



Jamie's Giant Scale F4U at the Apollo XI field, on a hi-speed fly past with smoke on.  
Photo Credit: Tim Johnson

## Inside This Issue

- Commanders Note
- Event Calendar
- Density Altitude
- Squadron Rubber Fun Fly
- Operation K - March 1942

## Squadron Rubber Fun Fly **Aug 10**

MONDAY! MONDAY!  
MONDAAAAY!!! The Squadron Free Flight fun fly is Aug 10th hosted by Hobby People Fountain Valley.

For months Squadron competitors have worked hard on their free flight models for this fun and exciting event.

Come see Jet Jock Larry Wolfe take a ride on the slow side! Will Klingburg bring something to fly? Will Steve Penn's model get blown off the table by Tim's Multi-Rotor? Will Sam Wright's glue be die on his airplane when he arrives? Who will get their airplane stuck in the rafters? All questions you get to see live Aug 10th! Don't miss the excitement!!!

SEE YOU THERE!!!

## Commanders Note From The Bench

### “Models are affected by Density Altitude”

August signifies that we pretty much have burned up our summer and maybe another two months of warm for weather for flying. That doesn't mean our flying season is over, we just wear something more than a T-Shirt and shorts. This year seems warmer and according to the EPA, our smog levels have decreased eliminating the air borne filter much like the climate in Arizona and Las Vegas.

Much like full size aircraft, our models are affected by Density Altitude. Basically the higher the temperature the thinner the air is and altitude adjusts accordingly. As a full size pilot we deal with this all the time as a matter of routine and have instruments to help us.

# Rubber Band Powered Free Flight PARTY

## Scale Squadron August 10 Meeting @Hobby People FV Whse

### Schedule of Events

Open Practice 5-7pm      Registration 6pm  
Hot Dog BBQ Dinner 6:30pm      Contest Start 7pm. Flying 2 Rounds  
**Awards: 8:30pm**

**Location: Hobby People** Fountain Valley. Warehouse behind the store  
18475 Pacific St, Fountain Valley, CA 92708  
*This event replaces the August Meeting.*



#### **1. One-Design Flying Event:**

This year's one-design is simple, fun, and affordable - Easy Built FF-83LC - "IMP"

#### **2. Dumas Aircraft 17.5" Walnut Scale:**

Rubber Band Powered Flying Scale Models. Dumas Walnut Models .

#### **3. Dumas Aircraft 30" Scale - Static Contest:**

Build one or more of any of the 30+ Aircraft available from Dumas for this Static Building Contest. Models can of course be flyable.

**3 Classes**  
for your flying  
and building enjoyment



**Flying Food Fun  
& It's FREE!**

**Sponsored by  
Scale Squadron  
and Hobby People**

Event Contacts: Larry Wolfe - 562 467 0260 or  
Mike Greenshields: [mikegreenshields@gmail.com](mailto:mikegreenshields@gmail.com)  
[scalesquadron.com](http://scalesquadron.com)  
[facebook.com/ScaleSquadronofSouthernCalifornia](https://facebook.com/ScaleSquadronofSouthernCalifornia)



# Event Calendar

August 10 Scale Squadron FF Contest - Hobby People Fountain Valley

Sept 11 to 13 Warbirds Over the Rockies

Sept 19, VVRCF in Hesperia - Tail-Hook Carrier Landing Competition

Oct 14-18, Best in the West Jet Rally  
Pre-Register, More Information  
<http://www.RCFlightDeck.com/event.cfm?id=4635>

Oct 23-24 Big Jolt PVMAC

Nov 6-8 Scale Squadron/Victor Valley RC Flyers Scale Qualifier  
Hesperia, CA (see included flyer)

Nov 20-22 Arizona Jet Rally, Superstition AZ

Dec 6 PVMAC Toys for Tots - Prado

Dec 14 Scale Squadron Christmas Party

**Stay Connected with the Squadron**  
-Sign Up for Website Announcements: Scale Squadron Home Page  
-Follow Us on Facebook: <https://www.facebook.com/ScaleSquadronofSouthernCalifornia>  
-Make Sure Ed Woodson has your correct email and address so you don't miss special Scale Squadron emails and announcements!

## SQUADRON INFORMATION

SCALE SQUADRON OF SOUTHERN CALIFORNIA

MAILING ADDRESS

P.O. Box 8074  
Fountain Valley, California 92728

EMAIL: [Commander@ScaleSquadron.com](mailto:Commander@ScaleSquadron.com)

## BOARD OF DIRECTORS

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### NEWSLETTER

EDITOR - Tim Johnson

# “My hat is off to those builders that know what they are doing.”

If you had a tip stall or had to use more power to get off the runway on a hot day, you're experiencing Density Altitude. I took the liberty of re-printing David Vought's excellent article on this subject from the Model Airplane News website. Thanks David. David is also a full size pilot and competent RC pilot. I believe you will find his article worth reading, especially before that first maiden flight.

Now for the not so serious stuff...our rubber band event Monday July 10th is at the Hobby People warehouse. We have some guest coming to participate from other clubs. Also a featured guest and longtime rubber powered competitor will be there with his contest winning model... who you ask? Col. Robert E. Thacker assured me he will be there. That alone is a reason to show up and chow down on gourmet hotdogs and chips. As an addition this year we do

have prizes for the winners of the categories including static rubber powered displays.

The flyer is in this newsletter, so tighten up the tissue and get ready for some fun, a lot of laughs and education on this cool sport. I finished my Dumas LI9 and what an experience. My hat is off to those builders that know what they are doing.

Coming up in a few days I leave for Pearl Harbor to announce, again their "Big Little Airshow" right under the control tower and they attract close to 20,000 spectators over the weekend. This year our squadron member Michael Fetyko was invited to participate with his I/3 Stearman and Zirol Corsair. I am particularly excited because of the historical significance of the event and the location. Getting on the base requires a background check and I passed.....



Sam Wright showing off his progress on his Rubber Power model

narrowly...just kidding. There is so much to see with the Pearl Harbor Memorial, the Battleship Missouri, the Bowfin submarine and of course the Pacific Aviation Museum right on the field.

This year during our free time, we will venture to the other side of the island to Fort Russy an Army Helicopter Base and museum. Reportedly the museum has the information on the two Japanese Kawanishi Flying Boats that launched a second attack on Pearl harbor March 4th 1942? The two flying boats flew a bombing and reconnaissance night mission. The bombs fell harmlessly and the aircraft returned safely to their Marshall Island base. I attached a page on this unique aircraft as it is interestingly unique.

I will see all of you either as spectators or participants at our meeting next Monday. No meeting business, just fun, and free hot dogs, chips, and refreshments at the Hobby People warehouse.

See you there so wind em up....

Sam

# Density Altitude and Your RC Model

CONTRIBUTING AUTHOR  
David Voight via Sam Wright  
Graphic from LearnToFlyHere.com

I have discussed this before, but as the summer heats up, let me refresh or provide you some information on Density Altitude. When we fly in high temperature and humidity conditions we effectively increase the altitude of runway elevations and with that our stall speeds increase. All of a sudden that ever so difficult to land warbird is now a real handful off the end of the runway or that heavily loaded UAV that flew great last winter now flies like a lead brick.

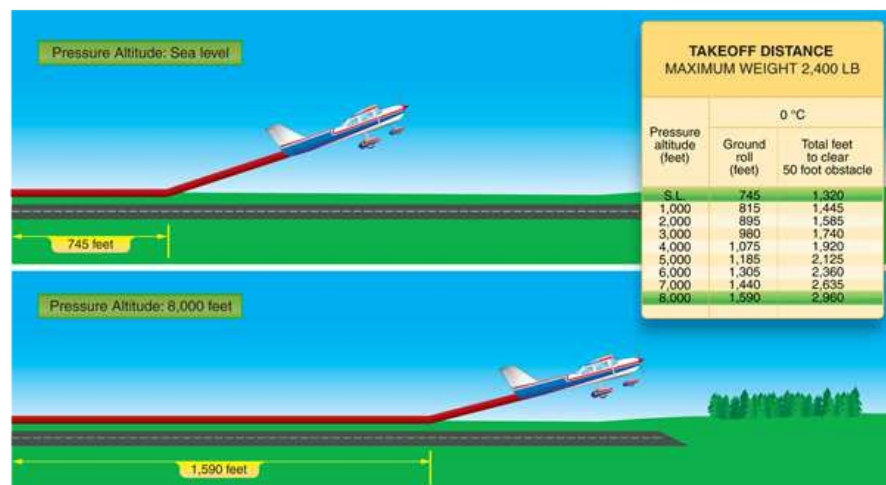
Density altitude is a combination of altitude, barometric pressure, air temperature and dew point. Most pilots will check this before departing the airport as they calculate their weight and balance. As an example, one could have a situation where they fly from a 1000' runway elevation in normal conditions, but on a 105 degree day with high barometric pressure which usually is associated with high temperature and clear skies, plus high humidity and that 1000' runway is now nearly a mile high where the air is thin. In the Midwest our humidity, even in high temperatures, can be high as moist air is pumped in from the south and southwest. Takeoff rolls are longer, stalls are quicker and overall the performance of your airplane is heavily influenced by the density altitude.

Here are two websites you can use to determine your density altitude. The first provides weather information necessary including dew point, barometric pressure, and pressure both current and historical. You will need to provide your elevation. You can typically use your GPS.  
<http://www.weatherforyou.com/>

The second is a density altitude calculator. Simply include the necessary information and you can determine the flying conditions either currently or based on the previous days data.  
[http://wahiduddin.net/calc/calc\\_da.htm](http://wahiduddin.net/calc/calc_da.htm)

Take the time to determine your density altitude when weather dictates high temperatures and high humidity. As the air gets thin, your prop has less to bite into and performance suffers across the entire flight envelope. But remember, winter will return and in that dense cold, dry air, performance will be awesome.

Dr. Dave  
David Voight



# Hobby People®

**CLUB MEMBER NEWS**

18 Stores To Serve You In California & Nevada

JULY 2015

## NEW ARRIVALS! NEW R/C GASOLINE ENGINES FROM RCGF

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**10cc Gas Engine, Beam Mount with Ignition & Muffler**

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No. 285130  
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**56cc Gas Engine, Rear Mount with Ignition & Muffler**

Our Price **\$279<sup>99</sup>**



**NOTE:** RCGF Engines are available online, at select Hobby People stores, or by special order at any Hobby People retail outlet.

**NOTE:** We carry Xoar beechwood propellers that match up perfectly with RCGF Engines!

## Customer Appreciation Savings Coupon

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Price, specs, and availability may change without notice.  
July 2015 Club Newsletter Ad from Hobby People.

hobbypeople.net



# VVRCF 1ST CHANCE QUALIFIER

November 6 - 8, 2015

Victor Valley RC Flyers Club & Scale Squadron Club - 7000 Arrowhead Lake Road, Hesperia, CA

## Scale Contest and USSMA Qualifier, Hosted by the VVRCF

The 1st Chance Qualifier is a Scale Model Aircraft contest. 1st place finishes and top 1/3 scores qualify pilots to compete in the Scale Masters National Championships held in Sept/Oct 2016 (TBA). Scale Masters has competition categories for Scale Modelers of all skill/experience levels. If you're interested in competing with an R/C scale airplane, this Qualifier has a category for you! 1st time competitors and ARF's welcome!



### Entry Fee-

\$30 1st class entered

\$20 2nd class entered

Entry INCLUDES Sat Lunch

Lloyd's World-Famous  
Saturday Night Banquet

\$15 per person

### Classes:

**Expert** - Top-Level - This category is for the builder-pilot and is the only category from which the Grand Champion is determined at the Championship Event. Full Documentation Required.

**Team**: Pilot/Builder work as a team. Full Documentation Required.

**Advanced**: This category is available for top-level pilots using aircraft that are not governed by the Builder of Model (BOM) rule. Full Documentation Required.

**ProAm/Pro**: ProAm/Pro: Fly any scale plane - includes purchased, modeler-built or factory-built scale models including ARF/ARC, Documentation: only a picture of a real plane that is the same model/type as your RC model.

**ProAm/Sportsman**: For the true beginner. Same basic outline as the ProAm-Pro

Scale Masters Rules: <http://www.us scalemasters.org/forumsmf2/index.php?action=tpmod;dl=item111>

Questions? Contact: Ronnie Espolt (310-344-3140), email: [airseamach@aol.com](mailto:airseamach@aol.com)  
Food Available on-site. (Lunch included for Contestants & Judges.) Free Camping (dry, on-site Fri/Sat/Sun Night). NO TURBINES. Field: Paved 500' Runway w/Covered Pit Area.

### Schedule of Events *(subject to change)*

#### Friday

9am - Open Practice  
& Early Registration  
11am - Static Begins

#### Saturday

7am - Registration  
8am - Pilots Meeting  
8:15 - Static Comp  
9am - Flying Comp  
6pm - Lloyd's World  
Famous Banquet

#### Sunday

8am - Pilots Meeting  
8:15 - Static Begins  
9am - Flying Begins  
Awards - 2pm

*Presented by:*

THE SCALE SQUADRON  
OF  
SOUTHERN CALIFORNIA

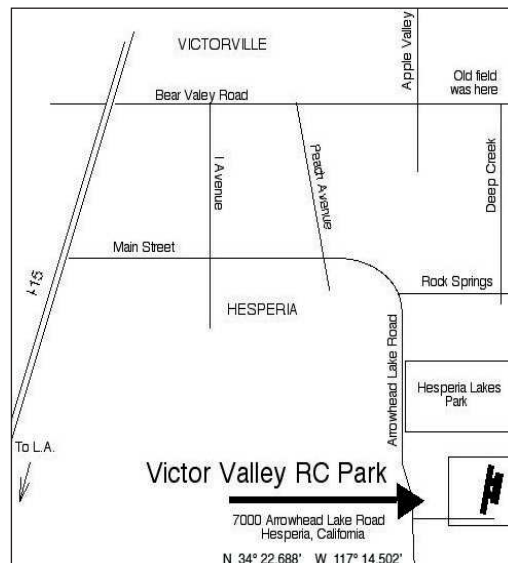


[www.scalesquadron.com](http://www.scalesquadron.com)

*Hosted by:*



[www.vvrcf.org](http://www.vvrcf.org)



# Operation K

## WWII 1942

On 4 March 1942, with an unsuccessful attack carried out by two Kawanishi H8K "Emily" flying boats. This was the longest distance ever undertaken by a two-plane bombing mission, and one of the longest bombing sorties ever planned without fighter escort.

Pilot Lieutenant Hisao Hashizume was in command of the mission, with Ensign Shosuke Sasao flying the second airplane. They were sent to Wotje Atoll in the Marshall Islands, where each airplane was loaded with four 250-kilogram (550 lb) bombs. From there, they flew 3,100 kilometers (1,900 mi) to French Frigate Shoals to refuel, then set off for Oahu, 900 kilometers (560 mi) distant. In addition to their reconnaissance mission, they were to bomb the "Ten-Ten" dock - named for its length, 1,010 feet (310 m) - at the Pearl Harbor naval base to disrupt salvage and repair efforts. However, a comedy of errors ensued on both sides.

The Japanese submarine I-23 was supposed to station itself just south of Oahu as a "lifeguard" and weather spotter for the flying boats, but was lost sometime after 14 February.

American radar stations on Kauai (and later Oahu) picked up and tracked the two planes as they approached the main Hawaiian Islands, prompting a search by Curtiss P-40 Warhawk fighters. Consolidated PBY Catalina flying boats were also sent to seek Japanese aircraft carriers, which were assumed to have launched the two invaders. However, heavy clouds (and possibly an overcast below the H8Ks) prevented the defenders from spotting the Japanese planes, which were flying at an altitude of 4,600 meters (15,000 ft).

Those same clouds also confused the IJN pilots. Using the Kaena Point lighthouse for a position fix, Hashizume decided to attack from the north. Sasao, however, did not hear Hashizume's order and instead turned to skirt the southern coast of Oahu.

Hashizume, having lost sight of his wingman, and only able to see small patches of the island, dropped his four bombs on the slopes of Tantalus Peak, an extinct volcano cinder cone just north of Honolulu sometime between 02:00-02:15 HST. He was unable to see Pearl Harbor, the only lit facility on Oahu due to blackout conditions intended to hinder air raids. Hashizume's bombs landed about 300 meters (1,000 ft) from Roosevelt High School, creating craters 2–3 meters (6–10 ft) deep and 6–9 meters (20–30 ft) across. Damage was limited to shattered windows. Sasao is assumed by historians and officials to have eventually dropped his bombs into the ocean, either off the coast of Waianae or near the sea approach to Pearl Harbor. The two flying boats then flew southwest toward the Marshall Islands. Sasao returned as planned to Wotje atoll, but Hashizume's airplane had sustained hull damage while taking off from French Frigate Shoals. Fearing the primitive base at Wotje was insufficient to repair the damage, Hashizume proceeded non-stop all the way to their home base at Jaluit Atoll, also in the Marshall Islands. That made his flight the longest bombing mission in history up to that point. There were no American casualties.

**Kawanishi H8K2 "Emily".**



Thanks to John Rolfe from the North South Wales Scale Aircraft Society <http://www.nswsas.com.au>  
[https://en.wikipedia.org/wiki/Operation\\_K](https://en.wikipedia.org/wiki/Operation_K)

Afternoon Flying At OCMA Field

Check This Out!

# Evening Patrol



*Photo By: Tim Johnson*

Remember to put your ballot in the box at the May meeting and you must have the following:

Complete Name?

Date first flown?

Country of Origin?

We will have a prize reward for the winner.

I am always looking for mystery planes, and if you have one, send it to me for insertion in the newsletter.

**MONDAY**  
**Aug 10, 2015**  
**7:00 PM**

**SPECIAL MEETING NIGHT**  
**AT**  
**HOBBY PEOPLE**  
**FOUNTAIN VALLEY**



*Photo By: Tim Johnson*  
*Apollo XI Field, Van Nuys, CA*