



# SCALE DIMENSION

The Official Newsletter of the Scale Squadron of Southern California

NOVEMBER 2012 ISSUE

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



Three Generations at the Big Jolt Electric Event  
Left to Right: Mike Greenshields, Commander,  
John Greenshields, Mike's father, and his son Chris  
Greenshields.

I had trouble writing the Commander's message this month. On one hand we're starting into the Thanksgiving and Christmas season and frankly I've got a LOT to be thankful for: A great club full of wonderful people I call my friends, club get-together that include flying and more (including members who proposed marriage!!!), beautiful fields to fly with my friends, wonderful children two of which work with me here at HP and share an interest in the hobby, a loving family, a country that is free, and weather that makes everyone drool. 78 degrees and sunny in November!

For the Squadron however, we have the somber note of losing someone we cared for deeply. The passing of Bob Richards was a lot to take this October. He was a good friend to the club and a good friend to all the members. He loved modeling and aviation of all kinds. We all were saddened when we heard the news. We have the honor of being invited by his family to help celebrate his life this month. Joni will have details. He loved the hangar and his good friends Ken "Wags" Wagner, Sam Wright, and Gordon Truax have opened up their hangar once again to host the party that will be the

respectful and uplifting celebration of our friend.

This last weekend at Prado, Bob was there in spirit as we juiced up our batteries, spooled up our brushless motors, and took to the skies at the PV-MAC Big Jolt. The big guys at PVMAC including the Goodwines and of course our good friend Sam Wright organized and lead this Big-Jolt shin-dig. The weather was perfect (November is WAY better than August for an event at Prado!), there were tons of pilots, lots of cool planes including 200mph jets and a Life-Size flying "Super-Girl" action hero! For me this was a great event personally.

Last month my mother passed away. Since then I've done my best to spend more time with my Dad and Saturday he was able to come out to the Big Jolt and hang out with us! There were 3 Generations of Flying-Greenshields family there! My dad John, me, and my son and fellow Squadron Member Chris. So, the Big Jolt was a good time for everyone who attended, had tons of pilots and good fun, and even had 3 generations of modelers!

You'll all notice our good friend Sam Wright has stepped up to help fill in as newsletter editor while Tim Johnson recovers from his knee surgery. I'm sure we all wish Tim a speedy recovery.

Please come to the meeting for November AND December!!!!!!

November is going to of course be the month where we vote in the 2013 board. It will ALSO be the meeting where we may add to our by-laws and I know you'll ALL want to be there to vote! December is going to be a fun party and get together! (so no show-n-tell planes!). We will give out rewards, have some food, and make it a great closer to a great 2012 Scale Squadron Year.

So, please participate and we'll see you Monday November 12, 2012 at 7:00pm!!!

**Mike Greenshields, Commander**

Please Join the Richards Family in Remembering

## Robert Andrew Richards

December 15, 1930 – October 1, 2012

Graveside Service

November 17, 2012

11:00 a.m.

Memory Garden Memorial Park

455 West Central Ave.

Brea, CA 92821

A celebration of his life will be held at 1:00 p.m.

Chino Airport

7000 Merrill Ave.

Chino, CA 91710

Hosted by: Scale Squadron of Southern California



Please RSVP for the celebration of life to:

Kathy Belsher at [kbelsher@tosc.com](mailto:kbelsher@tosc.com) or

(714)993-1136

By Nov. 13, 2012



Bob in the original Squadron Orange Jacket with his YMF-5 Byron WACO all scaled out and with the Robert 7 cylinder radial engine. This was Bob's pride and joy and due to engine issues, he never had the chance to see the WACO take flight. Bob was an original Scale Squadron Member and an aerospace engineer who really knew military aircraft.



Left to Right: Jim Reed, Bob Richards, Gordon Truax, Randy Wilbur & Sam Wright. This is the F4U Corsair of Walt Wards that we donated to the Yank's Air Museum in Chino, California. Bob guided us on the Marine markings since Walt like Bob was a Marine. ***"Not as mean, not as lean, but still a MARINE!"***  
Semper fi Bob

# **BOB RICHARDS MEMORIAL SERVICE AT HANGAR DIRECTIONS**

## **Directions to the Chino Airport**

*For more detailed instructions use Map Quest or GPS.*

*The Chino Airport address is:*

**Chino Airport**

**7000 Merrill Avenue**

**Chino, California 91710**

### **From the 91 Freeway:**

Take the 71 freeway to Euclid Avenue (TURN RIGHT)

Pass the park on the right to Merrill Avenue. (About 7 miles)

Turn Right onto Merrill Avenue (See LED Chino Airport Post Sign on right)

Drive to Cal-Aero Drive on right (look for tall American flag and large sign with a P40 Aircraft on it.  
This is also the entrance to the main gate and Planes of Fame Museum)

### ***TURN RIGHT onto Cal-Aero Drive***

Make your first U-Turn and park on diagonal parking on the right by the hangar facing Merrill Avenue.

See American Flag on Gate, Open gate and walk about 300' to next to last hangar on the LEFT.) We will have a golf cart to pick up people so look for it at the gate.

### **From the 10 Freeway:**

*(The Chino Airport is about 10 miles south of the 10 Freeway)*

From 10 Freeway East, TURN RIGHT onto Euclid Avenue and drive southbound.

From 10 Freeways West, TURN LEFT onto Euclid Southbound.

Drive to the CHINO Airport on Merrill Avenue, Turn Left onto Merrill Avenue.

Now follow directions above once on Merrill Avenue.



# DAWN PATROL

## WESTERN NATIONALS



**BLACK STARR FIELD**  
*at Orvine Lake, California*

**FEBRUARY 23, 2013**

California's Premier World War 1  
Golden Era RC Flying event

STOP BY OUR BOOTH AT THE AMA SHOW

Missing our event due to a Red Flag Warning was a huge disappointment but "It's Back On!!!!!!!"

We're looking forward to seeing all of you as we enjoy this new annual event.

Please stop by and see us at the AMA Show in January and check out some of the special entertainment planned for this event.

We will be looking for you at the AMA show and the Dawn Patrol Western Nationals on February 23, 2013, see you there!

# DAWN PATROL WESTERN NATIONALS

California's Premier annual World War 1  
Golden Era RC Flying event.

- Relive the fun and excitement of pre 1938 vintage flying machines that gather for this fun non-competition AMA sanctioned event.
- Pilots dressed in ww1 or Golden Era attire will compete for "Best Dressed Pilot" Award.
- Enjoy the manufactures midway with scale aircraft and accessories on display.
- Set in on the U.S. Scale Masters seminar as past championship builders discuss what it takes to build an award winning model.
- Trophies will be awarded for Master Builder, Peoples Choice, and a 1st, 2nd & 3rd place awards in Dawn Patrol & Golden Era.
- Gates open at 7:00 am.
- To pre-register or for additional information please contact Jim Reed, event director at (714) 816-8942 or email us at:

**[info@dawnpatrolnationals.com](mailto:info@dawnpatrolnationals.com)**

## DATES TO REMEMBER



### SCALE SQUADRON DECEMBER 10 Meeting

This is an **AWARDS & HOLIDAY MEETING**

No Show & Tell, Just Fun to wrap up the year and celebrate the Holiday Season with members & family



### PVMAC Toys For TOTS Fly In

Sunday December 9, 2012

Prado Airpark

More details at [www.pvmac.com](http://www.pvmac.com)



THE ACADEMY OF MODEL AERONAUTICS' 15th ANNUAL  
**AMA EXPO 2013**  
JANUARY 11-13, 2013  
ONTARIO CONVENTION CENTER, ONTARIO CALIFORNIA

**SAVE THE DATE!!**



### Arizona Electric Festival

January 24-27, 2013

Superstition Airpark - Mesa, Arizona

<http://www.azelectricfestival.com>

## SCALE SQUADRON SCALE FLY-IN



### JUNE 8-9, 2013



Prado Airpark - Chino, California

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





# CLUB MEMBER NEWS

★ New Products ★ Deals ★ Events ★ Coupons ★

NOV.  
2012

## SKYARTEC Mini SkyFun

**NEW!**

**100km/hr  
FAST!**

If you fly R/C at all,  
you **WANT** this!

Easy access  
hinged  
hatch!

Powerful  
brushless  
motor!

Crash-proof  
molded EPO foam airframe!

RTF with 3G3X  
Stabilization

Real stability  
with no sacrifice  
of agility!

This is the most fun,  
easiest to fly, blended  
body delta wing that we,  
**or you**, have ever flown!

In stock early November

No. 171191

List \$250.00

Now Only  
**149<sup>99</sup>**



**ON SALE!**

**ACT NOW!**  
LIMITED TIME  
SALE PRICES!

**SD-6G**

6-Ch w/RX600

No. 751660

Reg. \$199.99

**On Sale 149.99**

**SD-10G**

10-Ch w/RX700

No. 751747

Reg. \$459.99

**On Sale 359.99**

10-Ch w/92104

No. 751750

Reg. \$539.99

**On Sale 399.99**



**AWESOME!**

**Half-Price  
BLOWOUT  
SALE!**

**MIX  
-n-  
MATCH  
OK!**



No. 887502 – Kwikbond CA #1 Thin 2 oz

No. 887512 – Kwikbond CA #2 Thick 2 oz

No. 887522 – Kwikbond CA #3 Slow 2 oz

No. 887532 – Kwikbond CA #4 Gel 2 oz

Regularly \$8.99, With Coupon, **only 4<sup>49</sup> ea**

November 1 through November 30, 2012

Retail store sales only, must present coupon at time of purchase for discount.

Cannot be combined with other offers. Limit 4 per customer per coupon.

**Hobby People CLUB COUPON**

☐ To be on our mailing list, please fill out the form below.

☐ I am already on your mailing list. You have my information.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

All information will be held strictly confidential.

We will not sell or share this information outside Hobby People.

**Find A Store: 1-866-HOBBY4U**

**hobbypeople.net**





# Fall 1/8<sup>th</sup> Air Force Fun Fly

By Tim Carden



Leaving the house at dark-thirty, I made an uneventful drive to Phoenix, which is exactly what I'm looking for, a nice quiet relaxing drive. I like to get there early on Friday before the 1/8<sup>th</sup> events as that's when the most fun seems to be had. Friday is the day everyone lets their hair down and burns up the sky, during the fun fly it is more than likely that you'll get plenty of stick time but will be

stuck in a traffic pattern to accommodate the traffic. That's great for the most part but occasionally one might want to fly formation with friends or get aggressive on the imaginary ground targets in show center. This time I brought my new, thoroughly bashed Hangar 9 P47 to show off and my Jerry Otego FW190 at the request of a friend who had not seen it yet.

So after almost a 6 hour drive I arrived at Superstition Air Park, one of the nicer fields in the greater Phoenix area and began setting up. For reasons unknown it looked like there was a light turn out for the event based on typical Friday participation. The important thing was the people I hoped to see were either already there or on their way so all was good and I continued setting up.

After a couple hours of fussing with my airplanes and visiting I was ready to go. Bob Frey was ready and waiting so we could fly together, his Jug and mine, in formation. We've done this before with me using my Byron P51, ManO'War, which typically complains to me when flying slow as I have had to so we could keep in formation. The Jug was no different, weighing 26lbs, about the same as ManO'War, it too complained about the slow flight. But I have to admit, it is a lot more stable at the lower speeds than the Mustang. So we put in a fun flight flying around in formation and doing impromptu maneuvers at show center. People watching said it looked good to them, what really mattered was that we had fun and it was a gas! After a little break to watch others I took the Jug back up for a second go, this time solo I uncorked it and allowed it to reach top speed a number of times. This was flight #8, it's been breaking in more and more each flight and until now I've really needed to adjust the needles after every flight. This time it was different and I did not touch the needles from the last flight at Wings over Chino. As it turned out, I didn't touch the needles the entire weekend and it only ran better each flight. Taxiing back in a

slow scale manor I noticed a rattling noise coming from the cowl, I've heard this noise before and was pretty sure what was causing it. I was right; the muffler had broken around each and every weld having to do with the mounting so it was sitting there rattling away trapped by the mounting bolts and the firewall. It also managed to lose one of the cowl flaps. It appeared a hinge had come detached and the other hinge ripped in two letting the cowl flap settle to earth somewhere in Arizona. I'll need to make a new one of those, no one saw it come off and I was covering a significant amount of real-estate on that flight so it was not a surprise it went unnoticed.

After putting in a flight on the FW190 I went to work on trying to repair the muffler. Like anyone who has had this happen to them, short of replacement there's not much you can do. In this case it was a DLE55RA rear exhaust and the muffler was rather compact and quite fragile just based on the weight in hand. Re-Welding it would have been the best solution but it already broke around the factory welds so to expect a weld repair to hold was not very realistic. So I did what I knew wasn't going to work and glued it back together with JB Weld and secured it to the engine with safety wire. FYI, if you want to remove JB weld or almost ANY type of epoxy, take a propane/butane torch to it and heat it up. The epoxy will crumble and easily scrape away.

Unfortunately there is no overnight camping at the field but we were able to pull the trailer ½ mile south to a horse stable and stay there for the night. This also means that you need to get up extremely early in order to get a decent parking place for your trailer. So we returned at 5:30 in the morning to do exactly that. I pulled some gear out of my truck to reserve a table with and intended to go back to bed or at least go in the trailer and have a couple cups of coffee. But my Jug was in pieces and the epoxy has cured so it was time to reassemble. I jumped in and spent until a little after the pilots meeting putting it all back together for that test flight that I was sure would shed the JB Weld patch on the muffler. I expect it lasted maybe 15 seconds before it let go, long enough to taxi out and get in the air. Taxiing back I could see the outlet pipes bouncing around, no surprise there. The JB weld was completely gone, heat is an excellent tool for removing epoxy as I mentioned earlier. So I took it all apart again, figuring I would try to hit one of the local hobby shops for a replacement. While getting a refill on my coffee I noticed at one of the vendors what looked like engines so I moseyed over to check it out. I ended up buying a muffler for a side exhaust





DLE 55 and it fit with only a slight modification to accommodate the single exhaust outlet. It was quieter than the original and didn't appear to cost any horsepower so it will likely stay in place. So for the rest of the morning I thrashed on the Jug getting it all back together just in time to put it on runway when the let the spectators walk the line to view the airplanes up close and to vote for peoples choice.

Then got it fueled and aired up so I could fly in the Warbird Gaggle hosted by Team Powers. This was a first for them. There were two L-19 spotters and their B25 bomber as usual however there were only P47's to provide air support for the bomber. Usually there is a mix of fighters for this, at least a P51 in the crowd but not this time, all were Thunderbolts and it looked pretty cool if I do say so myself. We got several passes that were very close formation, once making a complete circuit around the field maintaining formation. That was awesome! Recovery was sweet, each bird made a 9+ landing down the center of the runway, each in turn with almost no gaps. While the last bird was in the taxi way, the next was on final or actually wheels down and the next one was making a gear break into the traffic pattern. I didn't notice this while flying, it was only after I landed and everyone was high-fiving the flight that I found out about it. There's not much time to notice these things while you're flying.

I think at the event there was actually only one allied fighter registered that wasn't a Thunderbolt. In fact it looked a lot like a Gathering of Thunderbolts event to tell you the truth. I think 15 or 16 of the 61 entrants were Thunderbolts. Hmmm, wonder why?

Saturday finished with a superb banquet. The 1/8<sup>th</sup> found a willing party to take on the food concession and provide banquet for Saturday night. They did a fine job of providing good food at reasonable prices and friendly service. But they really shined at the banquet. Tickets were \$20 which is typical although there was concern they might not sell enough to make it worth their while they moved forward with it. There was choice of Rib Eye Steak, Prime Rib or Chicken as main course, not much info was provided on the rest of their fare. As it turned out, they started it off with Hors-Derves consisting of rabbit food, cheese, crackers, pickles, olives, etc. which really went over big btw. The main course turned out to be Steak, Ribs and Chicken which was all delicious, a green salad and cooked vegetables, broccoli and cauliflower which are two of my favorites, as well as providing soft drinks and beer. The big surprise was desert. They Served two different kinds of Cheese Cakes, both frozen which really added to the treat AND ice cream Sundays. Yes, you heard that right, Ice Cream Sundays at the field in Arizona where it was still in the high 80's after night-fall. It was really great and everyone made sure they knew it. They committed on catering the upcoming Gun Smoke qualifier and the Spring 1/8<sup>th</sup> fun fly right on the spot. I sincerely hope they don't have second thoughts on that one.

I'm already looking forward to it.

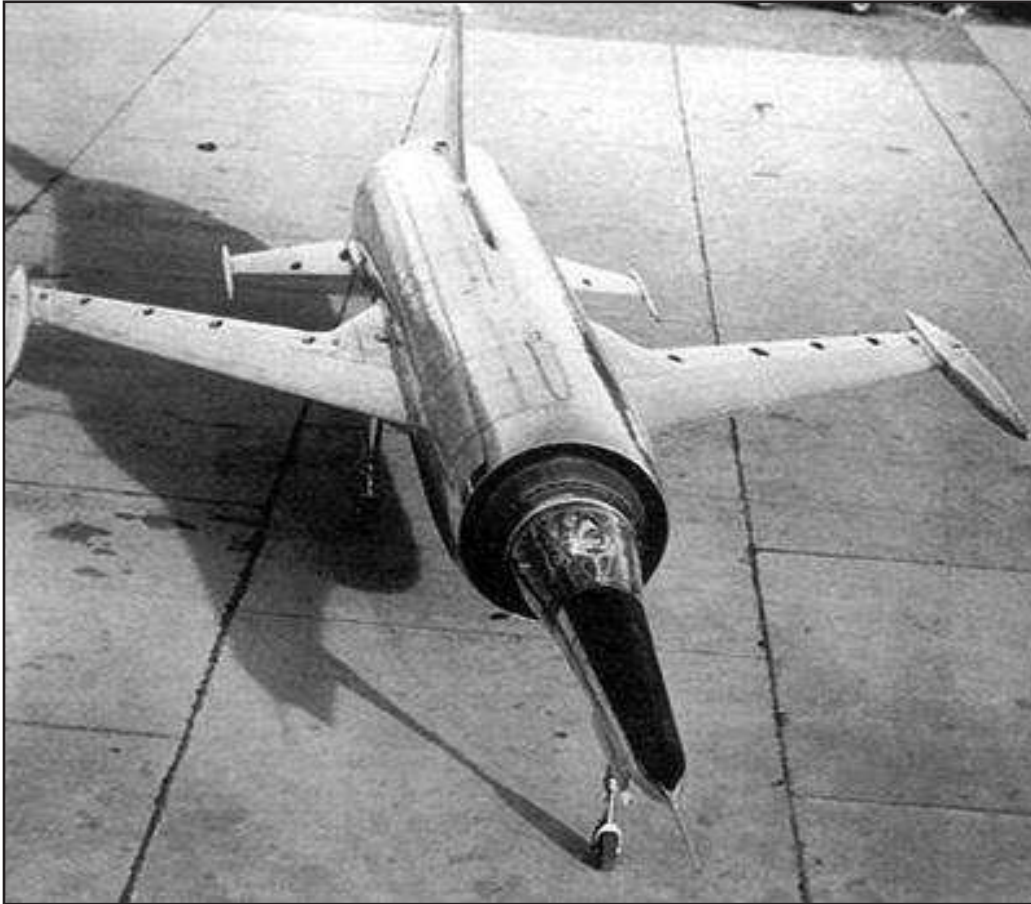
John Deacon flew his ¼ scale Thunderbolt on Sunday, they spent most of the day Saturday working on it at the field and after one last dash for parts on Sunday had it in an airworthy condition. Power is provided by a Moki 215 Radial which sounded awesome as usual and provided what I would call adequate power. It weighs 55lbs and I think it needed more beans than the 215 was providing although it was plenty to fly it around a high speed pass wasn't. John made what looked like a decent landing but on closer inspection there was damage to the upper wing surfaces around the gear. It's definitely going to need some re-enforcement there if they plan of flying it much. It might also explain why it's 30lbs lighter than Brian Young's Jug of almost the same size. All in all a beautiful airplane and good enough to win both 1<sup>st</sup> Place Best Scale Flight and Pilot's Choice awards.

The weather on Friday and Saturday was near perfect with Friday being slightly more perfect than Saturday. Sunday was nice too but had a bit of a crosswind from the south and that stopped a number of people from flying. I flew my Jug once more but did stand down from flying a magnificent Robart Radial powered Japanese Kate built by Master Builder Ken Perkins who has built museum quality scale models for as long as I can remember. I've seen this one in the air before while being flown by Bob Frey and it was quite a sight and sound to behold. I was excited that Ken asked me to fly it for him but wasn't going to tackle that crosswind with it after overshooting the runway with my Jug on a hot landing. I nosed over in the soft stuff which was the least damaging of all the alternatives. I watched Bob Frey all but destroy his Jug last year hitting the berm to the left of where I nosed over. There were the typically unfriendly Arizona Bushes all around too which made the broken prop, mast and scratch cowl a welcome result of an overshoot with potential disaster all around. Once everything was said and done, my Jug won the commanders choice award and the FW190 finished 3<sup>rd</sup> in Best Military Flight. I only flew the 190 once on Friday and once during the event. I put 6 flights on the Jug.

Another 1/8<sup>th</sup> Fun Fly in the books. A little light on participation with only 61 registered pilots but heavy on the fun! In typical fashion we all had a blast, including the Catered banquet on Saturday Night which was a real treat to say the least. I do my best to not miss a single one of these events as they have all proven to be a valuable use of my modeling time and travel as well as a prime opportunity to fly with friends and hero's, many of which have been a source of my motivation in the hobby since U-Control days!



# NAME THE PLANE OF THE MONTH



Yep, it really existed and flew in 1947 and there were 5 built in total.

CLUE: NOT One of Ours!



## SCALE SQUADRON 2012 BOARD MEMBERS

**Commander** - Mike Greenshields [mikegreenshields@gmail.com](mailto:mikegreenshields@gmail.com)  
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**OCMA Representative for the Squadron** Randy Wilbur

[rwilbur@videotecheng.com](mailto:rwilbur@videotecheng.com)

**Squadron Website** [www.scalesquadron.com](http://www.scalesquadron.com)