

December 2011

# SCALE DIMENSION NEWS

Official publication of the Scale Squadron of Southern California

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA



Commanders Note  
Up Coming Events  
Members Gallery  
Plane of The Month

# SCALE DIMENSION NEWS

## EVENTS

### BOARD OF DIRECTORS

#### PRESIDENT

Mike Greenshields  
mikeg at gmail dot com

#### VICE PRESIDENT

Tim Cardin  
tim.cardin at cardinwest dot com

#### TREASURER

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gltruax at att dot net

#### SECRETARY

Joni Whittsit  
whitsittjo at gmail dot com

#### Board Members

Larry Wright  
Ed Woodson  
Paul Lee

#### Newsletter Editor

Tim Johnson  
Timothy at Johnson dot US dot com

### MEETING

Monday  
December  
12, 2011  
7:00 PM

Green Valley  
Adult Clubhouse  
17250 West Los Jardines  
Fountain Valley, CA 92708

**ONE EIGHTH AIR FORCE  
SPRING SCALE FLY-IN  
MARCH 31 & APRIL 1, 2012**

CD GENE PETERSON 602-579-0925 COMMANDER HOWARD KENNEDY 602-361-9475  
az48er@com.net hushpilot1443@yahoo.com

**FEATURING:**  
SATURDAY NIGHT DINNER AT THE FIELD  
SATURDAY NIGHT R/C FUN AUCTION  
OEA's UNIQUE AWARDS IN MANY CATEGORIES

REGISTRATION STARTS SATURDAY AT 0730 HRS  
\$20 PER PILOT REGISTRATION FEE - AMA REQUIRED  
AMA SANCTION #00-0000  
ALL TYPES OF SCALE MODELS WELCOME

**SUN VALLEY FLIERS CLUB FIELD  
CAVE BUTTES PARK IN PHOENIX, AZ  
CAVE CREEK RD. AND JOMAX RD.**  
HARD 400 FT. CEILING!  
1000lb LIMIT!  
NO 3d FLYING!

**Special January Membership Meeting  
Wednesday / January 4, 2012 - 7:00 p.m.**  
Location: Chino Airport Hangar / Building #110 Q  
Contact: Phil Goodwine 909-762-6948

**All R/C Airplane Enthusiast are Welcome!**

Special Presentation by:  
**HORIZON  
H G B B Y**

Don't be late!  
Free dinner to being served to the first 150 people that arrive and receive a dinner ticket at the door. Dinner is being catered by "Zenda's Mexican Restaurant".

Free soft drinks and water on the house. Donated by the PVMAC.

Please Sponsor by: **Goodwine**

See back side of this flyer for map.

<b>AMA Expo</b> January 6-8, 2012 Ontario Convention Center	<b>PVMAC Warbird Race</b> March 10, 2012 Prado Airpark, Chino, CA
<b>Horizon Hobby Meeting</b> January 4, 2012 Chino Airport	<b>1/8th Air Force Fly-In</b> March 31 & April 1, 2012 Cave Buttes, AZ
<b>Arizona Electric Festival</b> January 26-29, 2012 Mesa, AZ	<b>RCX Expo</b> April 28-29, 2012 Long Beach, CA

**How to Get to the Meeting Place**

Green Valley Adult Clubhouse  
17250 West Los Jardines  
West Fountain Valley

**From the South - 405 North, Exit Euclid, Turn Left at end of ramp, Left on Lite at Slater, Pass Los Jardines East, Turn Right at light on West Los Jardines. Go thru Stop sign with school on left. The Clubhouse will be 1/2 block on your right**

**From the North - 405 South, Exit Brookhurst North, Turn Right at ramp light to Slater, turn right, Pass Silky Sullivan's on your left, FV Police Station on your right, Pass Ward, Left on West Los Jardines at the light, the Go thru Stop sign with school on your left. Clubhouse will 1/2 block be on your right .**

# SCALE DIMENSION NEWS



## COMMANDER'S MISSION BRIEFING

Mike Greenshields  
MikeG at gmail dot com

Ho Ho Ho! Merry Christmas!

Ok, maybe it's a bit over-used, but I'm writing this on Dec 1 and I am already enjoying a joyous holiday and I hope you are too. My family is enjoying the holiday, my friends are happy and healthy, and I belong to what I think is the BEST Scale airplane club in the world! Sing Christmas carols, decorate the tree, hang the stockings, have some spiked eggnog, and don't forget to go flying (boy are we lucky to live in Southern California!)

I've been honored to fill the Commander's position for 2011. I've learned new things, made new friends, built new planes, and hopefully helped your hobby be more enjoyable. In the November meeting I was voted onto the board and at our November Board Meeting, the board appointed me Commander again. I am honored and I expect 2012 will be an EXCITING and fun year!

We're honored to have on this board some incredible people. Here's the run-down:

Officers:  
Mike Greenshields: Commander  
Tim Cardin: Executive Officer  
Gordon Truax: Treasurer  
Joni Whittsit: Secretary

Board Members:  
Larry Wright

Ed Woodson  
Paul Lee

And don't forget our two other non-board but clearly official and NEEDED posts!  
OCMA Representative: Sam Wright  
Squadron Newsletter Editor: Tim Johnson

I could write pages about each of these people and what they've done to support our club, but I'll sum up in short order: They are reliable, honest people who want the best for our club as well as the hobby as a whole. They are dedicated, active hobbyists who share our enthusiasm for aviation. They inspire me daily.

If you have questions, comments, concerns, suggestions, etc. please know you can always approach any of us. That's what we're here for, to serve you and our club as a whole.

Speaking of contributions!!! Tim Johnson is ALWAYS looking for help with the newsletter content. Event coverage, etc is always welcome.

Contact Tim J if you have questions or submissions to the newsletter and it's content.

Technically board meetings are open to club members (as well they should be). Our next board meeting is scheduled for December 19, 2011 at 7:00pm at the Hobby People Cor-

porate Office. Contact me if you'd like to attend (so I know to let you in, the door's locked at night).

DECEMBER GENERAL MEETING! This is a meeting NOT to be missed! This month's focus is not show-n-tell, but rather more a celebration. We'll do the normal club meeting stuff p.d.q. and then move on to the "extended break in traditional December format" along with: AWARDS, RECOGNITION, and the SHOW-N-TELL DRAWING! Over 200 dollars in prizes will be handed out!

Once the holiday season is over, the club-events begin. January will see the AMA Convention as well as the PVMAC/Horizon special meeting. See the calendar for dates as well as the included flyers for information. The PVMAC January meeting with Horizon in 2011 had quite a turn-out with a very interesting presentation AND a TON of raffle prizes. I expect this year's presentation will be equally as interesting.

We're already planning a 2012 kick off party in February, RCX Static Scale Contest in April, AND of course the Awesome, Big, Exciting Scale Squadron Fly-In in June at PVMAC's Prado Airpark! The Squadron event schedule is filling up this year so please start planning now!

We've had a memorable year for 2011, I expect that 2012 will be even better.

Merry Christmas to you and yours.

Sincerely  
Mike Greenshields  
Commander



# MEMBERS GALLERY

# WHAT IS THIS AIRPLANE?



Sam Wright showing off his progress on his T-6 project using Flight Skin



Left- Tim Cardin - Center - Bob Richards - Right - Gordon Truax enjoying the meeting



Randy Wilber showing off a BH Models Prototype called Harmon Rocket



Mike Greenshields showing off his completed F9F Panther from N-Tech Jets



Paul Lee showing off the Ready to fly Cessna 195 club project.



In true Larry Wolfe style, Larry sharing "classified" drawings of landing gear for a future project



Can you identify this airplane? That is great, but don't tell your buddies. At the next general meeting we will give you a piece of paper for you to write your answer on. Your answer will go in to a drawing for the night of the meeting. In the past Hobby People have donated prizes for this drawing.

The next Squadron newsletter will contain detailed information about this ariplane for your reading pleasure.



Art Rosene showing off his major progress on his Banchee scratch build project.



Larry Klingberg with his near complete scratch built Church home built.



**COMING  
SOON!**

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Sam Wright  
Editor - Publisher

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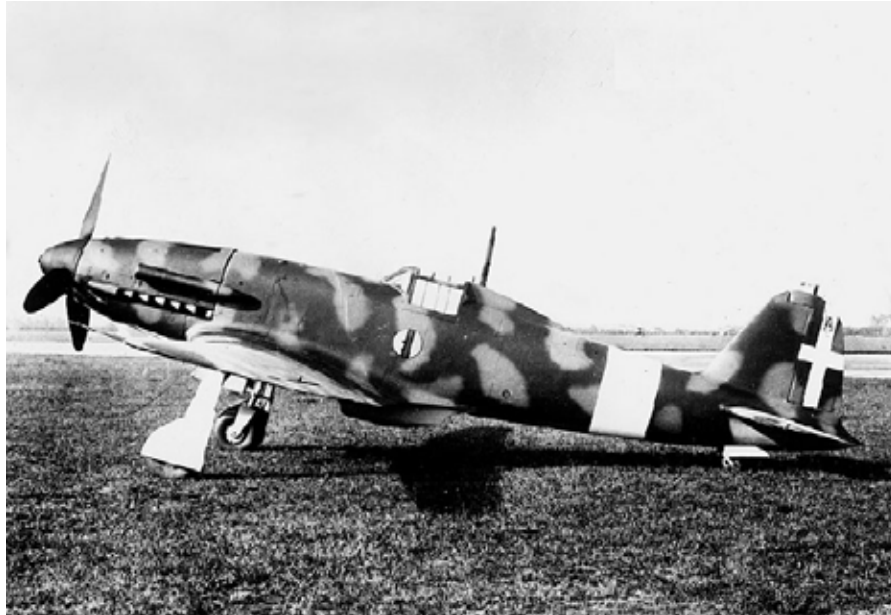


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# PLANE OF THE MONTH

## Fiat G.55 Centauro



Undoubtedly, the Fiat G.55 Centauro (Centaur) served as Italy's best fighter design of World War 2. The type made use of a license-produced version of the excellent German Daimler-Benz DB 605A series inline engine and featured an enclosed cockpit - the latter a rarity among Italian fighter aircraft of the war. Production was delayed until 1943 but 274 total examples were ultimately produced during wartime, joined by a further 75 examples after the war. The G.55 proved an excellent fighter design, mating an advanced streamlined and aerodynamic airframe with a powerful engine to produce a robust and reliable gun platform. The G.55 was a major improvement over the radial-engined, open-air cockpit G.50 Freccia fighter series.

### Fiat's Giuseppe Gabrielli

Design of the G.55 was credited to Giuseppe Gabrielli. Gabrielli served as an aeronautics engineer within Fiat and had already garnered valuable experience in the field, including design of the preceding G.50. Gabrielli would go on to complete some 142 total aircraft designs during his stellar career including that of the first Italian jet fighter - the Aeritalia G.91 - and the impressive G.222 universal military transport aircraft.

### The G.55

Gabrielli's G.55 design was a combination of smooth lines and aerodynamic refinement. Selection of the German Daimler-Benz inline only benefitted the type and immediately made her the best fighter mount Italy could field. Prior to the war, Italian pilots generally preferred their fighters with open-air cockpits for the excellent visibility and freedom but high-altitude and high-speed flight necessitated an enclosed canopy - something these "romantic" Italian airmen would have to accept moving forward. Her design was such that care was given to support speedy production methods meant to get as many G.55s into Italian fighter groups as quickly as possible. Three prototypes were eventually constructed with the first of these (both the first and second were unarmed) becoming airborne on April 30th, 1942. The third prototype served as the invaluable gun test platform. Even while the prototypes were under evaluation in operational settings, the Italian government had already contracted the type for full-scale production.

In practice, the G.55 proved a strong airframe, able to withstand a good deal of punishment and get her airmen back

home. Visibility was noted as excellent thanks to the raised cockpit and spacious canopy while her engine made her a stellar performer when pitted against her Allied contemporaries. Handling was reportedly excellent as well and made for a superior dogfighting platform to the extent that Italian pilots (and Luftwaffe pilots for that matter) greatly respected the G.55. Armament was equally impressive and formed from a collection of powerful cannons and machine guns.

The G.55 saw first combat in March of 1943 and were used in the defense of Rome itself with the 353 Squadriglia. In September of 1943, Italy officially capitulated to the advancing Allies with only 16 examples of the pre-production G.55/0's and 15 examples of the production-level G.55/1's having been completed. Despite Italy's surrender, factories still under Fascist control continued production that ultimately resulted in 274 total Centauros - many of these now being delivered to relocated Italian forces in the north. The National Republican Air Force (ANR) was set up in Fascist-held Northern Italy under Italian dictator Benito Mussolini after 1943 to continue Italy's war against the Allies. Despite their presence along this front, the G.55s in service suffered heavily from the regular Allied strikes - many G.55s being lost while on the ground. The G.55s still under fascist control were fielded by the Squadriglia "Montefusco" out of Venezia Reale. Three further G.55s squadriglias formed the 2 Gruppo Caccia Terrestre. The German Luftwaffe thought highly enough of the G.55 to field it within its own ranks from 1944 to 1945. In capable German hands, the G.55 was more than a match for even the best of the Allied fighters.

While the war still raged on in early 1944, Fiat fitted a pair of G.55 prototypes with Daimler-Benz DB 603A series engines under the new designation of "G.56". The airframe was only

slightly revised and the fuselage machine guns were dropped to save weight and allow for more internal space. Despite improved performance for this new aircraft, it was not put into quantitative production due mainly to shortages involving the availability of the DB 603 series engines at this point in the war. One of the two G.56s survived the war and was used as an evaluation test bed by Fiat.

In post-war Europe, the G.55 continued a limited existence. Fiat reclaimed about 30 unfinished G.55s and delivered them to the rebuilding Regia Aeronautica as well as the Argentine Air Force. Argentina eventually passed on some of their used G.55As to Egypt in 1948. These were ultimately used against the Israelis in the 1948 "War of Independence", seeing combat against Israeli Air Force Avia 199 fighters.

### G.55 Walk-Around

Design of the Fiat G.55 was one of the most pleasant of all the fighter aircraft involved in World War 2. The type sported clean lines and a smooth contour that were generally absent from preceding Italian fighter designs during the war. The engine was set within its compartment well forward of the design, spinning a three-bladed propeller system. G.55 construction was of all-metal. The rounded low-wing monoplane wings were situated forward of midships, ahead of the cockpit. The cockpit was more or less centered along the oval fuselage with a raised two-piece canopy offering good vision despite its framing. Views were excellent along the sides and forward but hampered somewhat by the G.55s long nose and raised fuselage spine. The fuselage tapered off into the empennage which sported a single rounded vertical tail fin. Stabilizers were equally rounded and fitted at each side of the empennage, mounted slightly higher than the main wings. The undercarriage was wholly retractable and consisted of two single-wheeled main landing gear legs and a tail wheel under the empennage.

### G.55 Armament

Armament varied slightly between the G.55 pre-production and production models. The G.55/0 sported a single Mauser 20mm MG 151/20 series cannon firing through the propeller hub. The cannon was afforded 250 rounds of ammunition. This was complimented by no fewer than four 12.7mm (0.50 caliber) Breda-SAFAT machine guns. Two were affixed to the upper engine cowling and two were fitted into the lower cowling near the wing roots. The machine guns were afforded 300 rounds of ammunition per individual gun.

G.55/1 armament was more impressive, made up of three 20mm Mauser MG 151/20 series cannons and 2 x 12.7mm Breda-SAFAT machine guns. One cannon fired through the propeller hub as in the G.55/0 with the remaining pair set in the wings. Each cannon was afforded 200 rounds of ammunition. The two machine guns were fitted to the upper engine cowling and given 300 rounds per gun. Additionally, the G.55/1 was rigged to carry up to 2 x 353lb bombs or fuel drop tanks for increased range.

### Power and Performance

Power for the production-level G.55/1 was derived from a single Fiat RA-1050-RC-58 "Tifone" series engine. This powerplant was a hanging, liquid-cooled, inverted V12 inline engine that was nothing more than a license-produced version of the German Daimler-Benz DB 605A-1 series engine under the Fiat branding. Horsepower output was listed at an impressive 1,475.

Performance - coupled with the excellent airframe design - netted the G.55 a top speed of about 390 miles per hour. She could gallop up to 41,000 feet and cover some 745 miles of airspace on internal fuel - more with external fuel tanks in place underwing.

### Specifications for the Fiat G.55/1 Centauro (Centaur)

Dimensions:

Length: 31.92ft (9.73m)  
Width: 38.88ft (11.85m)  
Height: 10.27ft (3.13m)

Performance: (About MACH)  
Maximum Speed: 387mph  
Maximum Range: 746miles

Rate-of-Climb: 0ft/min (0m/min)  
Service Ceiling: 41,831ft

### Armament Suite:

G.55/0  
1 x 20mm Mauser MG 151/20 cannon firing through the propeller hub.  
2 x 12.7mm Breda-SAFAT machine guns in upper engine cowling.  
2 x 12.7mm Breda-SAFAT machine guns in wing roots.

### G.55/1:

1 x 20mm Mauser MG 151/20 cannon firing through the propeller hub.  
2 x 20mm Mauser MG 151/20 cannons in wings  
2 x 12.7mm Breda-SAFAT machine guns in upper engine cowling.

OPTIONAL (G.55/1): 2 x 353lb bombs or droptanks.

### Structure:

Accommodation: 1  
Hardpoints: 2  
Empty Weight: 5,798lbs (2,630kg)  
Maximum Take-Off Weight: 8,197lbs (3,718kg)

### Powerplant:

Engine(s): 1 x Fiat RA-1050-RC-58 Tifone hanging, liquid-cooled, inverted V12 inline engine delivering 1,475 horsepower.



# SCALE SQUADRON OF SOUTHERN CALIFORNIA PRESENTS

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V.1

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# Battle of the BUILDERS Static Display Contest

**April 28-29, 2012**  
Long Beach Convention Center  
Long Beach, CA

Battle of the Builders has become a must-attend contest within RCX! Whether you're competing or viewing, you're sure to see some of the best scale aircraft on the West Coast! RCX, the ultimate expo for radio control enthusiasts, is celebrating its 10th consecutive successful event in southern California.

### Here are just a few highlights:

- Professional aerobatic airplane show
- Helicopter stunts
- High-speed drift track racing
- Radio control rock climbing
- Interactive "try me" exhibits
- Hundreds of exhibitors
- The latest and greatest radio control gear and technology.

## Who is the best?

Bring out your masterpiece, show off your detailed customized ARF, present your awesome scale park flyer. Put your best aircraft up against the best scale aircraft on the West Coast and see who comes out on top!

### Categories

- Best Military
- Best Civilian
- Best Detailed ARF
- Best Park Flyer
- Peoples Choice

Don't miss YOUR chance to win BIG at the RCX Battle of the Builders. Enjoy the West Coast's best static scale airplane contest! Every entry will be judged! The RCX Battle of the Builders will be organized by the Scale Squadron of Southern California, founders of the Scale Masters Championships.

Whether you've built a giant-scale museum quality masterpiece, or a customized foam park flyer you're truly proud of (or anything in between!), enter it in the RCX Battle of the Builders! This event is open to everyone.

➔ Go to [RCX.com](http://RCX.com) for event details, rules and to register.







# 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 \_\_\_\_\_

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## 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 ☐ Radio Impound ☐

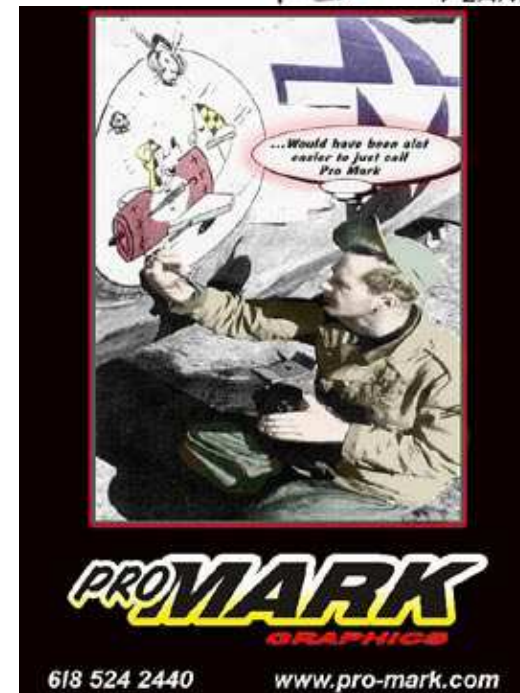
Comments \_\_\_\_\_

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Copy Distribution - **White:** Commander **Yellow:** Membership Chair Person **Pink:** Treasurer

Revised 12/8/2003

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