



# SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California



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**Make a Louver Punch**



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



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## On the Cover

1. Mike Fetyko's Grumman F6F Hellcat and Joe McBride's Mitsubishi A6M Zero getting ready to mix it up.
2. Greg Minden's amazing Ercoupe on short final.
3. Leon Huerta's Bell 222B Mercy Air helicopter returning from another emergency transport mission.



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**Mike Greenshields**  
**Commander**

For me, the weeks between Warbirds & Classics and today have been insanely busy, both professionally and personally. I'm sorry for the absenteeism. When not working, I've been thinking about the club, all of you, and our hobby. There's a lot going on, let's break it down.

### **First up: Scale Squadron Events This Month**

Remember, the meeting is the **second Monday (September 11)** and the Squadron Flying Day is the following *Saturday*. (I know, it's a different day... **Saturday the 16th.**)

For the meeting this month, there will be pizza, soda, and hopefully some good times for those who can come! I hope to see you there.

### **Second: New FAA Rules**

(Man I hate more rules, but waddaya gonna' do???)

1. **New Remote ID Laws:** There are a million questions about OCMA Field and "FRIA" (FAA Recognized Identification Area). I expect **Tim Cardin** may have more news for us, but OCMA, like PVMAC should be a registered FRIA field which means you will *not* need a Remote ID device to fly there!
2. If you fly somewhere that is *not* a registered FRIA field you *will* need a Remote ID device. Spektrum makes one. Whether you like the law

or not, it's nice that Spektrum has a Remote ID device available that is designed for anyone using any radio.

3. See the article elsewhere in this newsletter for more details. If you have more questions after that, go to the AMA website. They should have all the questions and all the answers (I hope).
4. Regardless of Remote ID laws, to fly at any AMA field, you are required to have an FAA registration number and have it on your plane. The FAA is going to AMA flying fields, looking for pilots without the number on the plane. In some cases they're actually shutting down the field! (Note: FAA registration will be required and checked at Warbirds & Classics 2024.)
5. You are also required to take and pass the "TRUST" test and have proof of passing it with you when you fly. Here are the details at the AMA website:

<https://trust.modelaircraft.org/>

I like to call these things hoops and hurdles. They don't cost much of anything, but sure are a hassle. However, without them we *are* subject to fines and field closure. No one wants that!!

So, please, make sure your AMA membership is current, get your FAA registration up to date (and your FAA registration number on your plane somewhere), and make sure your TRUST test certificate is in your transmitter box when you fly.

This is our ounce of prevention. Do this and help ensure that the FAA can't shut us down. If you don't like these rules remember this:

1. The original proposals from the FAA and Homeland Security would have shut the hobby shut down entirely. (As the corresponding government agencies in Canada have made it illegal to fly at all in most of that country.)
2. The efforts of the AMA helped keep our hobby active.
3. Don't like the laws?? No problem, complain to the FAA or your State or Federal representative. They are responsible.
4. My suggestion: Next time you see an AMA official, thank them for keeping our hobby alive and possible. The whole thing might not even be here if not for them.

## Commander's View

FYI: I have taken the TRUST test (it was easy), I have an FAA number (it was five bucks for three years), and of course I have an AMA card. All pretty easy. So, I'm not sure practically there is much to worry about at this point.

OK... Enough about that.

### U.S. Scale Masters Events

The USSMA 42nd National Championships will be held **October 11-15, 2023** at Superstition Airpark, AZ. For more information:

<https://www.modelaircraft.org/events/2023-us-scale-masters-association-championships>

Want to qualify? Just want to find out more? U.S. Scale Masters National Chairman, **Curtis Kitteringham**, has organized a one-day

training/practice/qualifier on **Sunday, September 17, 2023**. It will be held in Hemet and you can find details in the *Upcoming Events* section of this newsletter.

All of our people with flying R/C planes I think could go to Curtis's event, get qualified, and give people a run for their money at Scale Masters this year. You know who you are!

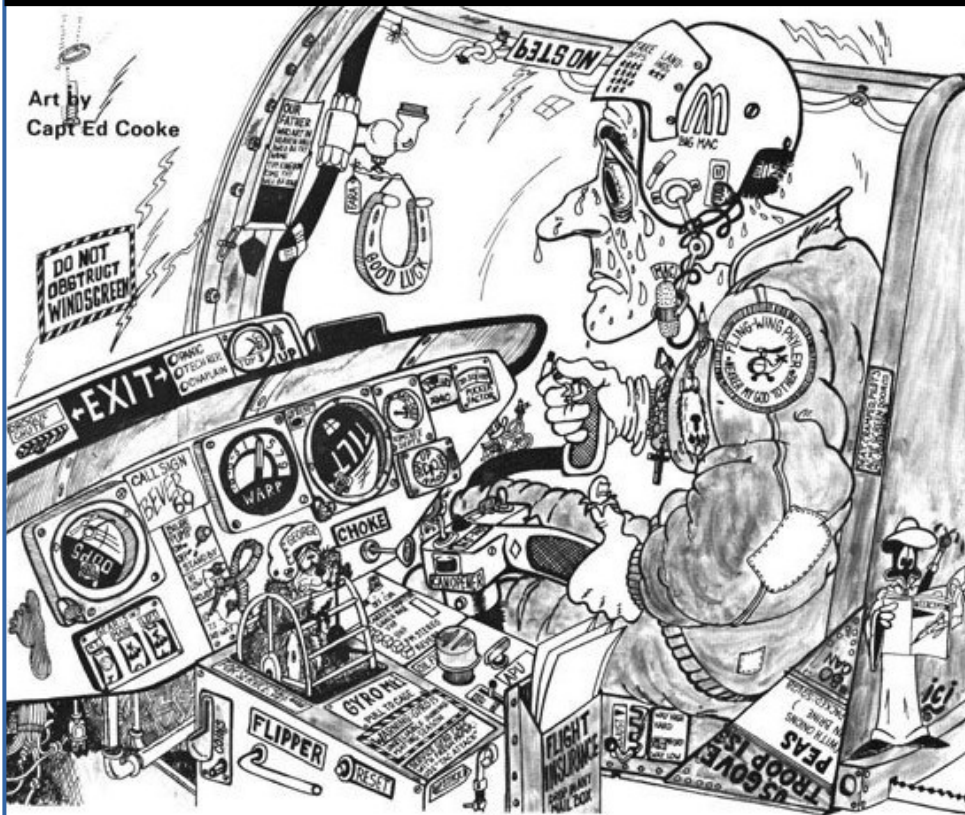
Well, there you go. We all survived a hurricane and now we're ready to get in some modeling and flying!

I hope to see you all at the meeting. Meanwhile, keep on building and flying!

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



## Helicopter Pilots are "Different"



[ed note: I'm not sure where the drawing originated but the quote was by ABC News commentator Harry Reasoner during a July 21, 1977 broadcast.]

"The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance in this delicate balance the helicopter stops flying, immediately and disastrously.

"There is no such thing as a gliding helicopter.

"This is why being a helicopter pilot is so different from being an airplane pilot, and why, in general, airplane pilots are open, clear-eyed, bouyant extroverts, and helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it is about to."



## Remote ID Compliance

Well, it's finally here: **September 16, 2023** is the date for mandatory compliance with the FAA's Remote ID requirement. AMA distributed a great article describing the requirement and what we will all need to do to comply. Rather than restate all this again, I've included the AMA article starting on **Page 13**. I'd recommend that everyone at least review the information and understand the requirements.

## Another Reason Not to Move to Canada

As you lament the additional governmental oversight (some might say "meddling"), rules, and regulations being imposed by Homeland Security and the FAA, keep this in mind: I just found that in March of this year, Canada's equivalent of the FAA grounded *all* outdoor R/C flying in all controlled airspace. That means Canadians who live in any city with an airport (which is most of them) now have to drive a long way to get out of controlled airspace areas in order to fly their models. It also means that most clubs lost their fields (we know what that feels like) and will likely cease to exist.

I know that Canada is not the U.S. but if it can happen there, it can happen here. Go ahead and complain all you want, but let's all just follow the rules and keep the bureaucrats happy.

## Warbirds & Classics

We're all still reveling in the terrific success of the 2023 Warbirds & Classics event last July. The story was pretty much told in the August newsletter and we won't go into that this month. But what we *will* do is present part two (of what will probably be three parts) showing photos of the airplanes that participated at the event.

I'll mention again that we had about 150 airplanes on the flight line and we're showing them here in no particular order. So if you were there and you don't see your airplane, take a look at the August newsletter or wait for next month.

## Documentation: Fiat CR.32

This month's documentation package is another airplane that was developed during the 1930s. This one was an Italian biplane fighter that saw a lot of action in the Spanish Civil War but didn't get too far into WWII. It has a lot going for it: It's Italian so it's got great lines; it's a biplane so it has struts and fixed undercarriage; it was



**Eric Puchalski**  
Newsletter Editor

developed during peace time and was used by a number of countries so it as a lot of flashy color schemes available; and it's been modeled a number of times so there are plans available in several sizes. Check it out on **Page 21**. and, as always, let me know if you'd like more information and I'll get it over to you.

## International Talk Like a Pirate Day

Right on the heels of FAA Remote ID compliance comes **International Talk Like a Pirate Day** on **September 19**. Yes, there is such a thing and yes, I know it has nothing to do with scale modeling. But talking like a pirate is one of those life skills that we often overlook and generally forget to teach our children before sending them out into the world. Fortunately, "Cap'n Slappy" and "Ol' Chumbucket" the founders of TLAPD, maintain a website ([www.talklikeapirate.com](http://www.talklikeapirate.com)) that will get you up to speed and talking like a pirate in no time.

For my part, I'll be roundin' me up a bottle o' grog an' some grub an' be enjoyin' the day with me mates! Arrrrrr!!



*Eric*

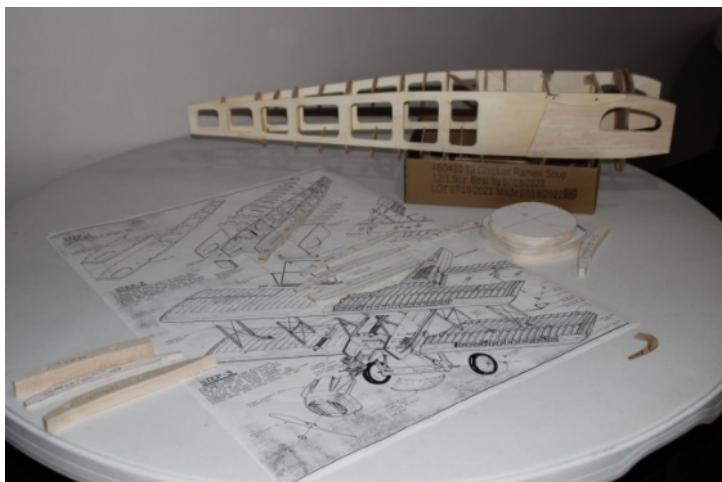
[roadkill1954@gmail.com](mailto:roadkill1954@gmail.com)



# AUGUST 2023 SQUADRON MEETING

**Commander Mike Greenshields** was out of town so the August meeting was run by **Executive Officer Eric Puchalski** (who did an *outstanding* job). Since the July meeting was canceled, this was the first opportunity we had to congratulate each other on what a terrific job we all did on the 2023 Warbirds & Classics event. Treasurer Tim Cardin shared the good news that W&C was profitable and that we were able to make a sizable donation to the **Semper Fi & America's Fund**. We also talked a bit about the upcoming Remote ID requirements and whether we'll be able to continue flying at OCMA Field and PVMAC without a transponder in our airplane. (We will—probably). And we had a special presentation by the folks at **Blackstar FPV** (see below). Then it was time for Show & Tell...

**Larry Wolfe** brought along his **Spad XIII.C1**. This is a 1:5 scale model designed by Bob Rich. Larry said the outline, rib and bulkhead locations, and other details appear to be accurate. Larry has always wanted to build another Spad XIII and he said it's Ed McCormick's fault that he finally started this one. Apparently, had Ed not done such a great job with his S.E.5a, Larry would not have been inspired to get to work. Larry talked about some of the interesting features of the model including actual sewn rib stitching on the tail and a clever way of attaching the wing struts. The original plans call for the model to be glow powered but Larry will probably use electric.



**Matt Carroll** showed his **Vought F4U Corsair** that began life as a Hangar 9 ARF. Matt stripped the original covering and fixed a couple outline issues. Then he started adding details and a West System fiberglass covering and never looked back. The weathering is perfect as is the cockpit (which Matt built entirely from scratch). Power comes from a **Saito FG-84R3** gas four-stroke radial swinging a 22x12 three-blade prop. The model required 12 servos. Matt designed everything to be removable for servicing. The canopy slides just like the full-size. It's hard to believe that this is only Matt's second warbird!





## August 2023 Squadron Meeting

Tom Williams, Eric Moosa, and Alex Soldatov from **Blackstar FPV** talked about the remarkable FPV system they have developed that provides a genuine “pilot’s eye” view from the airplane. They brought along a couple EDF jets with the system installed to show how it works. These were a **North American F-86 Saber** from HSDJETSUSA, and a **Viper Jet** from Black Horse Models. Both models run 120MM fans.

Tom, Eric, and Alex flew these models at Warbirds & Classics 2023 and wowed the crowd with their ability to maintain very tight formations.

The equipment and software required to make the FPV system work are all available from Blackstar FPV’s website. Tom, Eric, and Alex spent a lot of time describing the components of the system and how they work. With a conventional FPV system, you see what the pilot sees. What Blackstar has done is to take that several steps farther by mounting the camera on a gimbal that responds to a head tracker installed on your goggles. When you move your head, the camera in the model matches the movement. Tom said the head tracker is so natural it becomes an extension of your environment.



# MONTHLY MEETING NIGHT

**Monday  
September 11, 2023  
7:00pm**

## The September 2023 Meeting is On!

There's lots to talk about at this month's meeting. Commander Mike Greenshields will have some information on some Scale Masters events, qualifiers, and championships coming up over the next couple months. And be sure to bring something for Show & Tell!

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.



# SAFETY NOTES

by Dave Kadonoff

## Responsibility & Flying Responsibly

As we all know, when we take wood, metal, a propeller, and an engine into the air, we can potentially do a lot of damage to people and property. We really have to have this at the front of our thoughts every time we fly. Our plane may be worth \$100, \$200, \$2,000 or \$10,000, but that is a pittance when compared to the potential cost of damage it can do. I once had a member ask me if we don't assume some responsibility simply by parking in the vicinity when we know that accidents happen. I asked him if he golfs and he said yes. I then asked him if he went to the club and someone sliced out of bounds and cracked the windshield of his car in the parking lot, would he accept responsibility since he's the one who parked his car there? The answer was "no." Point made.

I am going to discuss a recent incident that occurred at OCMA Field without pointing fingers or disclosing the pilot.

A couple of weeks ago I watched a pilot take off with a very large and overpowered plane. He just missed the windsock as it veered left and flew out over the helicopter field. It stayed up for a number of passes and then he brought it in for a landing. He came in fast, hit hard and bounced into a stall with the nose pointed quite high and

the model tracking to the left, toward the retaining fence and pit area. The pilot applied power and the airplane hovered over the left fence, then over several parked cars, just past some members, and into the trees behind the outhouse. From the bounce on the runway to the crash in the brush, the model was never more than about 20 feet high and was clearly out of control.

I don't know what the pilot was thinking as he allowed his large, heavy model to wallow dangerously across the parking lot but he clearly had other choices. This was not an "accident"—this was a "decision" by the pilot to save his model at all cost. The plane is likely a total loss and fortunately no one or property was hit. My dad used to say, "think about what is, not what could have happened." While true, in my opinion, trying to save a \$4,000 model could have cost a lot more had it hit someone. Putting it into the runway or the retaining fence would have been more prudent and may have caused less damage to the model.

So, I implore you to think twice about trying to save an airplane in a hopeless position. Be aware of the potential for damage to things other than the model and *make the right decision*.

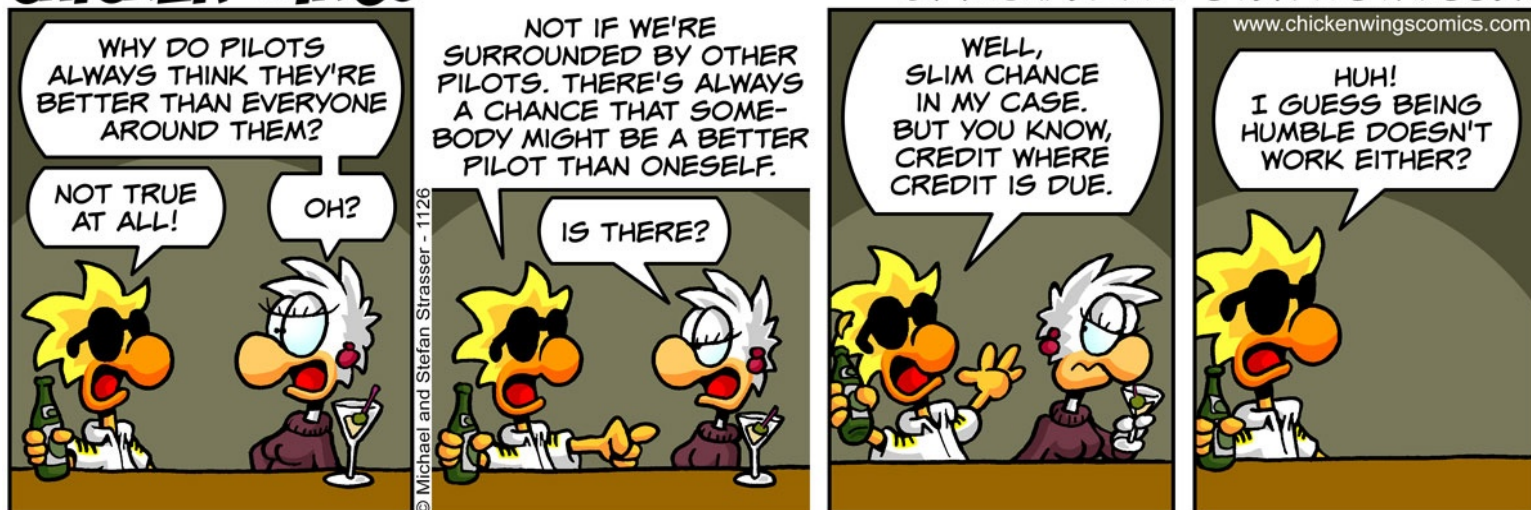
Stay alert and stay healthy!

**Dave Kadonoff, OCMA Safety Officer**

kadonoffd@yahoo.com



## CHICKEN WINGS®



# HOW TO: MAKE A LOUVER PUNCH

[ed. note: In last month's newsletter I provided some documentation on a Golden Age racer, the Brown B-2 "Miss Los Angeles." This airplane has been on my short list as a plans-built project for a long time. One of the main reasons I never started is that the cowl is covered with louvers punched into sheet metal. There are dozens of louvers of varying sizes. I know there are lots of ways to simulate louvers but I want to avoid making a fiberglass mold or making the louvers separately and then gluing them on. It seemed that punching them into thin sheet metal was the way to go.

Recently, I stumbled across an article from the July 1996 *Model Aviation* magazine that seems to offer a solution. As I did with my sanding table project, I'm providing the original article here. I'll then try this method out and let you know how it goes.

The author of the article, Phillip Kent, is from the U.K. and speaks in British English while measuring in millimeters. I've taken the liberty of translating that to American English and inches.]

Photo 1: Finished cowl showing punched louvers.

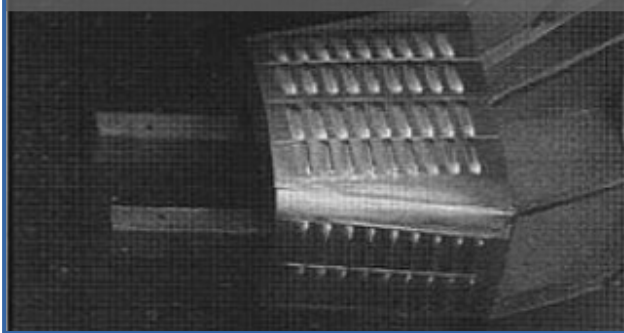


Photo 2: Side and front view of the louver punch.

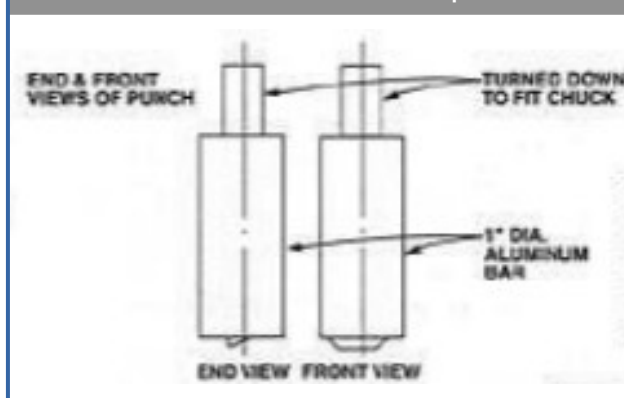
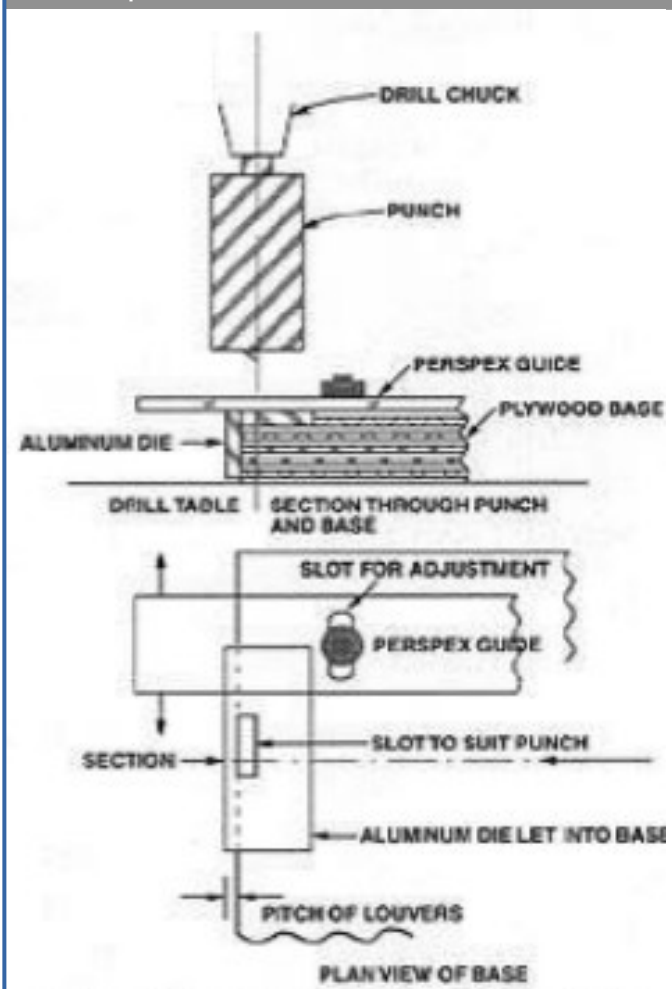


Photo 3: Layout showing the arrangement of the punch and die on the drill press table.



by Phillip Kent

I had a problem when building the Alexander Bullet (Photos 1 & 4). I chose to model the version with fixed undercarriage; no problem there, but what about the cowl panels behind the five-cylinder Wright Whirlwind engine? The panels were covered in louvers (exits for cooling air), and *that* was the problem. How could these louvers be reproduced on the model? Perhaps they could be made individually and attached to the cowl panels one at a time. This did not seem to be a good idea since there was a considerable number of louvers; making and fitting them would be a time-consuming task.

I decided that the only way to make the panels for the model was to punch out the louvers, as would be the practice when making the panels for the full-size aircraft. The panels that contained louvers were quite small, so I expected to be able to cut and punch them without too much difficulty.

I did have one engineering problem, though: no hydraulic press, punch, or die. After much thought I wondered if it might be possible to use a drill press in place of a hydraulic press. Since I was only going to be punching through thin litho plate, this seemed to be a feasible solution.



## How To: Make a Louver Punch

My next task was to make a punch (**Photo 2**). Steel would be the material used for a press tool for industrial use, but I was only using litho plate; could I get away with aluminum? Aluminum would be much easier for me to cut, file, and shape, and I did have some 1" diameter bar stock.

I used a saw to cut the rough louver shape, and followed with needle files and emery cloth. I was quite pleased with the resulting shape after only a few minutes' work, and decided to test-punch some louvers using hard rubber as a backing. This was not a success, although the press tool was getting the shape I wanted.

A blanking plate or die was the answer here, and again aluminum was chosen—this time a piece of angled stock. The plate was mounted on a plywood base along with an acrylic plastic guide that was slotted to give some adjustment for width and angle (**Photo 3**).

The punch was fastened into the drill chuck, and it was then that I realized that a drill is intended to turn, and a punch is not.

I eventually overcame this small problem by using a 1/4" drill pushed through the slot that I used for knocking out the taper-shanked chock, fastened up against the guard bracket with a strong rubber band. Amazing what a little improvisation can do! I now had a punch that would move up and down but not 'round and round,' and I was ready for a test run.

I had intended to bolt the base to the drill table, but thought that I would have a go and see if everything worked first. The litho plate was pushed up against the guide and the punch was brought smartly down onto it. Amazing—a perfect louver that unfortunately was the wrong way around for making the louvers that I required.

Undaunted, I removed the die and made the shape a simple rectangle, turned the punch through 180 degrees, and tried again. Success! a series of nine punched louvers 1/2" centers.

There was a little tearing at the corners where the metal was being deformed, so modifications were made—both to the punch (softer curves) and to the die (a small radius rather than a sharp edge at the sides and rear). I was able to hold the base and

litho plate in place without having to resort to bolting it down, so production was soon under way.

Some of the louvers on the Bullet cowl were at an angle rather than at 90 degrees. The guide was set up at the correct angle and punching commenced once again. All of the panels were produced in a very short time using the punch and die. All that remained was to fit the panels on to the nose sections of the model.

Since there was a certain amount of curvature on some of the panels, experiments were carried out to find the best way to reproduce this shape. I eventually found that it was quite easy to bend the individual panels around a piece of aluminum bar without any damage to the louvers.

The panels were attached to the nose section using contact adhesive. I did not let the adhesive dry out for the recommended time, but applied it to both surfaces and fitted the panels more or less straightaway. This did give me the opportunity to slide the panels about and get them into the correct position on the cowl.


I was very pleased with the performance of my simple tool and die and feel that it would have been almost impossible to have managed without it on this particular model. 

Photo 4: Not the model Phillip built but it is an Alexander Bullet. Note the louver detail required on the cowling behind the engine.



# REMOTE ID IS HERE!

by Eric Puchalski

The long anticipated requirement to comply with the FAA's new Remote ID (RID) rule for UAS will be in full effect on **September 16, 2023**. *It will be **your** responsibility to ensure that your R/C models weighing more than 250 grams comply with this rule.*

The FAA originally announced the RID rule several years ago. The original proposal would have mandated some very strict controls that would have essentially killed our ability to fly R/C models anywhere in U.S. airspace. Fortunately, the AMA almost immediately began working closely with the FAA to develop a framework that will allow us to continue to operate our models without a huge impact on how we do that.

To aid you in understanding what will be required of you by the September 16 deadline, the AMA recently published a very good explanation of what the rule is, how to comply, and what to expect on September 16. Most of this information has been available for a few years and should be common knowledge by now but a quick review never hurts.

Rather than paraphrasing that article (and probably getting something wrong in the process) I've decided to reproduce it here in its entirety beginning on the next page.

Like most of you, I've been following progress on the RID rule from the beginning. While the article includes a lot of information, it's not an especially exciting read. I'll leave you to draw your own conclusions but despite all the explanations, I still have some questions. What follows are a few things I'm still wondering about.

## OCMA Field FRIA Status

One way to comply with the RID rule without having to make any changes at all is to only fly at a FRIA (FAA-Recognized Identification Area) field. OCMA President, **Tim Cardin** recently sent out an announcement that the OCMA Board has submitted an application for FRIA status for OCMA Field but the application has not yet been approved. The AMA article also mentions that there is a huge backlog of clubs requesting FRIA status and

that those requests will not all be processed in time for the September 16 deadline. It's not clear from the information that the FAA has posted whether it will be "legal" to fly without an RID module at OCMA Field before the FRIA approval comes in.

## RID Module Telemetry Range

FAA specifications for the RID modules indicate that the modules must communicate via Bluetooth or WiFi. Line-of-sight range for a Bluetooth signal is only 30 feet while WiFi can get about 150 feet. This would seem to put our models outside of detectable range for most of the time they're in the air. Telemetry for our models has been around for a long time so I assume there's a solution to this but I'm not sure what it would be.

## Enforcement


It's not at all clear to me how any of this will be enforced. I don't think local law enforcement will have anything like an AWACS or IFF system monitoring all U.S. airspace looking for R/C models that don't have RID modules. Given the relatively short range of the RID signals I think any detection and enforcement would have to be done by someone located within a couple hundred feet (at best) of a flying model.

It also looks like this will only apply to flying models "from takeoff to shut down." Thus, we can still sell, swap, or display models that don't have RID modules.

## Penalties for Noncompliance

I haven't yet found any reference to penalties for not complying with the rule. I *did* find one really vague statement to the effect that scofflaws *might* be subject to some undefined "civil penalty" but that was about it.

It appears that this is yet another case where a rule has been put in place with little thought into actual implementation and enforcement. While I would never encourage anyone to deliberately be in violation of Federal mandates, I'd be interested to know the consequences should that occur.

I guess, like the Feds, we're about to find out. 



# REMOTE ID EXPLAINED

by AMA Staff

With **September 16, 2023**, the start date of the FAA's requirement for Remote ID, only days away, numerous technical and administrative aspects are still evolving. This creates a challenging landscape for modelers who simply want to know what they must do to comply with the requirement.

The intent of this article is to provide the current state of affairs and address common questions/concerns, while acknowledging that further RID-related developments are certainly coming.

## What Is Remote ID?

The FAA's Remote ID requirement has broad implications for commercial and recreational pilots of Unmanned Aircraft Systems (UAS or R/C aircraft models). This article focuses only on aspects that pertain to recreational R/C pilots flying under USC 44809. (This applies to most AMA members.)

The RID requirement dictates that R/C model aircraft flying in the US must broadcast a signal that provides specific information. The FAA's stated intent of this requirement is to provide real-time information for law enforcement officers who are investigating suspicious UAS flight activity.

## What Are the Exceptions to RID Requirement?

The RID requirement does not apply if you are flying at an approved FAA-Recognized Identification Area (FRIA). Many AMA chartered flying clubs have already submitted applications to the FAA (through a recognized community-based organization such as AMA) to gain FRIA status for their fields. This means that the most R/C pilots who are flying at a club field will not have to worry about RID.

Recreational R/C models with a flying weight of less than 250 grams are exempt from the RID requirement, even when not flying at a FRIA; however, this exemption does not apply if the model is listed under the pilot's FAA UAS recreational pilot registration (the FAADroneZone).

*Free Flight and Control Line models are exempt from the RID requirement.*



## Federal Aviation Administration

### UAS Remote Identification

### How Do I Comply With the RID Requirement?

Models manufactured after December 16, 2022, and are sold as a complete, ready-to-fly package, must have built-in RID broadcast capability. At present, this situation applies only to a selection of multirotors sold by companies such as DJI and Autel Robotics.

If you fly one of these RID-equipped models, you are good to go. Check with the manufacturer if you are unsure of whether your multirotor is RID compliant. Note that these models with factory-equipped RID systems, must have their RID broadcast active, even when flying at a FRIA.

By contrast, most traditional R/C hobbyists fly models that require some degree of assembly or additional parts (e.g., the flight battery of an electric-powered ARF). These models do not have a built-in RID broadcast ability. We must add that capability by using an FAA-approved RID module.

RID modules are small stand-alone components that work the same way as built-in RID systems. These modules, however, can be temporarily attached to a selected model. ***You do not need a dedicated RID module for each of your R/C aircraft.*** You can purchase a single RID module and move it from model to model.

When you purchase an RID module, you must add the serial number of the module to your FAA UAS recreational pilot registration.

### How Do I Choose a Remote ID Module?

There are currently fewer than 20 FAA-approved RID modules available for purchase. That list will likely grow. The AMA does not endorse any specific RID module or manufacturer.

Be aware that there is a considerable amount of variance among the currently available modules. It is important to understand the specific features of a given design before making a purchase.

# Remote ID Explained

Some RID modules have a built-in battery, while others are powered through an external power source (e.g., an open servo port on the model's receiver). This could be an important consideration in terms of weight and the accessibility of the receivers in your models.

There are RID modules that include only the electronics, with no protective outer case. Omitting a case saves weight, but could cause durability issues or limit your options for mounting the module in your models. Presumably, most modelers will use hook-and-loop tape for mounting RID modules.

Unfortunately, the average price point of the currently available RID modules is significantly higher than the FAA's original \$50 estimate. Current prices range from \$49 to \$305 per module. Some of the least-costly RID modules do not contain a built-in GPS chip, which is required to determine the mandatory location data. These modules can only be used with models that already have some type of compatible GPS system that can be integrated with the RID module. Such a GPS system would be an exceptionally rare feature for the recreational models that most of us fly. Thus, these types of RID modules are not a viable option for many recreational pilots.

## What Information Is Contained in the RID Broadcast Message?

The FAA's RID requirements state that the following information must be included in the RID broadcast when using an RID module:

- ◆ Serial number of the RID module
- ◆ Current location of the model (latitude, longitude, and altitude)
- ◆ Current velocity of the model
- ◆ Takeoff location of the model (which is presumably where the pilot is located)
- ◆ Current time of day

*It is possible that some modules might transmit additional information.*

## Who Can Receive My RID Broadcast?

RID modules broadcast data using a Bluetooth or Wi-Fi signal that is intended to be received on a smartphone. Anyone with a smartphone who is running an RID-capable app and is within range of the signal can potentially read the data from your

model's RID module.

If your RID module is broadcasting only the minimum required data listed previously, civilians reading RID data will not be privy to your name or any private information; however, law enforcement officers will be able to cross-reference the RID module serial number with the data in your FAA UAS registration.

## Pending Questions

Approximately 200 AMA club fields have received FRIA status approval thus far. The current approval rate suggests that many hundreds of FRIA applications will still be in the FAA's queue when the RID requirement goes into effect on September 16, 2023. It is unclear whether the FAA expects modelers flying at sites with a pending FRIA application to use RID modules after this date. AMA expects the FAA to address this concern before the deadline.

The advent of RID introduces numerous unproven technologies and processes for modelers, the FAA, and law enforcement officers. There are bound to be unforeseen hiccups and breakdowns as all sides come to terms with this unprecedented level of oversight with R/C flying. The AMA will provide updates to the RID situation as they unfold.

## Links

### Autel Robotics

[www.autelrobotics.com](http://www.autelrobotics.com)

### DJI

[www.dji.com](http://www.dji.com)

### FAA

[www.faa.gov](http://www.faa.gov)

### FAA Recreational UAS Registration

<https://faadronzone-operator.faa.gov>

### FAA Remote ID Requirements

<http://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-89>

<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section44809&num=0&edition=prelim>

### FAA Remote ID Toolkit

[https://www.faa.gov/sites/aa.gov/files/uas/resources/community\\_engagement/Remote\\_ID\\_Toolkit.pdf](https://www.faa.gov/sites/aa.gov/files/uas/resources/community_engagement/Remote_ID_Toolkit.pdf)





# WARBIRDS & CLASSICS GALLERY – PART 2

## Culver Cadet – Keith Hedge

Power: ?      Origin: Scratch  
WS: ?      Materials: Built-up  
Weight: ?      Finish: ?



## Curtiss P-40 Warhawk – Harry Middleton

Power: DLE 55      Origin: ARF  
WS: 86"      Materials: Built-up  
Weight: 24 lbs      Finish: Shrink film



## Piper PA-25 Pawnee – Martin Fair

Power: DLE 120      Origin: ARF  
WS: 100"+      Materials: Built-up  
Weight: ? lbs      Finish: Shrink film



## McDonnell Douglas F-4 Phantom – Kendall Wagner

Power: EDF      Origin: ARF  
WS: ?      Materials: Foam  
Weight: ? lbs      Finish: Paint



## Piper PA-28 Cherokee – Mike Greenshields

Power: SH-07      Origin: Kit  
WS: 34"      Materials: Built-up  
Weight: 19 oz.      Finish: Shrink film



## RAF S.E. 5a – Michael Amato

Power: Electric      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ? lbs      Finish: Shrink film



## 2023 Warbirds & Classics – Gallery Part 2

### Piper J-3 Cub – Tommy Lopez

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ?      Finish: Shrink film



### Lockheed T-33A Shooting Star – Michelle Nolan

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ? lbs      Finish: Shrink film



### Waco YMF-5 – Harry Middleton

Power: Saito FG-90      Origin: ARF  
WS: 90.5"      Materials: Built-up  
Weight: 31 lbs      Finish: Shrink film



### Bell 222B Mercy Air Helicopter – Leon Huerta

Power: Electric      Origin: ARF  
WS: ?      Materials: Fiberglass  
Weight: ?      Finish: ?



### North American P-51B Mustang – Frank Kelly

Power: Electric      Origin: ARF  
WS: ?      Materials: Foam  
Weight: ?      Finish: Paint



### Laird-Turner Meteor LTR-14 – Jack Bugaren

Power: DA-120      Origin: ARF  
WS: 95"      Materials: Built-up  
Weight: 40 lbs      Finish: Shrink film





## 2023 Warbirds & Classics – Gallery Part 2

### Pilatus PC-21 – Jonathan Schleif

Power: Electric      Origin: ARF  
WS: 70"      Materials: Built-up  
Weight: 20 lbs      Finish: Shrink film



### Lockheed T-33A Shooting Star – Chris Spangerberg

Power: EDF      Origin: ARF  
WS: ?      Materials: Foam  
Weight: ?      Finish: Paint



### Sopwith Camel – Jaime Colley

Power: Electric      Origin: Kit  
WS: 50"      Materials: Built-up  
Weight: 3.5 lbs      Finish: Airspan



### Grumman F-9F Panther – Chris Madsen

Power: EDF      Origin: ARF  
WS: ?      Materials: Foam  
Weight: ?      Finish: Paint



### RAF S.E. 5a – Brad Osborne

Power: Saito 21 CC 4S      Origin: Kit  
WS: 87"      Materials: Built-up  
Weight: 20 lbs      Finish: Paint over shrink fabric



### North American P-51D Mustang – Harry Middleton

Power: DLE 65      Origin: ARF  
WS: 89"      Materials: Built-up  
Weight: 31 lbs      Finish: Shrink film



## 2023 Warbirds & Classics – Gallery Part 2

### Nakajima Ki-43 Hayabusa – Ken McSpadden

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ?      Finish: Shrink film



### Boeing 737-800 – Michelle Nolan

Power: 2 x EDF      Origin: ARF  
WS: ?      Materials: Foam  
Weight: ?      Finish: Paint



### Pitts S2B – Ken Blasius

Power: ?      Origin: ?  
WS: ?      Materials: Built-up  
Weight: ?      Finish: ?



### Nieuport 28 – Ken Blasius

Power: ?      Origin: ?  
WS: ?      Materials: Built-up  
Weight: ?      Finish: ?



### Beechcraft T-34 Mentor – Michael Peck

Power: O.S. 91 4S      Origin: ARF  
WS: 42"      Materials: Built-up  
Weight: 9 lbs      Finish: Shrink film



### Ercoupe – Dave Zagnoli

Power: ?      Origin: Kit  
WS: ?      Materials: Built-up  
Weight: ?      Finish: Shrink film





## 2023 Warbirds & Classics – Gallery Part 2

### Supermarine Spitfire – Carl Lindou

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ?      Finish: Shrink film



### Ercoupe – Gregg Minden

Power: VVRC 60 Twin      Origin: Kit  
WS: 120"      Materials: Built-up  
Weight: 28 lbs      Finish: Shrink fabric, Ultracote chrome



### Republic P-47 Thunderbolt - Mike DeBono

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ? lbs      Finish: Shrink film



### North American P-51D Mustang – Juan Coria

Power: ?      Origin: ARF  
WS: ?      Materials: Built-up  
Weight: ?      Finish: Shrink film



### Grumman F6F Hellcat – Michael Fetyko

Power: ?      Origin: ?  
WS: ?      Materials: Built-up  
Weight: ?      Finish: ?



### Howard DGA-12 – Jack Bugaren

Power: Saito FG-60R3      Origin: ARF  
WS: 95"      Materials: Built-up  
Weight: 15 lbs      Finish: Shrink film





# 2021 Warbirds & Classics – ...and There Was *Plenty* More!



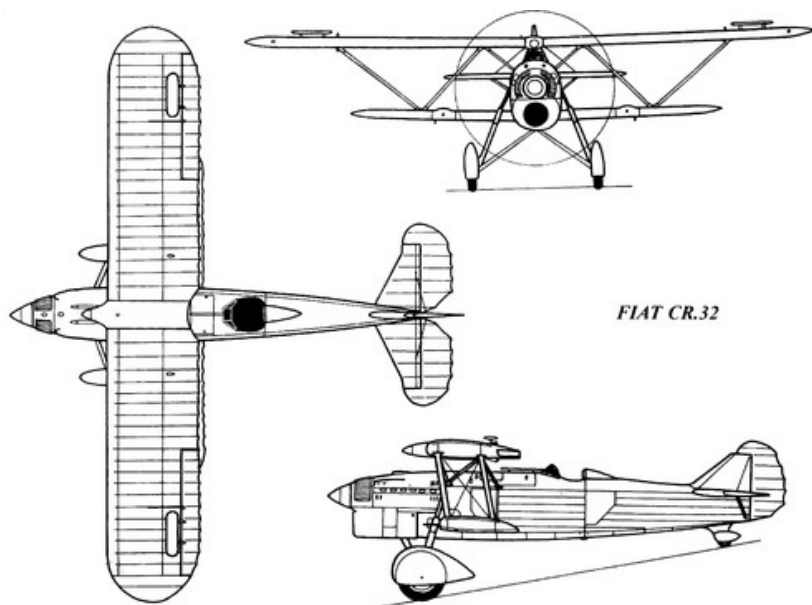


# DOCUMENTATION: FIAT CR.32

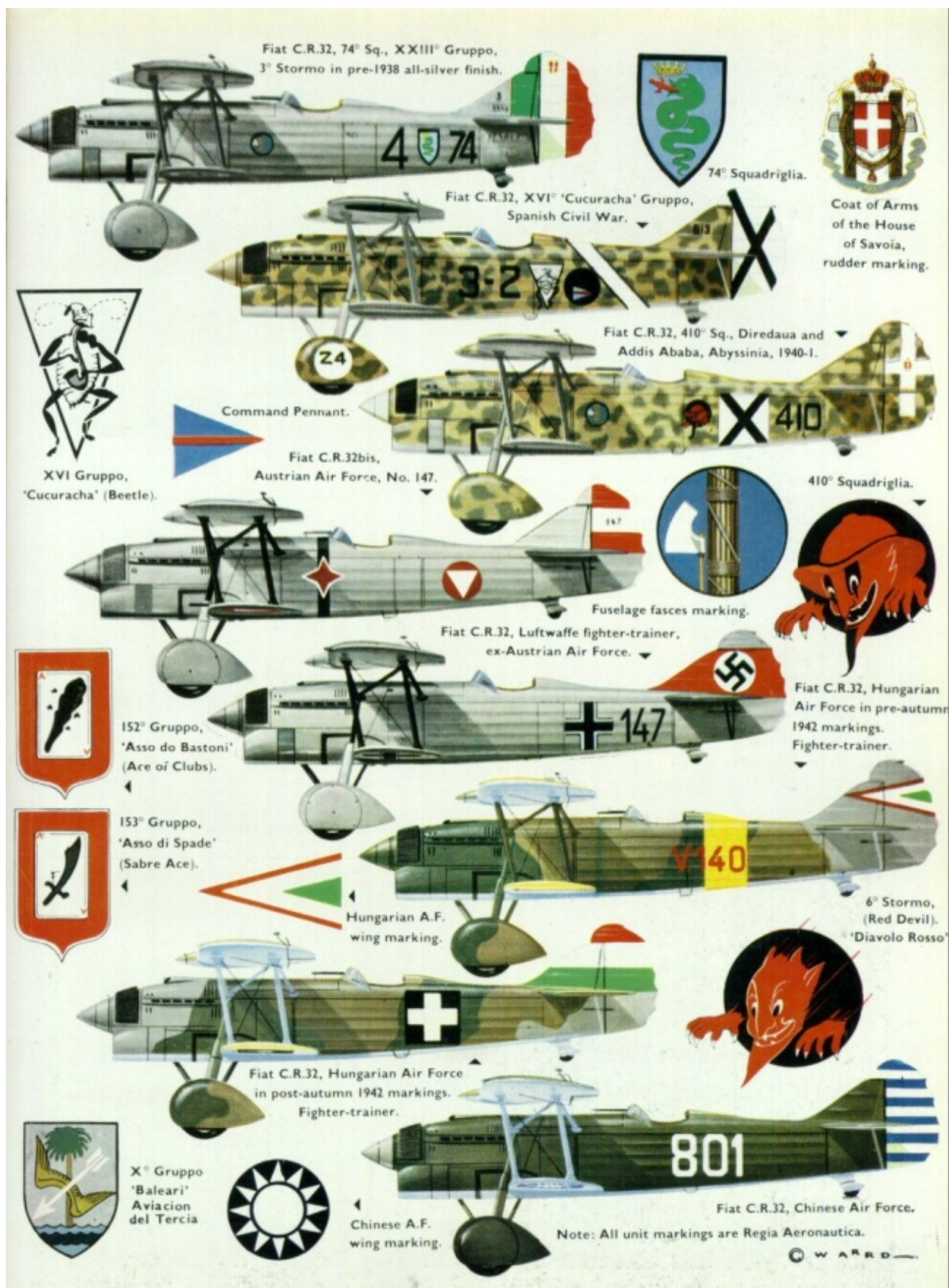
The **Fiat CR.32** was an Italian biplane fighter used in the Spanish Civil War and the Second World War. Designed by the aeronautical engineer Celestino Rosatelli, it was a compact, robust, and highly maneuverable aircraft for its era, leading to it being a relatively popular fighter during the 1930s.

The CR.32 fought in North and East Africa, in Albania, and in the Mediterranean theater. It was extensively used in the Spanish Civil War, where it gained a reputation as one of the most outstanding fighter biplanes of all time.[3] It also saw service in the air forces of China, Austria, Hungary, Paraguay, and Venezuela. It frequently performed impressive displays all over Europe in the hands of the Italian Pattuglie Acrobatiche. During the late 1930s, the CR.32 was overtaken by more advanced monoplane designs and by the start of the Second World War, it was considered to be obsolete. While it had been superseded by a number of newer Italian fighters, including the newer Fiat CR.42 Falco which had been derived from the CR.32, the type continued to be flown throughout the conflict.

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

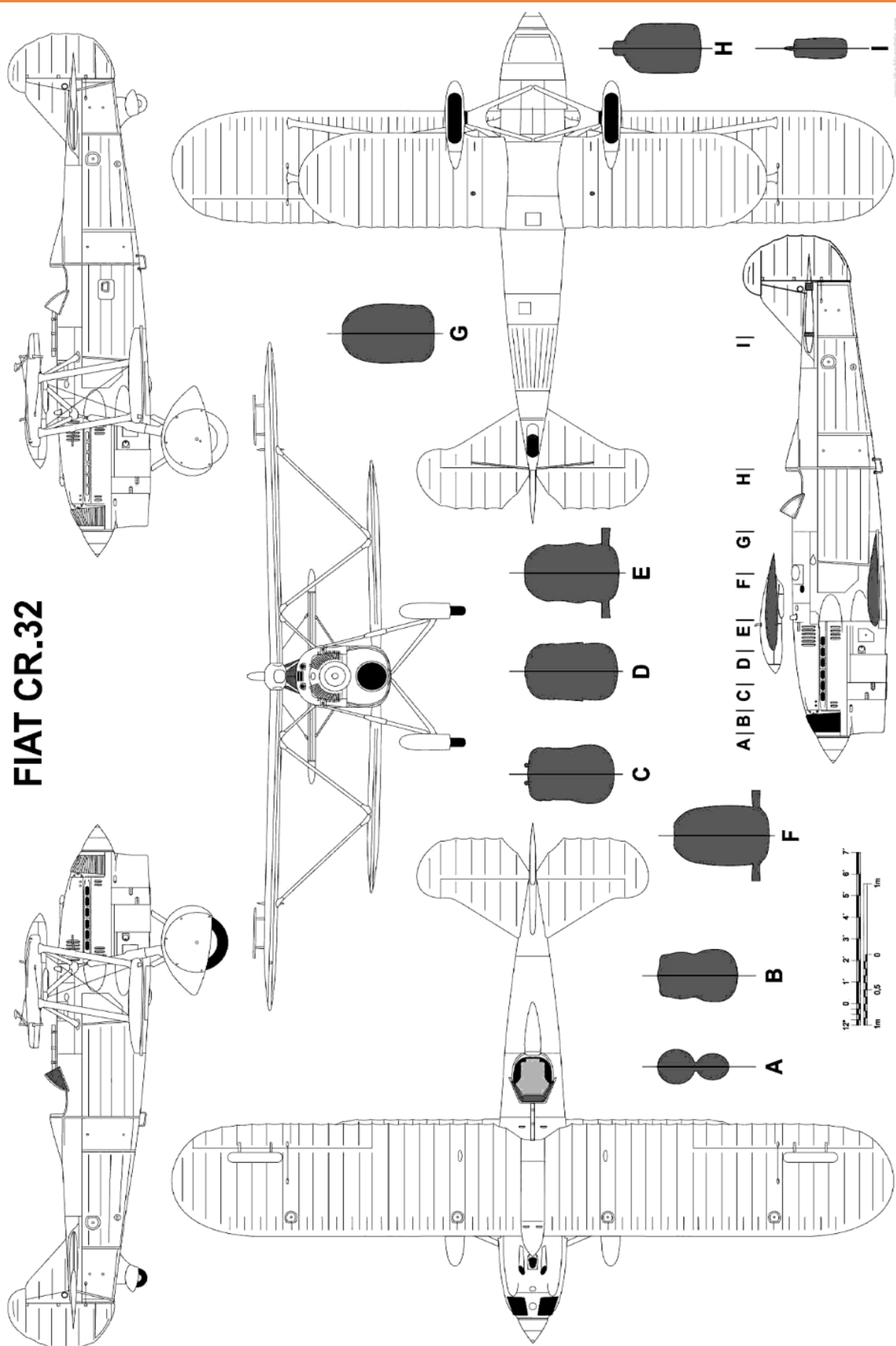






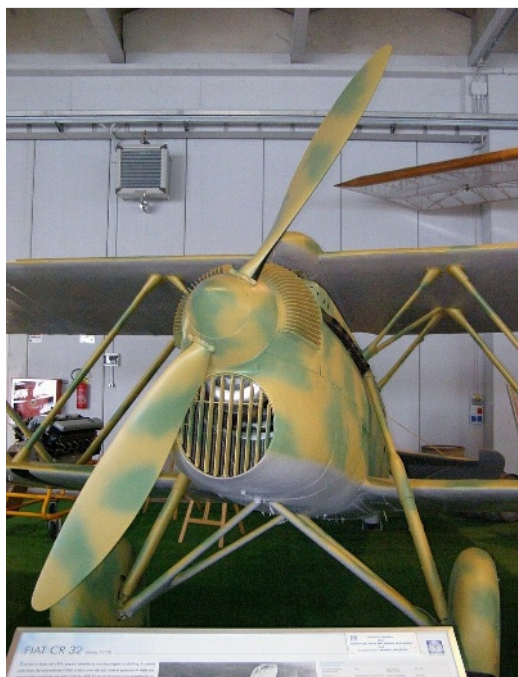
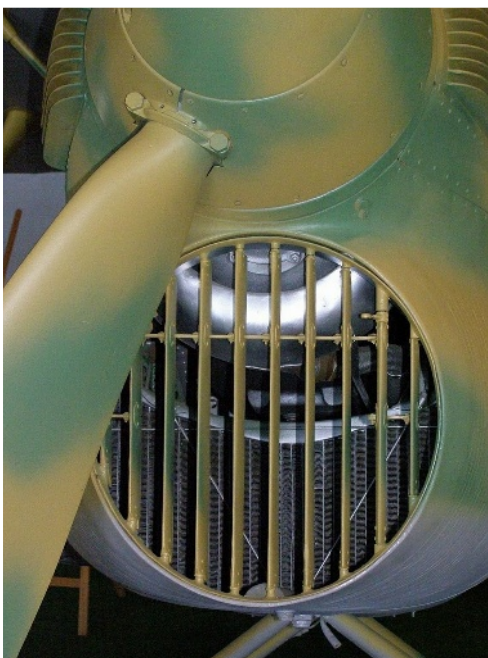


## FIAT CR.32





## Documentation: Fiat CR.32





# 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   |
|-----------------|---|---|
| Sep 17, 2023    | <b>Hemet Model Masters</b><br>Hemet, CA                           | <b>Beginners' workshop hosted by U.S. Scale Masters.</b><br>Bring your own model & learn skills required to be confident & competitive in time for the upcoming 2023 USSMA Championships. This is a chance to receive an invite to compete this year. We will work on static and flight maneuvers to improve your scores at the championships. No lunch but there will be water, starts at 0900 and ends at 1200 or later if more input is asked for. There is no cost to attend. |
| Sep 30, 2023    | <b>Orange County Modelers Association</b><br>Irvine, CA           | <b>Bi-Annual RC Swap Meet</b><br>This is your chance to find a great deal on RC planes & parts! Admission is free to buyers & \$5.00 per space for vendors. It's a great opportunity to move some of that stuff you'll never use into someone else's garage & move some cash into your pocket!  |
| Oct 11-15       | <b>Arizona Model Aviators</b><br>Superstition Airpark,<br>Mesa CA | <b>2023 US Scale Masters Association Championships</b><br>USSMA 42nd National Championships at Superstition Airpark in Mesa, AZ is model aviation's premier scale R/C contest. Find us on Facebook for more information.  |
| Oct 12-15, 2023 | <b>Tri-Valley RC Modelers</b><br>Santa Maria, CA                  | <b>10th Annual Central Coast Giant Scale Fly-In</b><br>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><br>Oakdale, CA                         | <b>RCFU Giant Scale Fly-In</b><br>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.



We will prepare  
you for your first  
scale contest



Open to all a/c types\*\*  
and power source

# SCALE OPEN SCALE MASTERS CLINIC

HEMET, CA

PLACEMENT ★ PRECISION ★ REALISM

SEP 17, 2023

## IMPROVE SKILLS & CONFIDENCE!

Practice Flying  
In Front of Judges

Bring your favorite scale model and  
we will teach you additional skills to be  
confident & competitive



# Beginners Workshop

Will  
focus on the  
entry-level class

### What is Static Judging?

Craftsmanship judging available  
for improving your scores

Landing Fee: **FREE**  
Class Starts at **0900**

Subjects include: (as time permits)

- Most Often Asked Questions & Misconceptions
- Selecting Best Model Based on Skills and Class Entered
- Preparing Documentation for Model of YOUR Choice
- Learn to Brief Flight Judges & Selection of Flight Maneuvers
- Understanding Relationship w/your Caller
- Score Sheets / Judging Your Model / Contest Flying Basics
- Q&A Session w/instructors, judges, coaches

Learn About the Different Classes:

EXPERT  
TEAM  
ADVANCED\*  
PRO/AM PRO\*  
PRO/AM SPORTSMAN\*  
(\*ARFs allowed)  
(\*\*No 3D flying)

AMA Required to fly | Turbines: waiver required

Clinic Run/By  
**U.S. SCALE MASTERS**  
[www.usscalemasters.org](http://www.usscalemasters.org)

C.D./ Contact: **Curtis Kitteringham**  
[cak11@cox.net](mailto:cak11@cox.net)  
(760) 807-5519

Hosted by  
**HEMET MODEL MASTERS**  
[www.hemetmodelmasters.net](http://www.hemetmodelmasters.net)



# Orange County Modelers Association



## BI-ANNUAL RC SWAP MEET

**Saturday September 30, 2023**

**7am-11am**



***This is your chance to find a great  
deal on R/C!***

### Bob Swenson Memorial Field



Santiago Canyon Road to Haul Road then continue on paved road for 1 mile, at gate follow dirt road around to the right and follow to pit area.

[www.flyocma.com](http://www.flyocma.com)

**Admission:**  
**Buyers Free**  
**Vendors \$5.00 per**  
**Space**

[www.flyocma.com](http://www.flyocma.com)

**CONTACT:**  
**Tim Cardin**

**714-720-3185**

[tim.cardin@cardinwest.com](mailto:tim.cardin@cardinwest.com)





OCT 11-15 | MESA, AZ

# U.S. SCALE MASTERS 2023



## 42nd National Championships

Model Aviation's Premier Scale R/C Contest!



2022 Champion - Brad Osborne

Hosted by

**ARIZONA MODEL AVIATORS**

At Superstition Airpark



Additional support  
provided by  
**ONE EIGHTH  
AIR FORCE**



For Contest Info Contact CD - TIM DICKEY  
tdickey2@icloud.com ... 1 (480) 540-7553

USSMA National Chairman - CURTIS KITTERINGHAM  
cak11@cox.net ... 1 (760) 807-5519



Find Us  
On Facebook

For Contest Rules  
and Sponsorship  
Opportunities, Go To ...



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







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.**



## 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.

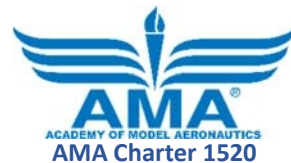


# SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.