



SCALE SQUADRON OF SOUTHERN CALIFORNIA

June 2011

SCALE SQUADRON OF SOUTHERN CALIFORNIA
FOUNDERS OF THE US SCALE MASTERS CHAMPIONSHIPS

PRESENTS

FIFTH ANNUAL



SCALE FLY-IN

JUNE 4 & 5 2011 SATURDAY & SUNDAY



EVENTS & ACTIVITIES

June 4-5 Squadron Fly-In Chino, CA

Sunday, June 19th – Hemet Model Masters Open 4 Ami-go's Semi-Scale Contest

July 1-3, 2011 - IMAC Southern California Scale Aerobatic & Freestyle Challenge Prado Airpark - Chino, CA

August 26-28, 2011
The BIG JOLT West Coast RC Electric Experience
Prado Airpark - Chino, CA

September 3rd - Hemet Model Masters Dawn Patrol/Golden Age Contest

THE SCALE SQUADRON NEED YOU !!!

Volunteer!



Help your Fellow members fly at our event, by giving a small part of your time to help the event run smooth

Contact Tim Johnson or Randy Wilber

Founders of the U.S. Scale Masters Championships
www.scalesquadron.com



*FROM THE SPOTTER'S
VIEWPOINT*

**MIKE GREENSHIELDS
SCALE SQUADRON
COMMANDER**

**THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA**



MIKEGREENSHIELDS@GMAIL.COM

As I write this we are in the last throws of Fly-In prep. Randy and Joni have rallied the troops, crossed the t's, dotted the i's, minded their p's and q's, and we're ready to rock and roll, turn and burn, kick the tires and light the fires as it were. Indeed this is going to be an exciting and event-filled weekend.

I'm looking forward to the added dimension of 'Introduction to Scale Competition' Seminars to our fun-fly. Board Members Larry Wright and Gordon Truax have prepared a great program for ALL interested in Scale Aircraft Competition.

You're going to see a lot of cool revisions, upgrades, and changes to keep the event fresh and exciting. New flight line organization, pits layout, and a cool new Saturday Night Auction. Even the food has been changed up by Ed Woodson and the Fly-In leadership.

One thing that won't change is the experienced leadership of Randy Wilbur as CD, a plethora of awesome airplanes, AND... More scale Tanks and Jeeps courtesy of the South West Armor Group. SO COOL!!!

And, of course, it's being held at one of the best kept, nicest places to fly west of the Mississippi, the PVMAC field! This fly-in effort truly feels like a joint project due to the AMAZING partnership that we enjoy with the great guys at PVMAC and the leadership of Phil Goodwine. We're excited to see Phil and Kyle flying scale along with their IMAC efforts this year. They are

a respected and appreciated addition to the scale community. If you see a PVMAC member volunteering, be sure to let them know just how much we truly appreciate their time, effort, and dedication. Our hobby is truly an amazing pastime/sport.

I'm looking forward to a fun, exciting, and entertaining weekend. Most of all, I'm looking forward to seeing everyone there!

As if that weren't enough... Larry Wolfe and Phil Gross have been working feverishly on the Cessna 195 project. The plane has proved to have some challenges so it is going slower than the twin did last year. However, framing is close to complete, it's almost ready for sanding, and indeed it would appear all of that was the hardest part. Should really accelerate from here (once the Fly-In is over).

MORE GOOD NEWS! If you're not flying at OCMA, you should truly consider signing up. The field has been updated and upgraded. The leadership is as good as it's ever been. Our own Tim Cardin is active in the board, and it's simply a fantastic place to fly. And for you guys in the OC, it's convenient too! Yes, it requires membership dues but those dues go SO FAR to make sure the field continues to be a great facility. And truly, if you do fly there, thank an OCMA board member. They're working hard every month to make the place run great and look great just for you!

Got a message from a Team Airtronics

pilot, Doug Crumley. He tells me that I know him because of his support of Team Airtronics (of course I do!!!), but most of you will know him as an old Scale Squadron member! He said he's hoping to come out to our Fly-In next year after seeing it in the AMA magazine! And, he wanted me to tell the old-guys (My words, not his...) "Hi!"

COOL MEDIA STUFF: The AMA magazine coverage for our event was amazing and was truly a boon to our notoriety as well as attention to the Fly-In. Tim says clicks on the website are WAY up!!!

Please send a quick note to new Model Aviation Editor Jay Smith and let him know just how much we appreciate his coverage of our event!

Jay is not new to AMA but he is the new "top guy" at Model Aviation. He's a decent guy and will appreciate the words of encouragement.

Things like this make me extra proud to be a Scale Squadron member. The hard work and dedication of the membership make me feel truly honored and humbled to be the Scale Squadron Commander this year. We're half-way through the year and we're truly having an AMAZING year already!!! THANK you to EVERY-ONE!

We'll see YOU at the flying field!

Mike Greenshields
Commander

SCALE SQUADRON OF SOUTHERN CALIFORNIA



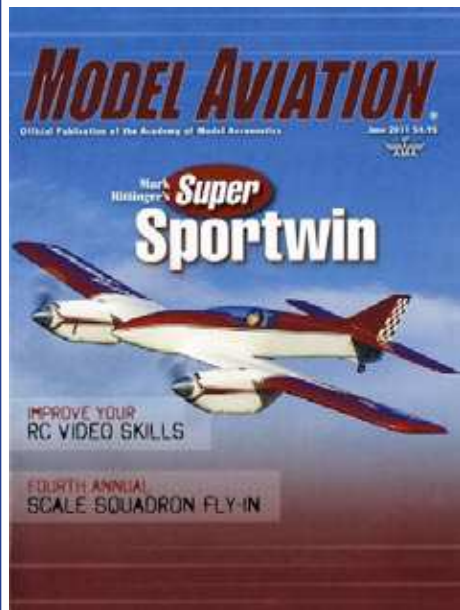
Larry Kingberg showing off wheels of his latest project, a Chruch Mid-wing



Randy Wilber Showing his prgress on his F4U



Tim Johnson showing off his true documentation of Korea war time VMA-312 F4U's



Your club on the cover of Model Aviation.



Art Rosene Showing off his Ban-
ssee canopy part.



Sam Wright showing off his latest project, a Cessna 195



Video of our fly-in from last year - Thank you Plane Video Art!

SCALE SQUADRON OF SOUTHERN CALIFORNIA

EARTHBOUND JET JOCKEYS CAUGHT IN DOGFIGHT WITH FAA

HOBBYISTS FLYING FASTEST MODEL PLANES RESIST RULES AIMED AT DRONES.

By: SUSAN CAREY WSJ.com

LAKELAND, Fla.—Rod Snyder's Czech trainer jet executed several rolls and a high-speed pass at the Top Gun flying competition one recent sunny day at the airport here, but collapsed its landing gear on touchdown and skidded to a stop on its belly. The crowd gasped.

"I just made a pilot error," said Mr. Snyder. "That should have been just a hard landing." He was unhurt in the crash, however, because he never left the ground.

Mr. Snyder and others at this model air show flew their planes via radios, controlling altitude, speed, flaps and landing gear from small hand-held transmitter boxes resembling tricked-out Game Boys.

In recent years, model airplanes have evolved from balsa playthings into high-performance machines, thanks to new batteries, advanced propulsion, improved radio equipment and the same composite materials that are changing the design of full-scale jetliners.

Mr. Snyder's trainer, an L-39 Albatros, was powered by a small but real jet engine. Other planes at the competition had gasoline engines big enough for a motorcycle. Some can ascend thousands of feet, travel at 200 miles an hour and have wingspans of up to 20 feet.

With price tags reaching \$50,000

for hand-built, scale models of actual aircraft, remote pilots take their hobby seriously. As Brian O'Meara, a 63-year-old owner of a Ford dealership in Denver, prepared for his flights at Top Gun, he insisted his F-84F Thunderstreak fighter jet model "is not a toy."

That's become a problem. After leaving this pastime alone for years, the Federal Aviation Administration is considering new regulations that could set strict limits on recreational model planes.

While the potential rules wouldn't affect most hobbyists, the uber-enthusiasts with the biggest, baddest planes are in a panic. Proposed rules could prohibit jet propulsion, set a 100 mph speed limit, maximum altitude of 400 feet and top weight of 55 pounds. If those standards were enacted, modelers who flouted them could face fines or other sanctions.

"We have a proven history of safe flying," said Andrew Levy, a Jupiter, Fla., surgeon who owns five model airplanes and three model helicopters. The government "shouldn't cut too wide of a swath and take away the fun."

Dr. Levy, 62, came to watch Top Gun, an annual invitation-only contest in which 120 pilots were judged on the historical veracity of their planes' appearance and style of flying. Realism is so prized that the planes carry pilot dolls wearing period uniforms in the cockpits,

and some have wartime "pin-up girls" painted on the fuselage.

Pilots impressed judges and spectators with maneuvers like the split S or the half-reverse Cuban eight, while others dropped mock bombs on the field. Fliers came from as far away as Thailand, Brazil and Italy to compete for a top prize of \$1,300.

CLICK HERE TO READ THE REST OF THE STORY



SCALE SQUADRON OF SOUTHERN CALIFORNIA

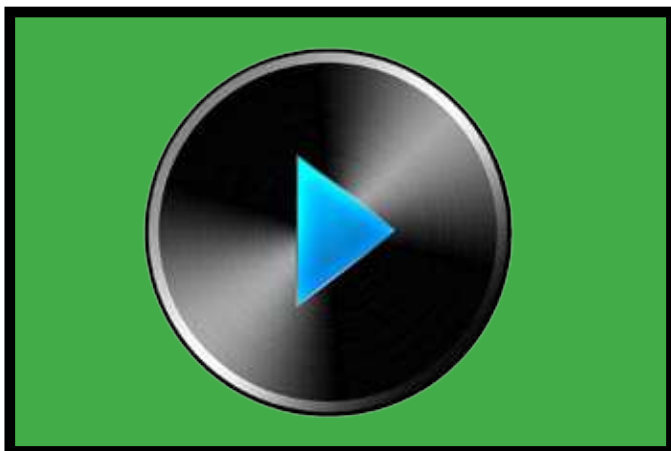
VIDEO LOG



Get checked out in a P-47 Thunderbolt, from ground to air.



Have you seen the Phantom Ray?



Get checked out in a B-25, from ground to air.



Get checked out in a P-38, from ground to air.



We Remember - USAF Heritage Flight



The "Checkertail Clan" Part 1

SCALE SQUADRON OF SOUTHERN CALIFORNIA

Hobby People®

www.hobbypeople.net

DISCOUNT HOBBY STORES

**JUNE 2011
Club Newsletter
Specials**

Stores Near You!

- See *and* touch
- Expert help!

Hobby People®

DISCOUNT HOBBY STORES

CALIFORNIA:

Camarillo	Chino Hills
El Cajon	Encino
Fountain Valley	Hesperia
Lake Forest	Lakewood
Lawndale	Murrieta
Orange	Pasadena
Riverside	Redlands
Santa Clarita	San Diego

NEVADA:

Las Vegas East
Las Vegas North

For store info, call:

1-866-HOBBY-4-U

ON THE ROAD

Come see us at these events:



Scale Fly June 4

At Prado Dam
PVMAC Field, Visit:
scalesquadron.com
for details



August 26

At Prado Dam
Visit: PVMAC.com
for details

Father's Day Is Sunday, June 19th

Don't miss out on all our great gift items
for DAD throughout June!

Not sure what to get? Give a Hobby People
Gift Certificate! Available at our stores.



If you're not on our mailing list, go into your local
Hobby People store and get signed up!

We're working on our
annual 4th of July sale!
Watch for the flyer in
your mail box! 16 Pages
of items in every
department is on sale for
the 4th of July!

Do you like
NASCAR?
Are you into R/C
Cars?

Set Aside **July
16th** and come
down to Hobby
People Fountain
Valley! FEDEX

NASCAR #11 will be on display along with R/C cars, radios, & related
accessories. We'll even have an R/C Try-Me-Track for the kids!

Share The Fun • Experience The Knowledge

RADIO CONTROL CAR SHOW FREE

FEATURING:

- Helpful seminars
- Meet champion R/C personalities
- Talk to R/C car experts
- Extra deals to all participants
- See cars, batteries, radios, and accessories

At Hobby People's Fountain Valley Warehouse
**Saturday, July 16, 2011
10 AM - 4 PM**

Come SEE FedEx® NASCAR #11

**RAFFLE PRIZES GALORE
REFRESHMENTS
TRY-ME-TRACK**

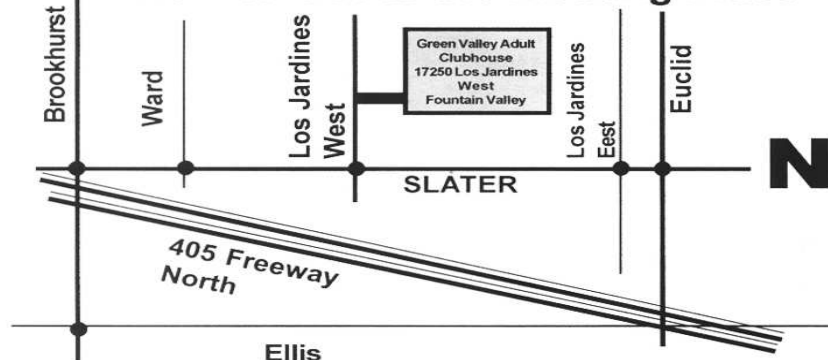
WHAT IS THIS AIRPLANE?



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 airplane for your reading pleasure.

How to Get to the Meeting Place



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.

MEETING

Monday

June 13

2011

7:00 PM

Green Valley

Adult Clubhouse

17250 West Los Jardines
Fountain Valley, CA 92708

SCALE SQUADRON OF SOUTHERN CALIFORNIA

CHINO AIRSHOW

From: Don Aitken



SCALE SQUADRON OF SOUTHERN CALIFORNIA

CHINO AIRSHOW

From: Don Aitken



SCALE SQUADRON OF SOUTHERN CALIFORNIA

MARTIN P-6 SEAMASTER

The Martin P6M Seamaster prototype, which made its first test flight on July 14, 1955. During flight testing, speeds in excess of 600 mph (966 km/h) were claimed. It embodied all the design features developed during World War II and immediately after the war. In 1952 Martin was awarded a contract, first, for a design study, and then a production contract for two prototypes known as Model 275. They would be modern in almost every way, despite their untimely destruction during tests.

They were effectively seagoing B-52s, having a small crew of four and a gross take-off weight of 160,000 lbs (72,575 kgs), the same as the Convair Tradewind. The technology involved in its design was the latest known and included four Pratt & Whitney J75-P-2 turbojet engines of 17,500 lbs (7,938 kgs) thrust mounted on top of a highly swept shoulder-mounted drooped wing which had a span of 100 ft (30.48 m).

It had a T tail configuration and a high length-to-beam ratio of its 134 ft (40.84 m) hull. The engines were mounted in such a way as to prevent ingestion of the water spray pattern into the engine air-intake ducts and the wing-tip floats were integral, enlarged parts of the drooped wing configuration. These floats served additionally as wing-tip plates and in the mooring and docking of the Seamaster they played an important role in picking up the mooring buoy

which was the key to swinging the aircraft, almost automatically, into the floating beaching gear or into a dock, whichever system was being used at the time. Also incorporated in the design of the P6Ms was a watertight rotary bomb bay. This could be flipped over in flight to expose the bomb racks which could be loaded on the inside of the hull with bombs, mines, cameras or other ordinance stores.

Progress was encouraging, however,



er during flight tests, both XP6M-1s crashed. On December 7, 1955 the one thing the flying control designer feared most happened. The actuator controlling the horizontal stabilizer ran to full travel. The huge aircraft, traveling at high speed, pitched down sharply. The engines tore away from the wings, which, under the high airloads, bent down and actually touched beneath the hull, before the aircraft broke up, killing the crew of three.

Trials continued with the second prototype, but during special vibration checks, this too went out of

control and executed a tight loop before breaking up. On this occasion, luckily, the crew managed to escape from the stricken aircraft. A modification was incorporated in the second ship to allow the crew to escape through a tube like hatch just aft of the flight deck. When the second XP6M-1 crashed, the crew was saved because of the escape system installation.

A major redesign program followed this mishap, during which the wing was given dihedral in place of the former anhedral. Other changes included the installation of more powerful engines, the jet pipes of which toed out sharply. Most important, a new, all-transistorized auto-pilot and flight control system was installed.

The Navy had ordered an initial fleet of 24 Sea Masters, but through the delay caused by the redesign work and the accompanying steep rise in costs, six aircraft were canceled. The first production aircraft, YP6M-1, flew in February 1959, and the Navy boasted how well their new aircraft could mine the Black Sea, and claimed it was "a major new anti-submarine warfare system . . . able to go after enemy submarines in their home ports." However, by this time the force of 18 aircraft had been reduced to eight, which were planned to operate as a single squadron from a new 'seadrome'. In the event, even these eight aircraft proved too expensive and only an additional three production

SCALE SQUADRON OF SOUTHERN CALIFORNIA

aircraft, YP6M-1, flew in February 1959, and the Navy boasted how well their new aircraft could mine the Black Sea, and claimed it was "a major new anti-submarine warfare system . . . able to go after enemy submarines in their home ports." However, by this time the force of 18 aircraft had been reduced to eight, which were planned to operate as a single squadron from a new 'seadrome'. In the event, even these eight aircraft proved too expensive and only an additional three production P6M-2s Sea Masters were built. The Seamaster project was terminated in the autumn of 1959.



Specifications:

Martin P6M Seamaster

Dimensions:

Wing span: 100 ft 0 in (30.48 m)

Length: 134 ft 0 in (40.84 m)

Height: 31 ft 0 in (9.45 m)

Weights:

Payload: 30,000 lb (13,608 kg)

Max T/O: 160,000 lb (72,575 kg)

Performance:

Maximum Speed: 600 mph (965 km/h)

Service Ceiling: 40,000 ft (12,200 m)

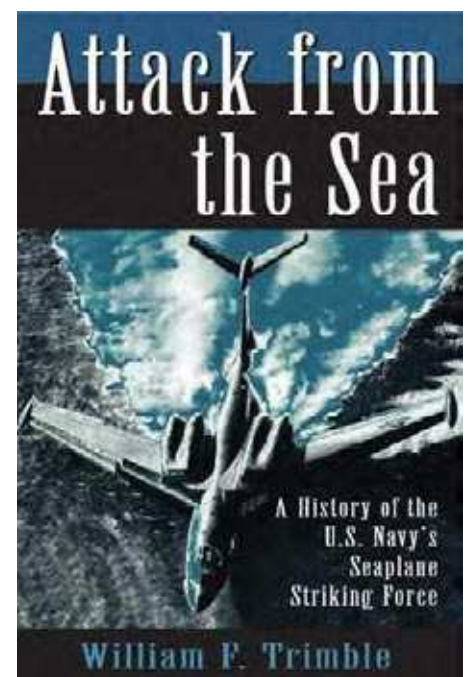
Range: 3,000 miles (4,830 km)

Powerplant:

Four Pratt & Whitney J75-P-2 turbojets providing 17,500 lb (7,938 kg) st.

Armament:

Six or eight .050 machine guns in the nose and amidships turrets plus, up to 4,000 lbs (1,814 kg) of bombs or depth charges.



SCALE SQUADRON OF SOUTHERN CALIFORNIA

**Scale Model
Realism
at its Finest!**



"Keeping the Dream Alive"

**Dedicated to the
growth of Scale
Aircraft Modeling**

Dear fellow Scale Modeler,

The active support of the Members continues to be the backbone of the U.S. Scale Masters Association, Inc. (USSMA). The programs the association provides would not be possible without membership support.

*The membership year starts after each Championships Event—in the early Fall—and runs till the following Year's Championships. USSMA is a qualified, non-profit organization under 501(c)(3) of the Internal Revenue Code, which means all or a part of your donations qualify as a tax deduction..

***** Check One - New Application ☐ Membership Renewal: ☐ *****

<input type="checkbox"/> Youth	\$25.00	\$ _____ .00
<input type="checkbox"/> Classic	\$35.00	\$ _____ .00
<input type="checkbox"/> Champion	\$75.00*	\$ _____ .00
<input type="checkbox"/> Lifetime	\$750.00**	\$ _____ .00
Additional Donation		\$ _____ .00

Classic & Youth – Member Hat, Member Name Tag, Current Year Membership Card, Quarterly Newsletter, Current Year Competition Guide, Current Year Pin, Current Year Sticker, Discount price on a USSMA Jacket, \$5.00 discount at participating qualifiers for Expert/Team/Advance/Open class, Members only website areas, Voting rights within USSMA, Discounts at USSMA supporting vendors (see website for details) \$25.00 entry fee for championships.

Champion - all of above plus a Polo Shirt & waived Registration Fee at the annual Championships event.

Lifetime – Same as Classic with the following exceptions. Lifetime Card and Name tag, USSMA Life Member Hat and Jacket

(* The amount deductible for Federal income tax purposes at the Champion level membership is limited to the excess of the value of shirt provided. The estimated value of the shirts is \$18.50. ** One time payment of \$750.00 or \$75.00 for 10 months with credit card.)

Thank You for Your Support!

Please fill out the information below for the records:

Member Name: _____ **E-mail Address:** _____

Address: _____ **Best Contact Phone:** (____) ____ - _____

City: _____ **State/Zip:** ____ / _____

USSMA Number: _____ **AMA Number :** _____

(If existing USSMA member)

Shirt Size (circle one) **S** **M** **L** **XL** **XXL** **XXXL**

Check / Money Order # _____ **Total Amount Enclosed: \$** _____ .00

(Make checks payable to USSMA)

Comments Welcome _____

You can also apply online and pay credit card via paypal® at <http://www.scalemasters.org/MembershipRenewal1.html>

Please complete this form and return it today. Your membership **DOES** make a difference.

Mail To: USSMA C/O Gary R. Norton

415 Charman Street

Oregon City, OR 97045

Please Allow 3-4 Weeks for Processing and Shipping

SCALE SQUADRON OF SOUTHERN CALIFORNIA

Scale Squadron Partners and Sponsors! Thank YOU!
When you need these services, make our sponsors your first choice.



DYNAMIC BALSA



Choice of Champions
The best adhesive choice for your project



Supporting Modelers Worldwide with the Best Adhesives in the Hobby



This newsletter is the official publication of the Scale Squadron of Southern California. The editor, officers & members are not responsible for the accuracy of any of the content. Anyone may copy the information in this document for the promotion of RC flying & modeling.

SCALE SQUADRON OF SOUTHERN CALIFORNIA

SCALE SQUADRON OF SOUTHERN CALIFORNIA



Advancing and 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 the Scale Squadron.

Our members have diversified interests in all facets of aviation history, from the first aircraft to fly at Kitty Hawk to the modern day jet. Advancements in technology have provided us with ready-to-fly kits, on-board cameras, in-flight telemetry, multi-cylinder engines as well as high powered miniature jet turbines that burn real jet fuel. 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 out perform that of its 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 every member makes a scale masterpiece. That's OK too! Whatever pleases you is what counts. Whether

club that embraces all facets of scale aviation R/C modeling and the related community.

Scale Squadron Club Meetings are held on the 2nd Monday of each month at the Green Valley Adult Clubhouse, 17215 Los Jardines West (just north of Slater) in Fountain Valley, CA. The meetings start at 7PM and last about 2 hours. Our meetings throughout the year include the usual club business as well as Member Show-and-Tell, Modeling How-To's, 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. Like-minded visitors are always welcome. All members and visitors alike are encouraged to bring their latest scale models and projects!



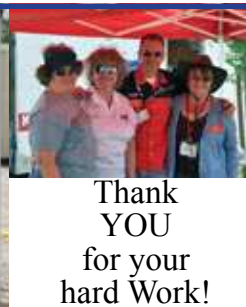
you're kit-bashing, volunteering at charity aviation events, or making molds from scratch for Scale Masters or AMA National Championship competition scale aircraft, Scale Squadron is a



Jerry Ortego, Squadron Founding-Member after a nice flight with his FW-190 at OCMA Field



Larry Klingberg, World Famous, Award Winning Scratch-BUILDER



Thank
YOU
for your
hard Work!



Our UK Squadron Wing Commander Ted Cooke Enjoying the usual flying conditions in the UK

Founders of the U.S. Scale Masters Championships
www.scalesquadron.com