

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

**Warbirds &
Classics
2024
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California RC Supershow

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Squadron Field Trip: MECM

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



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- 2. Keith Hedge** flying his Taylorcraft Auster III low and slow.
- 3. Sopwith Pup** (pilot unknown) off on another dawn patrol.



The Scale Squadron of Southern California 2024 Board of Directors

Commander

Mike Greenshields
mikegreenshields@gmail.com

Executive Officer

Eric Puchalski
roadkill1954@gmail.com

Treasurer

Tim Cardin
Tim.Cardin@CardinWest.Com

Secretary

Joni Whitsitt
whitsittjo@gmail.com

Board Members at Large

Larry Wolfe
copsmom98@aol.com

Joe Trama
joe.safepro@gmail.com

Jon Perry
jwperry77@gmail.com

Newsletter Editor

Eric Puchalski
roadkill1954@gmail.com

Mailing Address

PO Box 8074
Fountain Valley, CA 92728

On the Web at:

<https://www.ScaleSquadron.com>

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Mike Greenshields
Commander

The rain in Spain stays mainly in the plain... whereas in SoCal, the Rain seems to stay mainly at the flying field... stupid rain.

I know the rain is good for us but for this guy, with limited opportunities to go flying, I'm a bit bitter about the rain this month! I hope you all didn't float away or have any issues from it. Maybe it meant more building time?!

We're in a great position for Warbirds & Classics this year. Preregistration is strong, people are certainly interested, and I feel like we're ahead of the game. On my end, the shirts are ordered, and the pilot numbers and stickers are in the works! One step closer to another terrific event. I'm told we have the catered part of the food all lined up and we're just knocking off stuff from the to-do list at a good rate! Thanks Joni and Randy!

Recently Jay Smith at Model Aviation magazine asked me to write a "helpful" article about tuning and troubleshooting two-stroke engines. I produced an article for MA that's not exhaustive by any means, but is based on a hot list from what I see in the service dept at MikeGoesFlying.com.

I'm tickled. It was really fun writing for the magazine and the article is out in the April, 2024 edition. I hope you check it out this month.

At my real job, we continue to stock ZAP and K&S at the Huntington Beach Ace Hardware on Adams. And sales are picking up. I finally go in touch with Midwest and we're going to be bringing in some hobby wood again. Seems like these things are getting harder to get so hopefully this serves the local hobby community well.

So, no flying for March, but hopefully for April we'll see a good meeting turnout, some good flying weather on the weekends, and hopefully some of you are getting ready for Warbirds & Classics, the Scale Masters qualifier, and other great stuff.

Meanwhile, thank you Eric for your dedication to this newsletter and getting involved. It's a team and hopefully all of you are having a fun time with the club in 2024. Thanks to all of you and all you do!

Mike Greenshields, Commander
Commander@ScaleSquadron.com



Some People Never Learn

Two hunters got a pilot to fly them to Canada to hunt moose. They bagged six. As they started loading the plane for the return trip, the pilot said the plane could take only four moose. The two lads objected strongly.

"Last year we shot six and the pilot let us put them all on board. He had the same plane as yours"

Reluctantly, the pilot gave in and all six were loaded. However, even with full power, the little plane could not handle the load and went down a few moments after take-off.

Climbing out of the wreckage, Brian asked Tommy, "Any idea where we are?"

"I think we're pretty close to where we crashed last year Brian."

Happy April, everyone! As winter moves on and temperatures soar from the mid-70s to the high 70s there's nothing like spending a couple hours out at the field enjoying the (mostly) beautiful weather and wide open skies. Unfortunately, I've been tied up with things not related to modeling for the past couple months and I haven't been able to spend as much time out there as I'd like. But that's about to change and I'm looking forward to seeing everyone outdoors.

Heads Up on Wildlife

Just a caution that we're not the only ones who have noticed the spring conditions. OCMA Field, like most flying fields is located in a remote area that lots of wildlife calls home. As a reminder of what you may encounter out there, I've reproduced **OCMA Safety Officer, Dave Kadonoff's** *Safety Notes* article from last year. It's worth a look on **Page 11**.

Airplanes & Postage Stamps

One of my *other* favorite hobbies (I have a few of them) is collecting U.S. postage stamps. I was reading a journal from one of the stamp associations I belong to and found a really interesting article about how an airmail stamp design was influenced by the **Douglas DC-4E** transport. It's pretty cool when some of my interests intersect and I thought I'd share the article with you (**Page 19**). I hope you find it as interesting as I did.

Piper Cub Restoration Project

I'm making slow but sure progress on my Piper J-3 Cub restoration project. I installed the radio and engine and now it's time to put in some time on the cowl. That presented some challenges but I think it's pretty well under control now. Take a look at **Page 12** and see if you agree.

Documentation: Fairey Fulmar

I'm betting you've never even heard of the subject of this month's *Documentation* section. The **Fairey Fulmar** is another of those terrific airplanes that were designed in the mid- to late-1930s and looked great at the time but were outclassed before WWII started. I chose it for a few reasons but it boils down to its overall lines and a couple really cool characteristics—namely its unique wing folding mechanism and all that glass on the top of the canopy. Check it out on **Page 24**.



Eric Puchalski
Newsletter Editor

California RC Supershow 2024

The R/C model show we often refer to as RCX is now called the **California RC Supershow** and is held in conjunction with the **California Overland Adventure & Power Sports Show**. I went to this show last year but couldn't get out there this year. Fortunately, our own **Pat Driscoll** was able to make it and he's provided his impressions. While it's still nowhere near the level of the old RCX or IMS shows, it was improved over last year. See Pat's report on **Page 16** for more information.

Warbirds & Classics

Warbirds & Classics 2024 is practically here. If you haven't finished your scale masterpiece yet, there's still some time but you'd better light a fire under it. Registration is open, reserved spots are selling out, t-shirts are on order, and a thousand other details are being handled in anticipation of the best W&C ever. You'll find all the details on **Page 9**.

Another Celebrity in Our Midst

If you haven't yet looked at the **April 2024 Model Aviation**, you should drop everything and do it now. You'll find our Fearless Leader, **Mike Greenshields** front and center in a couple places. He prepared a great article aimed at anyone interested in easing back into glow power *and* he is featured in the *I Am the AMA* section.

Way to go, Mike!

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

roadkill1954@gmail.com



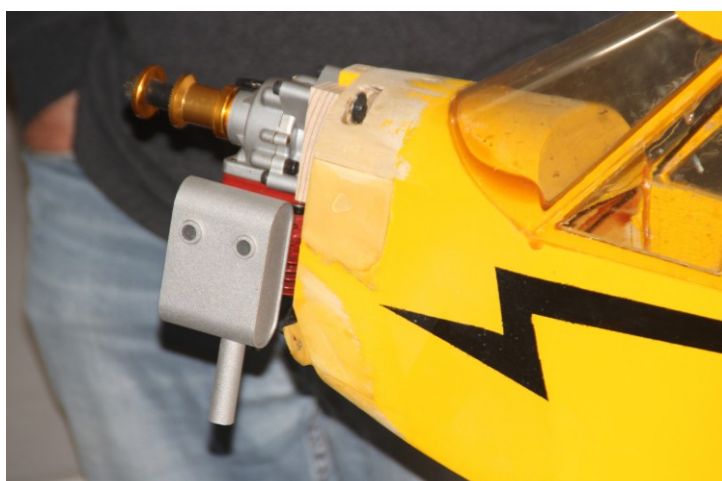
MARCH 2024 SQUADRON MEETING

Executive Officer Eric Puchalski brought the meeting to order (if you want to call it that) and talked about a number of things: Warbirds & Classics 2024; treasurer's report; squadron field trips; Squadron fly day, and a few other things. One of the major topics was a reminder that the **FAA RemoteID requirements** are in full effect beginning March 16, 2024. Eric also reminded everyone that the Squadron newsletter should reflect the interests of everyone in the club and that can only be accomplished if club members provide content for the newsletter. (See the *Meeting Notes* section of this newsletter for more details). There was a full evening of demonstrations and Show & Tell scheduled so all of the general business was disposed of quickly.

While not exactly a *scale* model, **Anand Patel** couldn't help showing off his recently-acquired **Delta Vortex** from Bruce Tharpe Enterprises. Anand got the model because he likes large deltas and the wing is very much like the British Vulcan bomber. Longitudinal control is provided using elevons which provided some challenges in the programming. The model has a 54" wingspan, is powered by an O.S. FS-91 four-stroke, and weighs in at about 8 lbs. ready to fly. Everything is ready to go but the model needs a CG check before its first flight, which could be any day now.

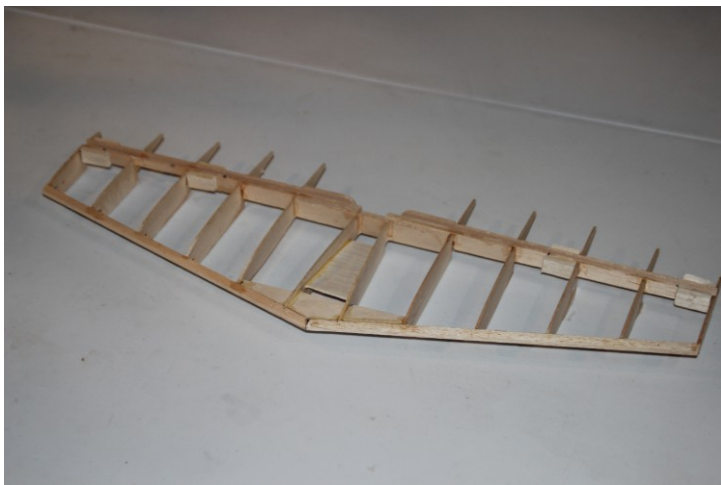


Eric Puchalski brought in his **Piper J-3 Cub** restoration project and showed more progress. The engine is mounted and major repairs to the cowl are complete. Next steps will be to fit the cowl over the new engine and then split the cowl into an upper and lower half so it can be removed without having to dismantle the engine first. A new battery and wiring for the ignition will be next in line. Except for patching a number of holes, that should just about wrap up work on the fuselage. There is still some work required on the wing and when that's complete, a new paint job is in order.



March 2024 Squadron Meeting

Jerry Thompson has started work on building a Top Flite 1:8 scale **P-47 Thunderbolt**. Jerry found the kit at a show and decided he had to add it to his collection. The model has a 63" wingspan and will be powered by an O.S. 1.20 four-stroke. The kit is an old Top Flite Gold Edition kit from the mid-1990s and it had not been started when Jerry picked it up. He's only started construction and at this point has completed the basic horizontal stabilizer framing. He doesn't expect it will be ready for Warbirds & Classics but he does plan to work on it as much as he can.



Pat Driscoll took a moment to thank everyone for their help and encouragement in building his **Thomas-Morse S4-C Scout** from a Balsa USA kit. He said he wouldn't have made the progress he has without that assistance. He's made a lot of progress, including covering the fuselage and control surfaces. He plans to run the aileron control wires through scale locations back to the fuselage. He's completed the dummy engine (which he 3D printed) and is happy with the result. He also 3D printed scale wheel covers, which he has already painted.

The electrical components are installed and the battery compartment is complete. He re-engineered the battery compartment to make it removable without having to disassemble the model once it's set up for flying.

The next major step will be determining how he wants to replicate rib stitching and he has a couple ideas he wants to try.



FEB & MAR 2024 SQUADRON MEETING NOTES

February 12, 2024

Commander, Mike Greenshields called the meeting to order at 7:08pm. He asked the crowd if there were any new members present? **Ed Martell** introduced himself to the membership. Mike reported there will be no Treasurer's Report tonight. Tim will be absent from the meeting. Mike announced the club now has a new storage facility. The club had club materials in different locations this way it's all in one place, plus Mike will be sharing the cost to store some of his stuff. The club has some old VHS videos and Eric Puchalski offered to convert them on-line so the club could review them.

Club trip: Eric Puchalski announced Saturday, February 17th at 10:00am to meet at the Lyon Air Museum in the parking lot to see the museum.

Club Fly Day: Joni Whitsitt announced that Sunday, February 18th from 10:00am to 2:00pm we meet at OCMA. Bring a plane and have fun.

Scale Masters Qualifier: Mike Greenshields talked about Scale Masters having a local one-day qualifier out at Hemet. Plus, the National Scale Masters will be in Hemet in 2024. Mike said he would like club members to participate in the event. He will talk with Curtis to get the updated rules. Later in the year Mike said he would like the club to have a one-day qualifier for practice. Mike and Larry Wolfe described some of the competition maneuvers. Mike will see if Curtis can come to a meeting soon.

Upcoming events: PVMAC is having a Scale Fun Fly, April 19th & 20th. Some club members are planning to attend that local event. Brian O'Meara has an event in Arizona March 14-17th. RCX at Pomona is March 17-18th. Gunsmoke in Arizona is April 5th. Warbirds & Classics is June 28-30.

Monthly Presentation: Eric Puchalski showed how he uses ordinary fabric to cover a model. He uses Mod Podge, a heat activated glue that was developed for decoupage crafters. He uses dope to complete the remaining covered surface on the model.

Break: 8:20pm to 8:40pm

Show N Tell: Jon Perry brought in his North American P-38 Lightning he picked up from a friend. 63 inch wing span, electric retracts, accurate scale outline.

Eric Puchalski brought in his yellow Piper J-3 Cub he is restoring. The model has a 104 inch wingspan,

and he will use a 26 cc two-stroke gas engine. At some point the plane will need new paint.

Members in Attendance: Eric Puchalski, Gordon Truax, Dave Kadonoff, Connie DeJong, Charles Caverly, Larry Wolfe, Jon Perry, Ed Martell, Jerry Thompson, Ed McCormick, Ron Grater, Joe Trama, Mark Puchalski, Jaime Colley, Mike Greenshields, Joni Whitsitt, Chris Madsen.

January 2024 Minutes: Motion to approve Minutes by Jaime Colley, Seconded by Gordon Truax.

[ed note: The detailed meeting notes from the March meeting weren't available when the newsletter was being put together. The following is a list of subjects we talked about. The detailed notes will be published next month.]

March 11, 2024

Executive Officer Eric Puchalski called the meeting to order, welcomed everyone, and led the Pledge of Allegiance. From there, the meeting proceeded along the following general agenda:

- a. Introduction of new members and visitors
- b. Treasurer's Report. (Tim Cardin was not present but submitted his report via email).
- c. Warbirds & Classics 2024
- d. Builders' Wing 2024
- e. Jaime Colley did a presentation on how he uses his Cricut cutter to produce paint masks and vinyl markings for his models.
- f. Break
- g. Discussion of Remote ID becoming fully effective on March 16, 2024.
- h. Recent Squadron Field Trip to Lyon Air Museum and upcoming trip to the Miniature Engineering & Craftsmanship Museum.
- i. Announcement about the upcoming Overland Adventure (formerly RCX)
- j. Warbirds & Classics, AZ.
- k. Squadron Fly Day for March.
- l. Urgent request for newsletter contributions from members.
- m. Suggestions for members to do presentations at future meetings.
- n. Show & Tell
- o. Approval of February meeting minutes.
- p. Meeting adjourned.

MONTHLY MEETING NIGHT

**Monday
April 8, 2024
7:00pm**

The April 2024 Meeting is On!

There's a lot going on this month and you'll want to get the low-down in person. We have **Warbirds & Classics** coming up, Squadron Fly Day and field trips, local scale events, and more. And with no Monday Night Football, you have no excuse not to be there.

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.

WARBIRDS & CLASSICS 2024

Warbirds & Classics 2024 has Officially Taken Off!

Friday, June 28 through Sunday, June 30, 2024

We've got plans in the works, snazzy new artwork and registration is now open at:

<https://www.scalesquadron.com/warbirds-and-classics-annual/>

Register soon as all the best spots go very quickly.

We Have All the Stuff You've Come to Expect

- ◆ Reserved pit spaces. You'll want to grab one of these ASAP as they go fast.
- ◆ Flying all day Friday, Saturday, and as long as you want on Sunday.
- ◆ People's Choice Award with voting at the Saturday Noon Time Runway Lineup.
- ◆ Lunch and a mixer, dinner and get-together for pilots on Friday included with your pilot registration.
- ◆ Catered lunch on Saturday included for pilots.
- ◆ Donuts and coffee each morning for pilots.
- ◆ Catered Saturday Night Banquet & Awards presentation.
- ◆ Lunch on Sunday for those who stay.
- ◆ Have an RV or Camper? Sign up for **free onsite dry camping** (no hookups).
- ◆ **Vendors Welcome.** Space is free but you will be expected to provide at least one prize for the raffle.

A Few Things to Keep in Mind

- ◆ This is a Scale Model Flying Event. So, Scale airplanes only. We're not picky, we just want an actual scale model. You know... no Ugly Sticks with Air Force markings, etc. What we'd **love** to see is your latest scale project!
- ◆ AMA membership and FAA registration are required and you will be asked to show your 2024 cards.
- ◆ We will fly a standard pattern so no hovering or other Freestyle/3D type flying.
- ◆ Helicopters are allowed as long as they are scale and fly the same pattern as the fixed wing models.



- ◆ Formation flying is allowed. Please work with our CD and Air Boss to ensure you have the space (no more than five pilots at a time)
- ◆ OCMA Field safety regulations apply.
- ◆ OCMA Field is an FAA FRIA flying site so a Remote ID transponder is not required in your model but you must have an FAA registration number on your model somewhere.
- ◆ You **must** have a fire extinguisher in your pit area. Every pilot must have his or her own and it must work.
- ◆ NO TURBINES. We'd love to have you but it's just not allowed by OC Parks
- ◆ NO SMOKE. The Fire Marshall or Park Ranger will think it's a fire, send fire trucks, and that would be bad for everyone.

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

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

See You at Warbirds & Classics 2024!



FIELD TRIP: CRAFTSMANSHIP MUSEUM

by Eric Puchalski

On Saturday, 03/23/2024 at 10:00am, several Squadron members, some of their family, a couple people from San Diego, and a guest or two assembled to explore the **Miniature Engineering & Craftsmanship Museum** in Carlsbad, CA.

We were greeted by a docent who gave us a brief overview of how the museum is laid out. After that, we went off and started exploring. I had some idea what to expect as I had been to the museum before and wrote a summary of that visit in the September 2022 Scale Dimension newsletter.

The museum is housed in a single, light industrial building that is well lit. Exhibits are mostly enclosed in glass cases with additional lighting and mirrors in the back. This provides an excellent environment for taking photos.

MECM's emphasis is on craftsmanship in general and not specifically model airplanes. There are a few airplanes (including a terrific collection of Joe Bridi's personal airplanes, engines, and radios), and *lots* of engines: 2-strokes, 4-strokes, ignition, glow, flat twins, radials, V-8s, V-12 Merlins, both home-grown (kit and scratch-built) and commercial (Saito, O.S., Fox, Cox, Brown, Dennytime, and more).

But there's also a lot of other stuff: Steam engines, locomotives, tanks, doll houses, machine tools, hand tools, firearms, Gatling guns, boats, tether cars, pulse jets, and even a roller coaster and a carousel.

All in all, we spent about two hours looking things over. We probably could have spent more time but we were getting hungry and decided to wrap up our visit and grab some lunch before heading home.

If you'd like to learn more about the museum I'd suggest a look at the article in the 04/2022 Squadron newsletter or a trip to the museum's website.

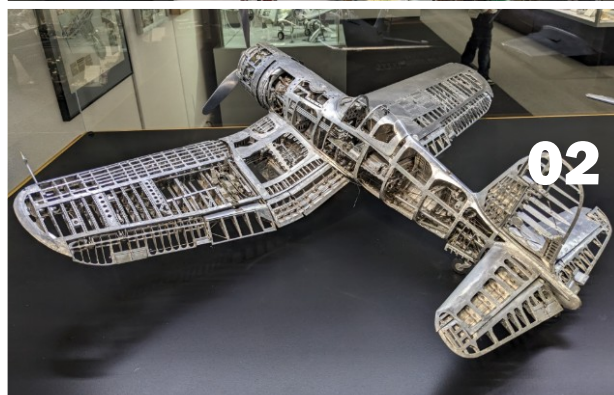
All in all, we had a very enjoyable visit. I would recommend this museum to anyone interested in anything mechanical or miniature. It's an ideal place to get inspired because you can see the actual reward for perseverance and attention to detail.

01: It really is difficult to grasp the scope of the museum's collections until you see it for yourself. This is one photo of one part of the museum. There's plenty more to see after you've covered this.

02: : This **F-4U Corsair** was scratch-built & includes an incredible amount of detail. There are .50 cal Brownings in the wings all have individual belt feeds & rounds; all individually crafted.

03: A partially complete miniature radial engine that is being built on-site by one of the docents who also just happens to be the Lead Toolmaker for Sherline Products.

04: Part of our group of hardy explorers leaving Islands Restaurant after a terrific lunch to round out the day.



SAFETY NOTES

Of Snakes & Spiders & Other Wild Beasties...

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

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

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

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

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer
kadonoffd@yahoo.com



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



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



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



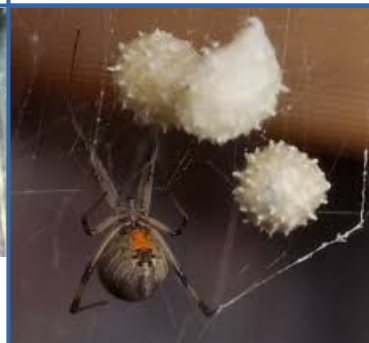
Bobcat: Very shy & not dangerous to humans unless babies are nearby.



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



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



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



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



ERIC P'S PIPER CUB RESTORATION - PART 5

by Eric Puchalski

I know I should have done this before but I figured I better check and make sure the prop shaft comes out of the cowling in the right place. So I stripped the engine of everything it didn't need and bolted it back in place. I fit the cowling in place and it was actually pretty close (**Photo 1**) The hole was a little too small for the prop thrust washer but that was an easy fix.

Turned out it was a good thing I made the extra 1/8" spacer for the engine mount. Seems 3/4" would put the thrust washer flush with the front of the cowling. So the extra 1/8" came in handy.

On to Those Pesky Holes

I'm not sure what I'll do with the holes in the front of the cowling. They're sort of scale and they'll help airflow into the cowl. So I'm going to leave those alone for now. That leaves two giant holes in the sides and one small hole in the bottom. I would have loved to plug them with an O.S. FT-120 Gemini four-stroke like the one that was in it originally but that wasn't in the budget. So I had to settle for wood and filler.

The cowling material is fiberglass so pretty much anything will stick to it and that leaves several options. I chose a pretty conventional way: I figured I'd apply a patch on the inside of the cowl and fill in the hole from the outside.

I started by making a couple templates by placing a piece of manila folder paper on the inside of the cowl and roughly tracing the hole onto the paper (**Photo 2**). When I cut out the paper templates, I left them a bit larger than the holes. I then traced the outline of the template onto some 1/64" plywood (**Photo 2**) and cut the three patches using ordinary stationery scissors (**Photo 3**).

I glued the first patch to the inside of the cowl using thinned 15-minute 2-part epoxy. It was a bit of a struggle to hold everything in place until the epoxy kicked but it finally did and the patch looked pretty good. So I went ahead with the other two patches in the same way.

In retrospect, what I probably should have done was filled these with strips rather than trying to do it in a single piece. But in retrospect, we always know what to do, right?

Filling the Gaps

Now that the big holes were plugged, the next step was to fill in the gaps left on the outside of the cowl. For this

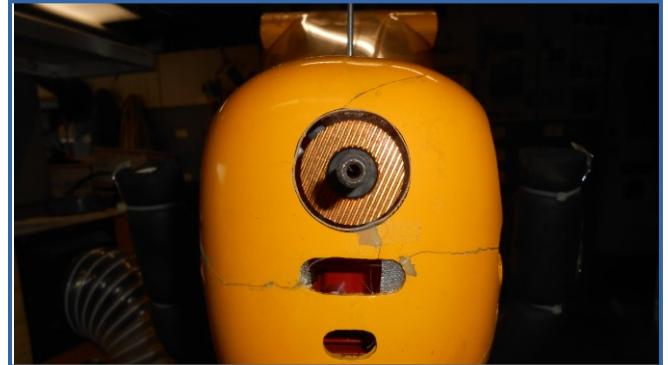


Photo 1: Pretty good fit for the prop thrust washer after resizing the opening a bit.

Photo 2: Rough tracing of the hole onto a piece of manila folder paper.



Photo 3: Templates & patches ready to be epoxied in place.



Photo 4: The 1/64" patches installed on the inside of the cowl.



Eric P's Piper Cub Restoration - Part 5

I used what has to be the last can of **Split-Second** auto body filler in existence. Split-Second used to be a pretty popular choice for this kind of work 10 or 15 years ago but then it just disappeared. I found this particular can stuck way back on a shelf but it looked to still be in pretty good shape. So I mixed up a couple batches and spread it around.

It filled in the gaps very nicely and after a little sanding and shaping, everything is looking so much better (**Photo 6**). A trip back to the fuselage showed that the cowl still fits nicely (**Photo 7**). There is still a little more filling and sanding to be done but the major damage has been dealt with.

About that Split Cowl

Earlier I mentioned that since the carburetor will be sticking out one side of the cowl and the muffler the other side, it would be impossible to remove a one-piece cowl without removing those protuberances. So I decided to split the cowl to allow it to be removed in two pieces instead. The only question was, should it be split horizontally or vertically. I suppose it could go either way but in the end I decided to split it horizontally so as to keep the form of the top clean. The blue tape in **Photo 8** shows where that split will be made. I'll wait until the carburetor and muffler holes are done before splitting the cowl just to make it easier to put the holes in.

So, that's about it for this installment. By the next installment, the cowl should be in place, all the electronics and moving parts should be functional and all that will be left is new paint—*after* a few test flights, of course.

Photo 5: It's starting to look like a cowl.



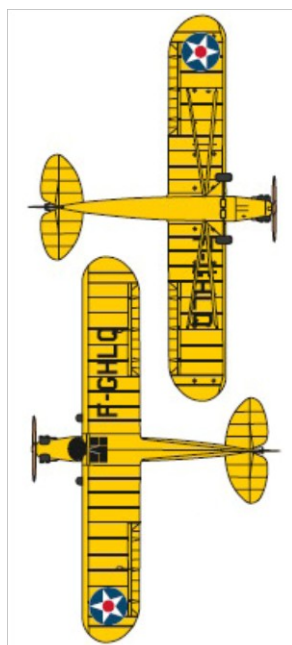
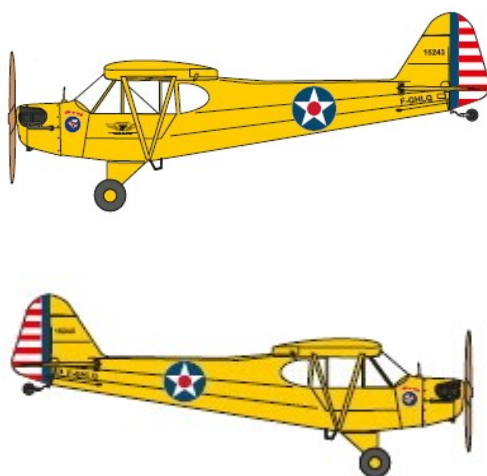
Photo 6: There's still some shaping and sanding to do but so far, so good.



Photo 7: ? A quick test fit showed everything still fitting nicely.



Photo 8: Blue tape showing where the split line will be. This will allow the cowl to be removed without having to dismantle the engine.



CRICUT CUTTING MACHINE

At the March Squadron meeting, **Jaime Colley** brought out his **Cricut** cutting machine and demonstrated how he uses it to produce both paint masks and finished trim pieces. The Cricut cutter comes in several models and sizes, and Jaime described how the one he uses can cut hundreds of materials ranging from self-adhesive vinyl (for paint masks and decals) to 3/8" balsa.

Self-adhesive materials include everything from lightly-gummed removable vinyl (used for paint masks) to permanent decals (for finished markings and nomenclature applied directly to a model).

The Cricut software is included with the cutting machine and is used to generate outline drawings that are sent to the cutter for reproduction as masks or stickers. For this demo, Jaime spent some time showing how the software is used to lay out designs that will be used to make permanent vinyl stickers. Images can be generated from scratch or imported into the software. Once in the software, they are infinitely scalable and can be manipulated as needed.

Specifically, he showed how he created a multi-part white and blue sticker showing the U.S. national emblem that was used on aircraft in many theaters during WWII (**Photo 1**).

For those who don't want to take the time to become expert at creating their own images, Jaime said that there are hundreds of designs already available as free downloads from several websites.

The process to make this particular graphic was straight-forward:

1. Lay out the overall background (this will be the blue part).
2. Lay out the star and bars (white).
3. Cut the blue vinyl for the background (**Photo 2**).
4. Cut the white vinyl and transfer the white parts to the blue vinyl using transfer tape (**Photos 3 & 4**).
5. Apply the finished graphic to the model.

Although this version of the insignia did not have the red "meatball" in the center, it would be easy enough to add by cutting a red circle of the appropriate size and applying it to the center of the star.

The vinyl is usually sold in rolls and is available from a number of sources. These can be used directly by the Cricut machine or they can be cut into smaller pieces to reduce waste. To help with this, Jaime showed how a

Photo 1: Items required to use the Cricut cutter include a PC, vinyl material, designer software, and, of course, a Cricut cutting machine.



Photo 2: Blue background for the insignia. This will be the layer of the marking that will be attached directly to the model.



Photo 3: White components of the marking, attached to transfer tape & ready to be applied to the blue background piece.



Photo 4: Blue & white segments attached to a backing board and ready for transfer to the model.



Cricut Cutting Machine

reusable holding pad can be used to hold small pieces of vinyl for cutting.

Once a piece has been cut, the unneeded parts are removed and the rest is moved to the surface of the project using transfer tape. The parts to be removed will be different depending on whether you're making a stencil to be used as a paint mask or making a graphic that will be applied directly.

Jaime said the absolute best part about this whole system is the ability to resize any graphic to any size required. (As long as the finished graphic fits on the material being cut.)

He also said that while there is a bit of a learning curve for the software and results will get better with experience, the final result is worth way more than the effort. 🦅

Photo 5: A piece of white vinyl attached to a backing board, ready for cutting.

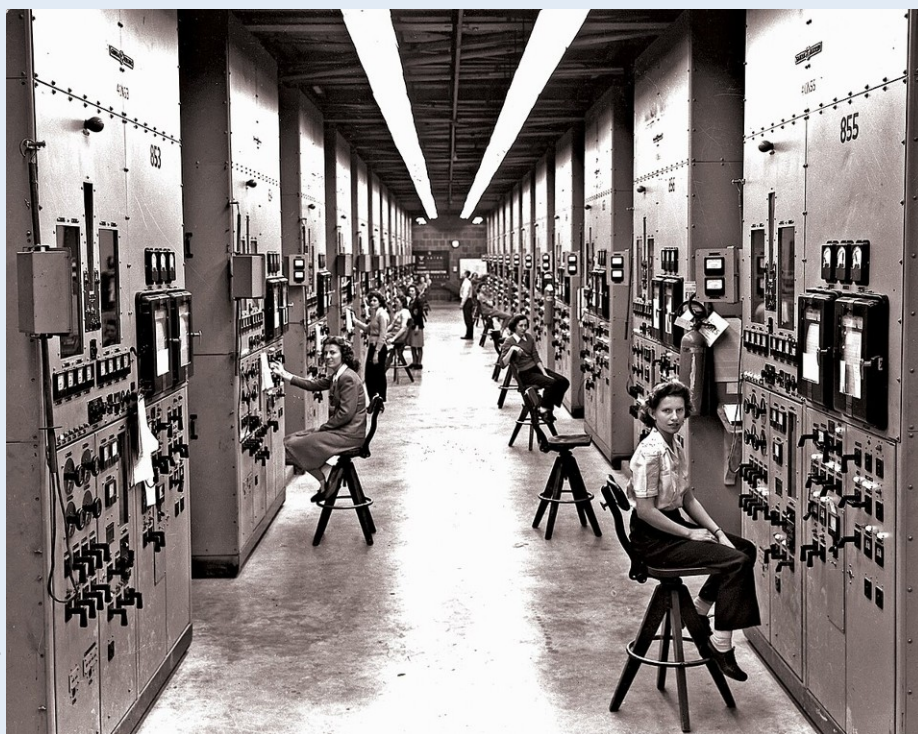


The Calutron Girls

During the Manhattan Project, approximately 10,000 young women operated the arrays, or "racetracks," at the Oak Ridge Y-12 Electromagnetic Isotope Separation Plant. Beginning in 1944, when the first arrays went online, these women, known as "Calutron Girls," began separating lighter uranium 235 from the heavier and more common uranium 238. This separated uranium 235 ultimately became fuel for Little Boy, the atomic bomb designed and built in Los Alamos and dropped on Hiroshima, Japan on 08/06/1945.

To maintain secrecy in a community with over 75,000 workers and residents, Manhattan Project administrators did not offer these 10,000 women any clue of what they were working on. Several of these women recalled instances of coworkers disappearing from their jobs unexpectedly, often because they had been too inquisitive about their work.

As a whole, the Calutron Girls operated the dials at Y-12 more efficiently than scientists. Being unaware of the intricacies of their work, the women were more likely to simply notify their supervisors of a problem rather than try to correct it themselves as a scientist would. In addition, their touch on the dials proved to be more



efficient than scientists, who would overthink the adjustments.

The 1,152 calutrons at Y-12 operated by the Calutron Girls produced 140 pounds of uranium 235 through 1944 and 1945, enough to fuel one atomic bomb. On 08/06/1945, these women finally learned what they had been so diligently working on; the fuel for the atomic bomb dropped on Hiroshima, Japan.

EVENT: CALIFORNIA RC SUPERSHOW

by Pat Driscoll

(All photos, Pat Driscoll)

My wife accompanied me to the recent California RC Supershow at the FairPlex in Pomona. I had never gone to an RC expo before. It was an overcast day, but there still seemed to be plenty of people heading into the parking lot. On the walk in from the parking lot, we passed several people leaving with boxes full of new toys (**Photo 2**), some had arms full of new-to-them classic R/C planes. I had high hopes as we made our way to the show hall. The R/C show shared the FairPlex with an Overland Adventure Show that weekend, so we passed by many, many pickups with various racks, tents and other goodies so that you could camp in the wilderness with all the latest conveniences. I think if anyone had displayed a special rack for RC transmitters and batteries, they would have had a customer in me.

The R/C Show

Outside the main building, there was a display of scale construction vehicles and trucks (**Photo 1**). There was even a Cyber Truck. There was a complete town with buildings and roads. It was interesting to see this niche of the hobby.

Hitec had a good size booth with a rock crawler R/C course for customer interaction. They also had a display of their servos, but servos by themselves are not super exciting to look at. They also offered a 10% show special, which is nice, but I didn't have any specific need for servos at the moment.

Traxxas had a large presence. I'm not too much into R/C cars, so I didn't spend much time looking over their displays. They had spokespeople and multiple tables with a wide variety of cars. They had an inflatable oval to provide a padded course for people to try their hand at driving demo cars. I watched for a few minutes and even though there were only two cars, they managed to bash into each other regularly. It shows a certain dedication and confidence in your product to let people demo stuff like that. There was also a large outside racetrack which I observed only from across the field as I checked out the AMA booth.

Those were the only big manufacturers present. That was disappointing. It seemed like a really good show for Eflite, Horizon Hobby, FMS or any of the bigger manufacturers to participate in. There were quite a few families with parents



Photo 1: A very cool exhibit of R/C construction equipment just outside the main entrance of the exhibition hall.



Photo 2: Lots of people walking around with (and playing with) new toys. It was great to see so many families in attendance.



Photo 3: One can never have enough cables and adapters to get all those electronic bits up and running.



Event: California RC Supershow

and children excited about the exhibits that they did see. I think a display prominently featuring Timber's or Draco's or other short takeoff bush planes would have shown well and appealed to the crowd that had just walked through the Overland Adventure show area.

Pegasus Hobbies had a large booth and was doing good business. With the major manufacturers absent, it was very good to have Pegasus there to get excited people new toys.

Motionsic had a booth with their head tracking FPV equipment. The guys who run the company are SoCal locals that use OCMA Field for their fun flying. It is super neat gear, and I have considered getting a setup for myself. It was good to see them out there trying to get their name out. I'm focused on gaining basic flight skill, but I think FPV in WWI scale aircraft would be really fun. Especially WWI type aircraft that did close-in dog fighting. FPV formation flying could be really interesting too. Anyway, another future project.

Swap Shop

A good third of the space was swap meet booths. There was an interesting selection of old aircraft for sale, along with all sorts of old engines and various bits and pieces (**Photos 4 & 5**). I broke down and bought an old **Balsa USA Northstar** kit from the 1990s. I was fascinated by this plane back then, but I couldn't devote time to the hobby. I guess I'm fully into the hobby now because I have one kit in progress and now an unopened kit on the shelf waiting. While not a huge crowd, I saw several planes go home with new owners. On the end of the swap meet area, there was a vendor selling electrical connector adapters (**Photo 4**). I

picked up several since it seems like I often have batteries and planes that have different connector types. I did note that there were some unoccupied booths, so the show didn't sell all of their booth spaces.

My wife loves old books, and she found some old military history books in a box under one of the tables in the swap meet area. She picked up some European history books. So there was a little something for everyone if you looked around a bit.

Photo 4: One section of the substantial swap shop. There was lots to sort through.



Photo 5: Another section of the swap shop.



Photo 6: NASA was showing (but not demonstrating) some of their VTOL & autonomous vehicle technologies.



Other Exhibitors

NASA had a display area located front and center when you entered the hall. The vehicles they had on display were interesting, but with the advanced state of hobby drones and planes, the NASA stuff was not so far out there that it drew much of a crowd. They had a large plane with props on booms for vertical takeoff, a large multicopter fitted with a spray tank, and some small autonomous vehicles.



Photo 7: A beautiful day, some 3-D flying, and guys wishing *they* were at the controls.

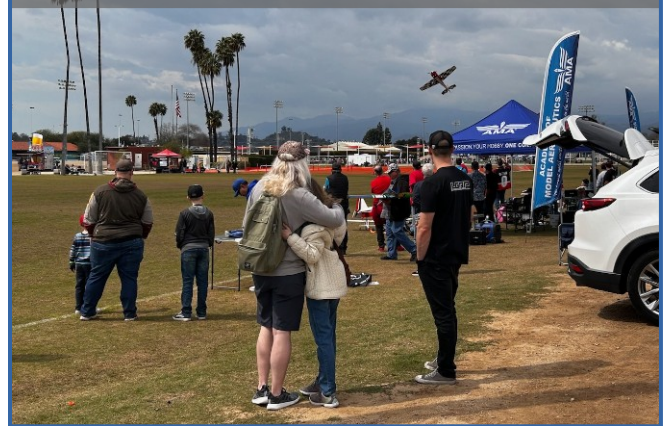
Event: California RC Supershow

AMA was present. They had a booth inside the show which had some paper airplane type activities for interaction with the kids. AMA also had an outside booth set up and was doing flight displays (Photo 8). The flight demonstrations were impressive, with some very skilled pilots and dialed-in aircraft (Photo 7). I saw some 3D-printed vertical-takeoff airplanes there that I have seen out at OCMA Field. I was somewhat disappointed with how the AMA booth was set up for crowd interaction. It was just a 10x10 tent with no clear signage to draw people out, indicate where to be to watch the show, or much in the way of crowd-facing displays or interaction.

The model rocketry club was there. I recognized an Alpha rocket on their table that I had had as a kid. Unfortunately it wasn't drawing much attention. Rocketry seems to me to be a bit tough in this area due to lack of local launching areas. I remember launching rockets as a kid from nearby open fields and parks. I wouldn't try to do that today. It's a shame really since kids can build simple model rockets quite young and see their creation do something cool.

Despite some shortcomings in terms of lack of the big R/C manufacturers and some missed opportunities to

Photo 8: The size of the flying area for flight demos was a bit limited but none of the spectators minded.



draw people into the hobby, I enjoyed the expo. There was still quite a bit to explore, and lots of fun stuff that got me thinking about future projects. I hope the organizers can use the good attendance numbers (at least it looked pretty good to me) to entice more manufacturers to come out next year. 🦅



AIRPLANES & POSTAGE STAMPS

[ed note: ed note: For those of you who don't know, one of my other favorite hobbies is collecting U.S. postage stamps. I've actually been engaged in that hobby far longer than I've been flying model airplanes. I'm always interested in topics that intersect both of these hobbies. In this case, I recently came across an article in a journal for one of the stamp collecting associations I belong to that touches on a couple of my main interests.

In 1941 President Franklin Roosevelt (another avid stamp collector) authorized the release of a series of stamps for air mail letters and packages. The series is referred to as the "Transport Series" (or simply "the Transports") because it features a large transport airplane in flight.

The design was controversial because some people thought

it unfairly promoted the aircraft design of one manufacturer over another. But no one could quite put their finger on who had a twin-engine transport that resembled a DC-3 but had three vertical fins and rudders. The truth is that the design was a composite of a couple aircraft of the time but everyone loves a conspiracy theory, right?

So, here's some U.S. postal history on a real aircraft and how it made it onto a U.S. postage stamp even though it didn't make it into production. It's also a little insight into how postage stamp designs are decided on.

The following article is reproduced verbatim from The United States Specialist journal of June, 2023.]



by Joseph Skidmore

Postal History

The Douglas DC-4 has been noted as the model of the Transports' triple rudder. What is not clear from the philatelic record is that the model was the DC-4E (Figure 1) the single prototype of a large 4-engine transport envisioned by US airlines. The commercial DC-4 did not emerge until after WWII and differed in many details from the DC-4E, including the triple rudder tail. This confusion stems from the E (for Experimental) designation applied after a major redesign was initiated.

The DC-4E was short-lived, and images are uncommon. I first saw the DC-4E in *A Picture Postcard History of US Aviation*. The author illustrates two real photo postcards to which he assigns a rarity of B (Rare) on a scale of A (Very Rare) through G (Very Common). The DC-4E may



"The Transports." A set of seven U.S. airmail postage stamps issued between 1941 and 1944. The manufacturer and model of the airplane used in the design have been a source of spirited discussion by stamp collectors ever since.

Airplanes & Postage Stamps

be unfamiliar to the modern eye, but it was well publicized in its day. The designers of the Transports would surely have had access to more images than the single technical illustration from *Air Progress* (Figure 2) in the Bureau of Engraving & Printing (BEP) file.

One of the real photo postcards is the DC-4E taking off on its maiden flight. This same image (Figure 3) appears in the December 1938 issue of *Popular Aviation* in a full page advertisement for Curtiss-Wright Technical Institute. The 1940 book *A Guide to American Airplanes* sports the DC-4E on its cover. This picture (Figure 4) shows the DC-4E in United Airlines livery.

Targeted for greater passenger capacity over longer routes than the DC-3, the DC-4E was the first of the giant land-based airliners (See Table 1).⁷ Among the DC-4E's design constraints were the thickness and length of existing runways and the height of existing hangars. The DC-4E was the first airplane of its size to use tricycle landing gear. This feature meant that even for a normally scaled rudder, the distance from the ground to the top of the rudder was very high. The triple rudder was the solution that provided adequate control surface area without exceeding the hanger height restrictions.

The DC-4E took its maiden flight on June 7, 1938. After almost a year of



Figure 1: The single prototype of the Douglas DC-4E which never made it to production but did (mostly) make it onto a U.S. postage stamp. ("Mostly" because the image on the postage stamps is a twin-engine rather than four engines.)



Figure 2: Technical cutaway drawing of Douglas DC-4E that appeared in *Air Progress* magazine.

testing, she was delivered in May 1939 to United Airlines, the first member of the consortium of airlines that helped to fund the prototype. United, American, TWA, Eastern and Pan American each took a six-week turn of flight test and evaluation, flying the DC-4E around the country.

The Post Office Department submitted the request to BEP for

what would become the Transports on December 2, 1940. At that time, the DC-3 was the dominant airliner in service, and the DC-4E was the harbinger of future transcontinental service. The BEP may have been tempted

Table 1. Transport Aircraft Size Comparison	DC-3	DC-4E	C-54 (Version G)	DC-4
Fuselage Length	64.5 ft	97.6 ft	93.8 ft	97.4 ft
Wingspan	94.6 ft	138.3 ft	117.5 ft	117.4 ft
Gross Weight	25,000 lb	65,000 lb	73,000 lb	75,000 lb

Airplanes & Postage Stamps

to use the DC-4E as the model for the Transports, but by December 1940, the DC-4E had been taken back to the drawing boards. The airlines returned to Douglas with a list of change requests: a pressurized cabin, higher cruising speed, and—a single rudder. The single rudder request came from the maintenance crews. Douglas was able to provide a single rudder, and hanger height limits

apparently became less of an issue. As US entry into WW II loomed, the Department of Defense (DoD) asked United and American to cancel their orders for the redesigned DC-4. The DoD took over the redesign, and what emerged in 1942 was the slimmer, unpressurized, single-rudder C-54 **Skymaster**. The C-54 went through seven design releases throughout the war, and the first

commercial DC-4 was delivered in January 1946 with only minor variations.

Two other airplanes with triple rudders may have influenced the design of the Transports. The **Boeing 314 Clipper** took its maiden flight on the same day as the DC-4E. It did so with a single rudder, but flight tests showed the single provided inadequate lateral control. The 314 incorporated a double and, finally, a triple rudder before it entered service in 1939. The **Lockheed Constellation** is the most iconic triple-rudder airliner, but it postdates the release of the Transports. The contract between Howard Hughes and Lockheed was entered into in great secrecy on July 10, 1939. Prior to negotiations with Hughes, in April 1939, Lockheed released plans for a large 4-engine transport designated the **L-44 Excalibur** (Figure 5). On paper, the L-44 progressed from a single, to a double, and finally to a triple rudder, but it never left the drawing boards before morphing into the Constellation.

ACHIEVEMENT

The great Douglas DC-4 (weighs 65,000 lbs.) leaving the ground for the first time, as seen by the entire Curtiss-Wright Tech student body. Note tricycle landing gear.

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Figure 3: A full-page ad by the Curtiss-Wright Technical Institute from the December 1938 issue of *Popular Aviation* showing the DC-4E taking off on its first flight.

Airplanes & Postage Stamps

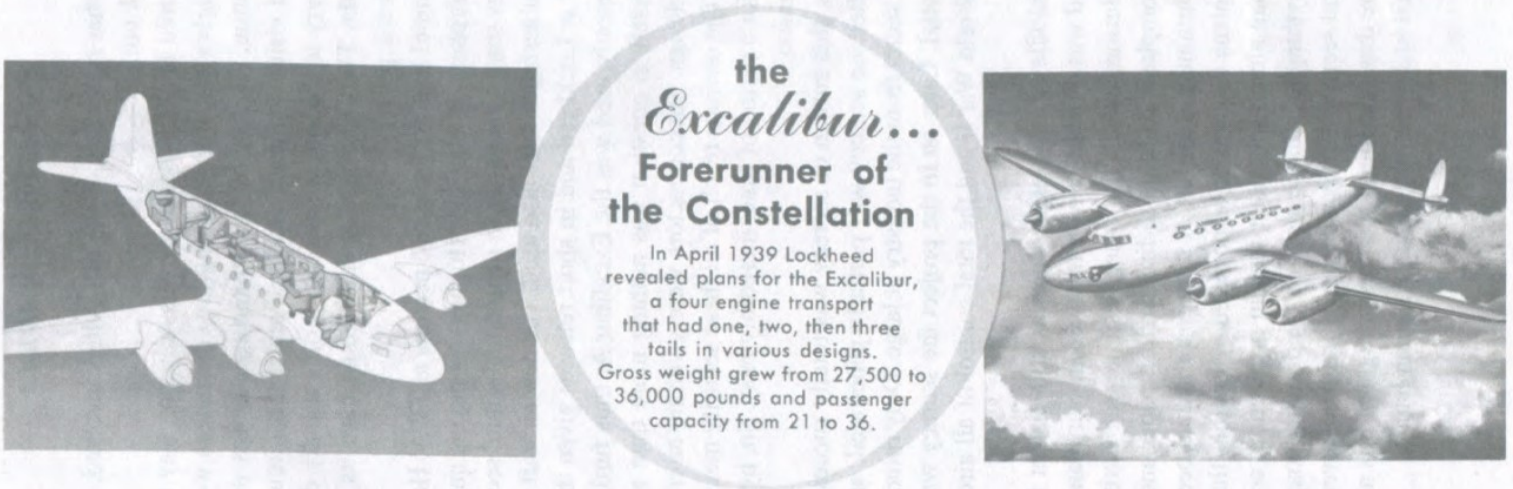
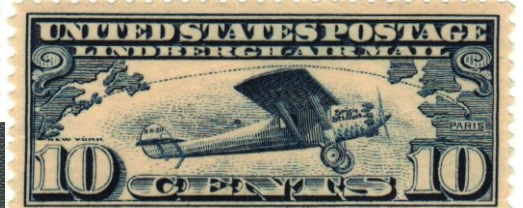


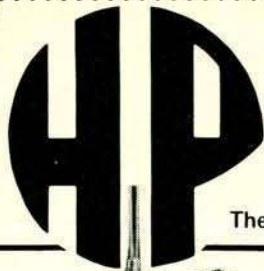
Figure 5: The Lockheed Excilibur was the predecessor to the Constellation.



Figure 4: Part of the cover of the 1940 issue of *A Guide to American Airplanes* showing the DC-4E in American Airlines livery.

In case you're interested, here are some other pretty cool U.S. airmail stamp images. Maybe you've seen some of these?





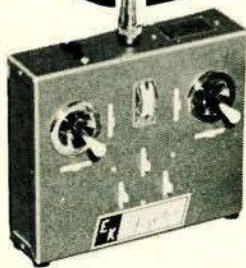
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DOCUMENTATION: FAIREY FULMAR

The Fairey Fulmar is a British carrier-borne reconnaissance/fighter aircraft that was developed and manufactured by Fairey Aviation. It was named for the northern fulmar, a seabird native to the British Isles. The Fulmar served with the Royal Navy's Fleet Air Arm during the WWII.

Although its performance was unspectacular, the Fulmar was a reliable, sturdy aircraft with long range and an effective armament of eight machine guns. Fairey produced a total of 600 Fulmars between 01/1940 and 12/1942.

The Fulmar was heavily used in the North African Campaign. By autumn 1940, it had been recorded as having shot down ten Italian bombers and six enemy fighters. The Fulmar was also deployed to the Far East, where it proved largely incapable of matching the Japanese-built Mitsubishi A6M Zero. During the later stages of the conflict, it served as a trainer and reconnaissance aircraft until when it was withdrawn.

At its peak, 20 squadrons of Fulmars were flying from eight fleet aircraft carriers and five escort carriers. Despite its unspectacular performance, Fulmars were the leading fighter type in terms of aircraft shot down to be operated by the Fleet Air Arm during the war.

According to pilots, its flight characteristics were considered to be pleasant, while its widely spaced undercarriage provided good deck handling and it had excellent fuel capacity and range.

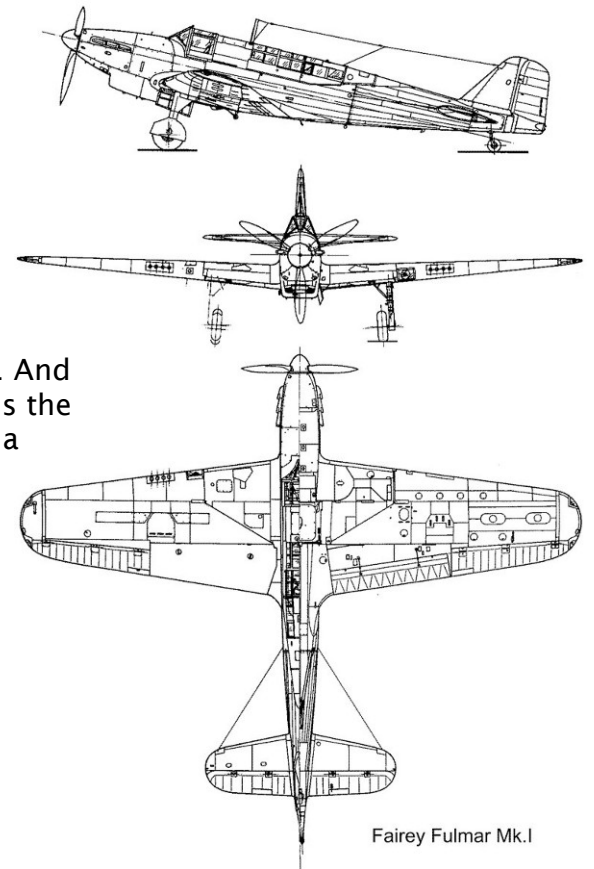
Why You Should Consider This Airplane

There are several versions of the Fulmar, both military and civilian. And you have to love all that glass in the canopy. An interesting detail is the wing folding mechanism which swings the wing back, while lifting a section of the trailing edge up and over the main wing. In fact, it was nicknamed the "Jigsaw Bomber" for its look as it was unfolding.

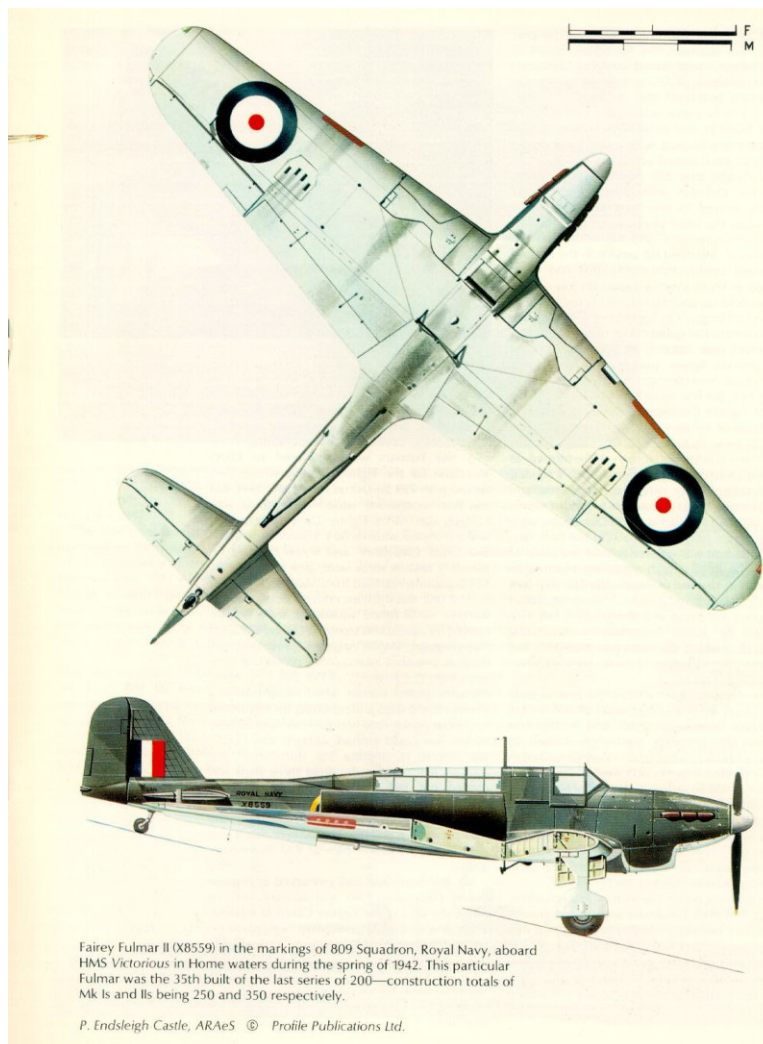
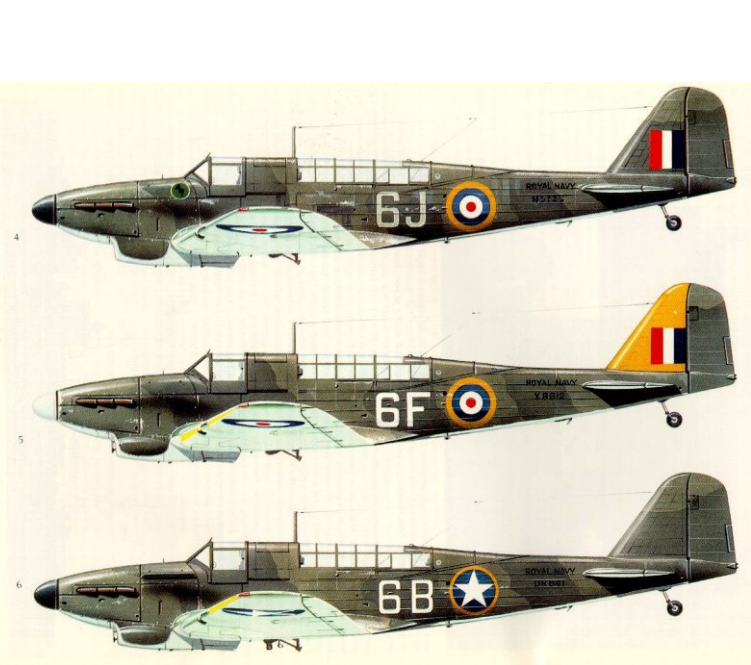
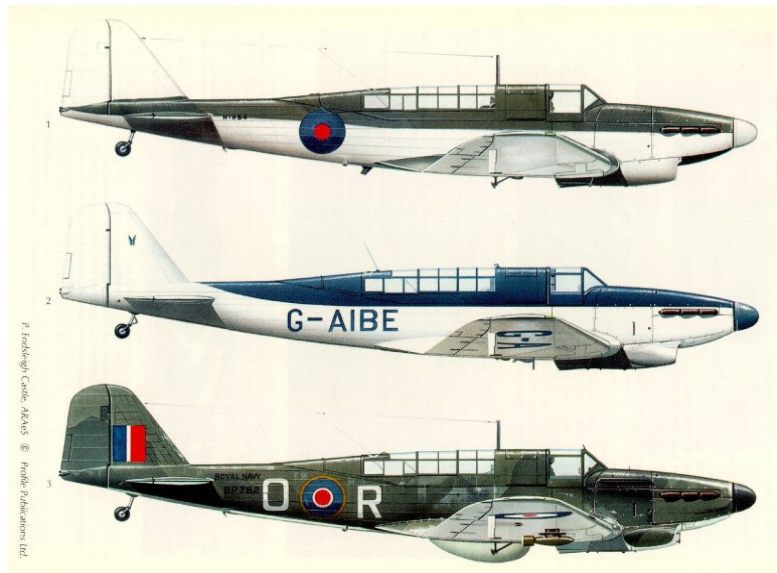
There's tons of information out there about color schemes for both military and civilian versions. Best of all, there don't appear to be many R/C models and, apparently, no kits.

Odds are, this would be unique at the flying field.

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



Documentation: Fairey Fulmar



Documentation: Fairey Fulmar



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.)

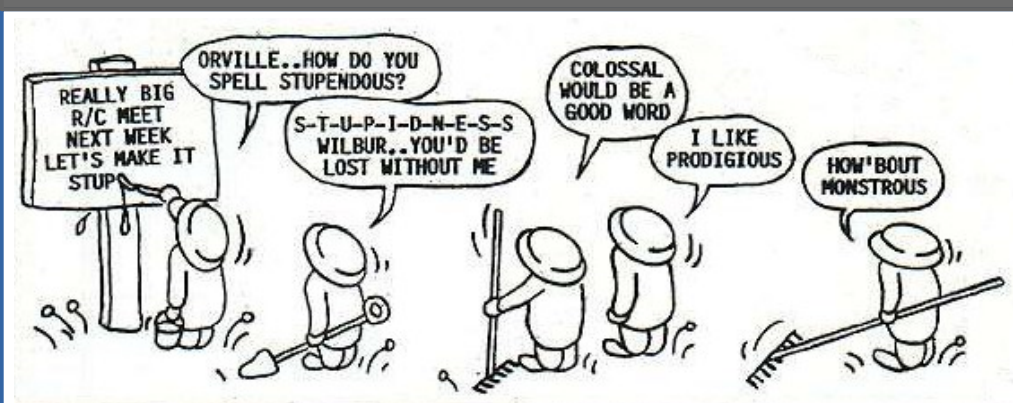
Date	Host & Location	Event & Summary
Apr 19-20	Pomona Valley Model Airplane Club Prado Airpark Chino, CA	Wings Over Chino Scale Fly-In We welcome all scale R/C models of warbirds, helicopters, Golden Age & civilian aircraft. Noon time demos, raffles, awards for pilots & more. No turbine powered aircraft. Registration \$45, reserved pits \$20.
May 23-26	Clovis RC Heli Club Reedley Municipal Airport Reedley, CA	West Coast Festival of Giants The legacy of Castle continues! Join us for the 4th annual West Coast Festival of Giants. Gates open at 9:00am, flying from 9:00am to 5:00pm. Pilot fee \$100, RV parking \$40 (for entire event). On-site food vendors, restrooms & hand washing stations.
Jun 27-30	Scale Squadron of SoCal OCMA Field Irvine, CA	Warbirds & Classics 2024 World-famous scale fun-fly for all types & sizes of anything that looks like a model of a full-scale prototype (no turbines or drones). Awards given. Newly paved 600' runway. Friday night early bird party, Saturday night banquet, on-site lunch, overnight dry camping & vendors. Giant raffle with proceeds going to the Semper Fi Fund. Pilot fee covers any number of models. Fun, Food & Frolic!
Jul 24-28	Tri Valley RC Modelers	12th Annual Central Coast Giant Scale Fly-In Giant Scale until 1700. Jets, 3D and Night flying. FRIA & altitude waivers. Landing fee \$40 (includes pilots' raffle and lunch on Saturday) Dry camping \$15 per night or \$50 for all four nights. 500X50 runway, shade canopy. Santa Maria BBQ Saturday eve.

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.

The Microhenrys

by Ed Henry





WINGS OVER CHINO

APRIL 19-20, 2024

PRADO AIRPARK

Wings Over Chino Scale Fly-in hosted by the Pomona Valley Model Airplane club @ Prado Airpark welcomes all scale radio control models of warbirds, helicopters, golden age and civilian aircraft. Noon time demos, raffels, awards for pilots and more.
No turbine powered aircraft.

**Reserved
pits spaces
starting at \$20**

**PILOT ENTRY
\$45.00
INCLUDES LUNCH**

www.PVMAC.com

**17202 CUCAMONGA AVE
CORONA, CA 92880**



CLOVISRCHeli .COM PRESENTS THE 4th ANNUAL

WEST COAST FESTIVAL OF GIANTS

MAY 23-26, 2024

REEDLEY CALIFORNIA



THE LEGACY OF CASTLE CONTINUES!

Join us for the 4th annual West Coast Festival of Giants
Reedley Airport Giant Scale Fly-In May 23-26, 2024

Reedley Municipal Airport — 4557 S Frankwood Ave, Reedley, CA 93654
Gates open at 9am — Flying starts at 9am and goes to 5pm (open flying from 5pm - ?)

Pilot Fee: \$100—RV Parking: \$40 (for entire event) | Spectators no charge—Donations are Appreciated

ON SITE FOOD VENDORS, RESTROOMS, AND HAND WASHING STATIONS

Hosted by the **ClovisRCheli Club**

Event Director: Erik LaCour — eriklacour@sbcglobal.net | CD/Reg: Rick Malda — mrcorsair@usa.net or call (408) 460-1526

For more information visit www.clovisRCheli.club

Scale Modelers, Pilots & Fans!

Public
Welcome!

FREE for
Spectators!



AMA Sanction No. 15703

17th Annual Warbirds & Classics Scale Fly-In

OCMA Field (Irvine, CA)

Paved 600ft Runway, Friday Night Party, Saturday Night Banquet (Blake's BBQ), Reserved Pit Areas, On-Site R/V Parking & More!

In Support of USMC Semper Fi & America's Fund

ENTRY FEE: \$50.00 per Pilot (Scale Aircraft Only)

Includes 3 Days of Flying, Friday, Saturday & Sunday Lunch.

Event T-Shirts Available Online & at the Event.

Registration: www.ScaleSquadron.com

Contest Director: [Randy Wilbur](mailto:rwilbur@videotecheng.com) (rwilbur@videotecheng.com)

- ◆ Saturday Night Banquet
- ◆ Pit Reservations: \$25.00/pilot (OK to share)
- ◆ AMA membership required
- ◆ FAA UAS registration required & must appear on plane
- ◆ No Turbines
- ◆ No Hovering or 3D flying

Friday-Sunday, June 28-30 2024

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.