdenum steel tube structure, which was bolted to the firewall. The engine could be replaced by detaching the four bolt attachment to the fuselage. To save weight, the plane was not equipped with a radio, additional armor, or fuel tank protection. The tail wheel remained fixed.



Documentation: Curtiss-Wright CW-21B



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
Nov 25-26, 2023	Tucson Radio Control Club Tucson, AZ	Tucson Winter Scale Classic Scale Fly-in & Model Swap Meet. \$40 Landing Fee. Must have AMA membership. Camping but no hook-ups. Registration 8:00am. Flying 9:00am-4:00pm both days.

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.

Death by Polar Bear

by Arne van Lamoen

Zoologist & Animal Enthusiast

I am sometimes asked how one should defend oneself against a Polar bear encountered in the wild. That question usually takes the form of: "If you are in an open area of the Arctic tundra and are approached by an aggressive polar bear, what should you do?"

My answer is always: A polar bear will kill you, stone dead, without provocation. It does so because it is both a hyper carnivore and an apex predator. It does not recognize you as anything other than a potential food source.

You must remember there are only three things up in the Arctic: ice, water, and potential calories. Guess which category people are in?

Without a fairly serious gun or chemical bear deterrent you are going to die. You are going to be eaten. This is both natural and inevitable.

"I would run away!" you protest.

I understand. That is your fight or flight response correctly identifying you stand no chance of fighting a polar bear and therefore choosing to run. Depending on the distance at which the polar bear spots you I give you about five seconds



"Look, Mom! I killed a whale!"

before it chases you down and kills you with the casual ease with which you and I eat a cookie.

"I would hide behind a rock!"

You die behind that rock

"I'd jump into a river!"

You die wet and cold.

"I'd stand my ground and yell at the bear to frighten it."

You die faster.

"I'd pray to god for help."

Theists taste just like atheists.

Bottom line: **Don't. Mess. With. Polar Bears.**

TRCC WINTER SCALE CLASSIC 2023

Donations benefiting:



SCALE FLY-IN & MODEL SWAP MEET

November 25th-26th 2023

Sponsored by the Tucson Radio Control Club (TRCC)

Spectators are welcome!

Donation to benefit local charity



A big thank you to this years fine sponsors:



Event Director:
Steve Clark
520-603-1875
havingrunin_rc@yahoo.com



\$40 Landing Fee for as many Planes as you can Bring!
Any Size is OK but no profiles please.
Sanitary Facilities,
Camping On-Site (no hook-ups)
Food Available



Registration:
8:00 AM both days
Flying:
9:00 AM to 4:00 PM
Saturday and Sunday

Field address: 10801 E Valencia Rd Tucson, AZ 85747

AMA Sanction #15398

For more information visit: trccclub.org

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.

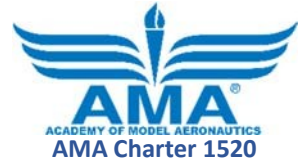


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.