

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

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The Scale Squadron of Southern California

2023 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

Gordon Truax
gltruax@att.net

Jon Perry
jwperry77@gmail.com

Webmaster

Mike Greenshields
mikegreenshields@gmail.com

OCMA Representative

Mike Greenshields
mikegreenshields@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>

On the Cover

1. Tony Tran bringing in his giant SNJ Texan after putting on a one-man airshow.
2. Brian Young taking care of business with his giant Curtiss P-40 Warhawk.
3. Tim Cardin heading off into the wild blue yonder on the first flight of his Republic P-47 Thunderbolt that he finished building in memory of Ed Woodson.



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Mike Greenshields
Commander

Happy New Year!

First, welcome to 2023. I'm **FIRED UP!** I certainly hope you all are too. It's was a bittersweet 2022. But like the Beatles said... I get by with a little help from my friends. I'm sure glad to call you all friends.

So... a tease for new stuff for 2023

- ◆ Eric has some new stuff for the newsletter up his sleeve. He may need help from us as members. I'm looking forward to new collaborations.
- ◆ There's a rumor that one of our board members is looking to get us all out to the field monthly/regularly again. Look for more information on that.
- ◆ Now that we're on the way to building momentum again, in part by building (Builder's Wing), I'm so looking forward to seeing the progress on your projects.
- ◆ We've selected some tentative dates for our Fun Fly this year. **Tim Cardin** may have more info on those dates and if we can use them. We'll soon get it tied down and start working on fun stuff for that weekend!

- ◆ There's a renewed push for Scale events in AZ, due mostly to **Brian O'Meara**. Dates and times will be published. (See "Upcoming Events" section on **Page 18**.)

COVID is no longer a challenge; gas is down to about 4 bucks from its peak at around \$7 (or \$9.99/gal as I paid in the middle of nowhere on the way back from Bullhead City earlier this year); and I'm sure hoping some of us get to go to some of those events again!

No shortage of fun, and new places to show off those planes you're building (and a place to fly Karl's Dauntless). Let's make 2023 a fun year. Our year.

Best to you all

Mike Greenshields, Commander
Commander@ScaleSquadron.com



A Little R/C Humor...

An air show stunt performer limped into his favorite bar. When the bartender saw him, he cried out, "Good grief, man! What happened? You look terrible!"

"Oh, you mean the wooden leg?", asked the showman. "My chute didn't open properly during a jump, and one leg was damaged so badly, the doctors cut it off."

"Well what about that hook?", asked the bartender. "What happened to your hand?"

"I also crashed my biplane", said the showman, "and my hand was cut off, so I was fitted with this hook. Now I'm fine, really."

"What about the eye patch?"

"Oh, that. One day I was watching some other planes perform, when a flock of birds flew over, and one of them pooped in my eye."

"You're kidding!", said the bartender. "You really lost an eye because of that?"

"Well, it was my first day with the hook."

EDITOR'S NOTES

2022 was an amazing year—but I'm glad it's over. I'd originally thought about doing one of those retrospective articles for this month's newsletter. You know—the kind where I fill a few pages with photos and other content describing all the highs and lows from last year. But then I remembered how much I dislike those and figured that since all the *Scale Dimension* newsletters for the past few years are available on the Squadron website, you can download them yourself, print out the pages you like, and make your own retrospective. If you do that, send me a copy, OK?

Alright... Let's agree that 2022 has been reviewed (well, except maybe for the Squadron Christmas Party (**Page 11**) and it's time to start talking about 2023.

OCMA Membership Renewal

Since we don't have our own "home" flying field, we rely on OCMA to keep OCMA Field open and in shape for our continued use. *This requires renewing our OCMA memberships in addition to our Squadron and AMA memberships.* OCMA also requires that you present your current **FAA sUAS Certificate of Registration**.

Remember that OCMA changes the locks on the field gates every year. To get your new badge and key you *must* attend one of the safety meetings on **Saturday 01/07/2023 or Sunday 01/08/2023 at 9:00am**. Another safety meeting will be scheduled in February but the date for this has not been announced. If you miss these meetings you'll have to contact OCMA to arrange for a special safety briefing and key exchange.

You'll find all the details on OCMA's website at:

<http://www.flyocma.com/Pages/How To Join2.htm>

Field Trips

December was a slow month for trips to the field for me. I also wasn't able to schedule any field trips for the month. But that's all about to change. I'm not a big fan of "new year's resolutions" since that just feels like setting myself up for failure, but I *am* getting pretty bored hanging around the house working on everything *except* model airplanes. I expect to be hitting the road pretty hard with my friend and travel buddy Jack Guiso. I'm also looking forward to starting up our group field trips. Stay tuned for more info on that.



Eric Puchalski
Newsletter Editor

Sanding Table

I'm pretty excited about a project I'm taking on to build a vacuum sanding table. I've been wanting one of these ever since I discovered that my lungs no longer like to be invaded by balsa dust and whatever chemicals they use to hold plywood together. I found some notes that I'd made some time back that pointed me to an article in an old R/C Report magazine that looks like just the ticket. Take a look at the build article on **Page 6** to see what I have in mind.

This project will get under way as soon as I get my table saw put back together and that should be any day now. I'll let you know how it goes.

Warbirds & Classics Builders Wing

Planning is already under way for the **2023 Warbirds & Classics** event and several members have committed to building a new airplane for the **Builders Wing** at the event. The February issue will include an expanded article about this including its purpose and how it will work.

Safety Notes

This month I'm including two columns from OCMA Safety Officer, **Dave Kadonoff**. It seems I stiffed him for one last November so we're catching up.

Have a terrific New Year!

roadkill1954@gmail.com

IN MEMORIAM - CLARENCE & PEGGY LEE

by Eric Puchalski

2022 was a tough year for the Model Aviation world in general and the Scale Squadron in particular. It was a year when we lost a number of great friends and mentors. Just when I was thinking we'd finally closed out the year, Commander **Mike Greenshields** received the following email from **Jack Lee**, the son of **Clarence and Peggy Lee**:

From: Clarence Lee <leecustom@msn.com>

Date: December 30, 2022 at 12:59:02 PM PST

Subject: Peggy & Clarence

Hello Friend,

I am Jack Lee, many of you may remember me from years ago, those who don't know or remember me, I'm Peggy and Clarence's son. You probably guessed by now this isn't good news, Mom and Dad have both passed away. Mom died Wednesday the 21st of Dec at the age of 96 and Dad Wednesday the 28th age 99. They were married over 76 years and lived on their own. They had a tragic accident in their home, of which they didn't survive.

My two sisters, Susan and Karen, as well as my wife and I were able to get there in time to say our good byes to dad, unfortunately not so much for mom. We have been able to spend the past few days together and support each other.

We have decided to have them cremated and hold a family memorial service later in the year to spread their ashes in their favorite spot in the High Sierras.

There will not be any public services and please do not send anything to the house, instead please hug a family member and tell they you love them.

Please forward this message on to family and friends you feel should know as my contact list is limited.

If you wish, you can contact me at Jack-Lee@comcast.net.

I have only met Clarence in person a couple times at R/C shows but, through his "Engine Clinic" columns in *Radio Controlled Modeler* magazine, I've certainly known of him during the entire time I've been modeling.

I always enjoyed reading Clarence's columns



primarily because of the format: he would encourage modelers to write in with their engine troubles and then he'd provide specific help in a very readable format that even I could understand. Here's an example:

Dear Mr. Lee,
I have a very fine Super Tigre .35 combat engine that I would like to convert for R/C use. I notice, however, that the manufacturer does not recommend this — why not?

Sincerely
Bruce E. Busfield
Raleigh, N.C.

Converting your Super Tigre .35 combat engine or any other combat engine to R/C use does not hurt the engine in any way, but the combat engines are ported and timed a little too 'wild' for reliable idle. They are intended for wide open operation only and ported and timed to develop their maximum power at a higher rpm than R/C engines. They will not lug the larger props that R/C ships require as well.

He clearly just wanted to help.

Even when he took on more esoteric and technical subjects, he always broke things down into logical bits that made everything make sense.

The model aviation community has lost another giant.



SHOP TOOLS: DUST-FREE SANDING

[ed. note: This article first appeared in R/C Report magazine in 11/2001. Ever since I first read it, I thought it looked like a clever way to manage the dust we generate as we make rough spots smooth and grind through all our mistakes. Many of you already use something like this and appreciate its usefulness. In the past I never did anything for dust control as I'd never had a reaction to balsa dust. Recently, however, I discovered that my aging lungs don't like that stuff anymore and I'm only good for a few minutes of sanding at a time. So, I've decided it's finally

time to put one of these together. I have the parts (including a nice Delta dust collector unit), a place to put it, and a legitimate need for it if I want to spend much more time on my Stinson SR-9 project. Keep in mind that I'm reproducing this verbatim from the 2001 article so certain references (e.g. prices) may not be accurate today. Also, the images are pretty grainy. It's a very simple project and you're all makers of some sort so I think the grainy pictures should be enough. When I'm done with mine I'll publish some better ones of my project under way. I'll keep you posted!]

by Randy Linderman

This article will help you build a sanding table that greatly reduces the dust we breathe, as well as the dust that settles on everything in your work area from sanding your model. Having a sanding table in your shop allows you to sand on your projects at any time under controlled shop conditions.

I spent several years trying to design a sanding table for use in my basement shop. All of my designs seemed to become overly complicated, and all were scrapped while still in the drawing stage.

Finally, after spending three days in the hospital for some painful sinus surgery, I promised myself that this time I would get a proper sanding table designed and built. Luckily, this table worked well right from the start, and I've not needed any modifications.

You'll be spending somewhere between \$150 - \$300 on this project and, while this may seem like a large cash outlay for something that won't even fly, think about your health, home, and shop. Compared to one extra R/C kit, retracts, etc., it was well worth the investment, and it was fun to build.

The actual table cost was only about \$20. The rest of the money was spent on a proper dust collection machine. The dust collector can be attached to other power equipment in your shop as well, making for a nice, dust-free shop. **Photo 1** shows what it is you'll be building.

For ARF assemblers, this sanding table is clearly overkill. But for scratch and regular kit builders,



Photo 1: Completed sanding table showing vacuum connection nipple and pegboard top.

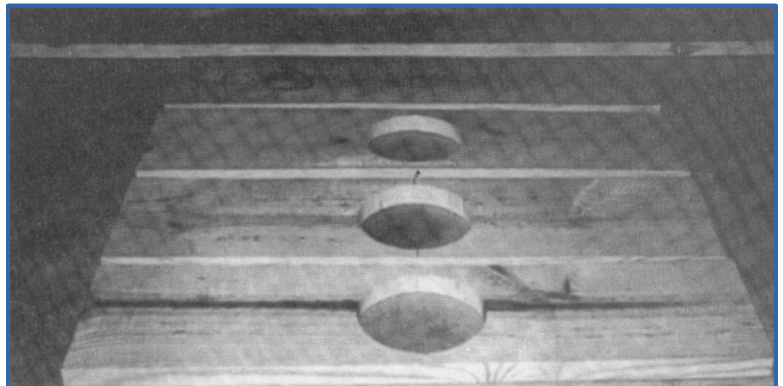


Photo 2: Holes for 4" drain pipe drilled in three of the 1x6 crosspieces. Do not drill the fourth crosspiece (barely visible at the top of the photo).

it's become an absolute "must have" in my shop. Plus, this is only a half-day project once you have the materials on hand.

Construction – The Basic Box

Take a 1x6 pine board and cut a 48" length from the best end. Then cut two 22-1/2" lengths from the remaining piece. Then repeat those steps with another 1x6 board. You should now have two

Shop Tools: Dust-Free Sanding

48" and four 22-1/2" lengths.

Using a yardstick or tape measure, find and mark the center on each of the four 22-1/2" lengths. Then use a compass to draw 4-3/8" dia. circles on three of the pieces, setting the fourth piece aside for now. I drilled a pilot hole inside the circle, large enough to insert the blade of a saber saw, and cut the three 4-3/8" holes that way. Save one of these cutouts for later (**Photo 2**).

All the screws were installed using a power drill with a Phillips bit. I needed no pilot holes, making it very easy and quick to build.

Using 2" screws, fasten the one 22-1/2" board without the hole to the 48" sides. Make sure the 22-1/2" board is inside the 48" sides. Now fasten one of the 22-1/2" boards with a hole onto the other end of the 48" sides (**Photo 3**).

Now take the 1/8" Masonite bottom sheeting, and lay it on the box frame with the shiny side inside the box. Use the 24" x 48" sheeting to square the box frame, and then attach it only at the corners using 1" screws. Now flip the box over so that the sheeting is on the bottom. Make marks on the top of the sides at 16" intervals. Place the two remaining 22-1/2" boards on the marks, and attach them from the sides of the box using more 2" screws. Make sure the center boards are square and centered (**Photo 4**).

Again flip the box over, and pull up on the bottom sheeting slightly. Use a pencil and mark where the center boards are. Then use a yardstick to mark the bottom sheet where the screws will go into the inner cross boards. Now go ahead and screw the bottom sheet in place every 10" or so with 1" screws. Once that's done, flip the box back upright again.

Install the Drain Pipe

Now lay your 4" drain pipe on top of the box. Set it so that the predrilled drain holes all align in different sections of the box, and not accidentally aligned with the divider boards. Also make sure that there's an area of the pipe with no holes where the pipe exits the box. This will be the nipple for the vacuum hose. Mark and cut the pipe to length, leaving 2-3" outside the box for the hose to clamp on.

Remember that round 4-3/8" cutout I asked you to save? Using a compass, mark a 4" circle on it. Cut out the 4" circle with your saw, slide it inside

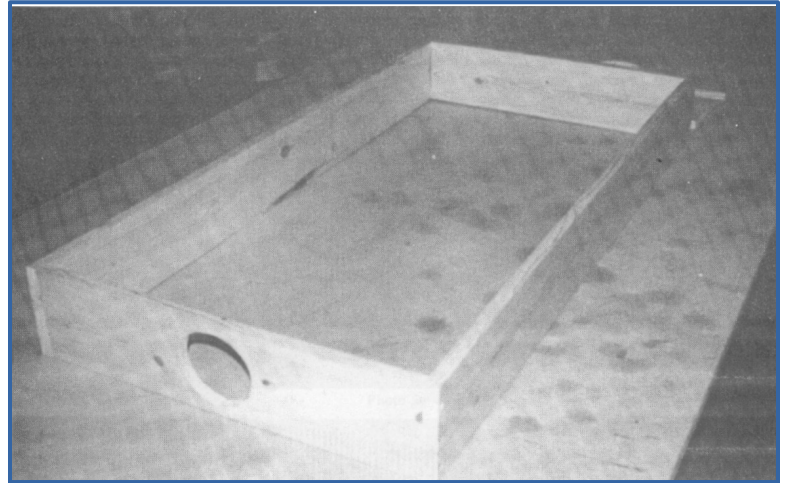


Photo 3: Basic frame for the sanding table. This will be the finished overall size of the table.

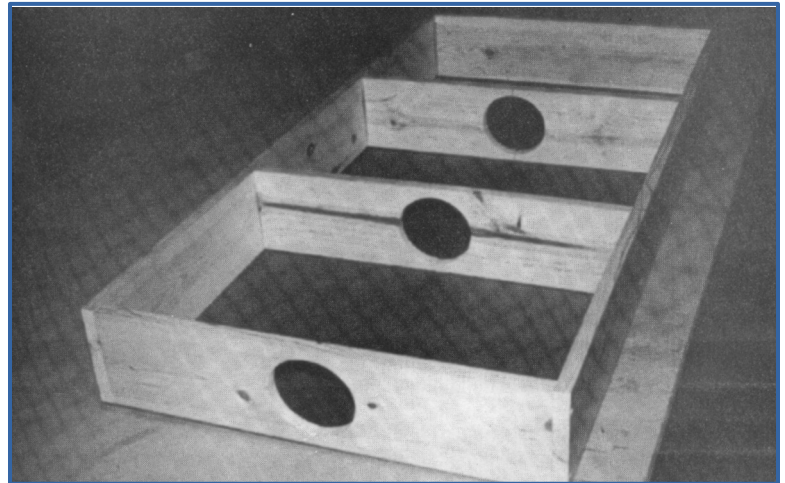


Photo 4: Internal cross supports for the 4" drain pipe are installed as is the solid Masonite piece on the bottom of the table.

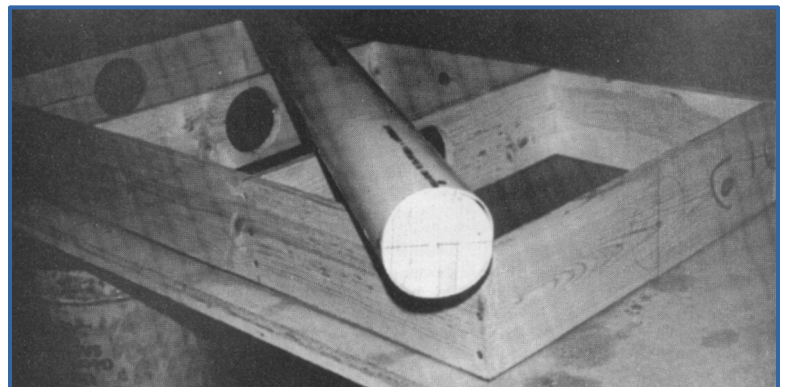


Photo 5: 4" drain pipe, plugged at one end, ready to be inserted in the cross supports.

of the end of the pipe (the end inside the box), and attach with several 1" screws (**Photo 5**).

Shop Tools: Dust-Free Sanding

Slide the drain pipe into the box, all the way to the end. Turn the pipe so that the predrilled holes are facing outward, not up and down. Use a couple more 2" screws to attach the pipe to the box at the end opposite the outside nipple. This requires going through the box and into the 4" plug in the end of the pipe (**Photo 6**).

Test & Tune

At first it seems that the only step left is to attach the top. But wait... let's fine tune it first! You now need the selected vacuum source, hose, and hose adapter to fit the 4" pipe coming out the end of the sanding table. Install the hose onto the vacuum machine, turn the power on, and hold the hose up to the sanding table. If the hose attempts to suck itself to the table, you need more holes in the drain pipe inside the table. Use a hole saw (approximately 1") and drill a few more holes in the drain pipe at various locations. Keep doing this until the hose no longer attempts to suck itself to the sanding table. At this point, you can be sure that the table has the maximum amount of air being drawn through it.

Install the Top

Now the top can be installed with more 1" screws (**Photo 1**). I ran mine right through the pegboard holes on top, and used just enough pressure to countersink the screw heads slightly into the pegboard. This will depend on the screws you use, but just make sure they don't stick up and scratch the very pieces you're trying to sand smooth! Don't cheat and leave out the screws from the two inner 22-1/2" boards, either. They help control the vacuum, and hold the top solid for a flatter sanding surface.

I have my sanding table sitting on a spare table beside my workbench, but I see no reason it could not be hinged to a bench or wall to save space when not in use.

It has made a wonderful addition to my workshop, and I think it will in yours as well. Protect your health, have a great shop, and above all, enjoy modeling.

Dust Collector Machines

The least expensive is probably the regular ol' shop vac. Nearly every home has one, so you may want to experiment with yours on your new sanding table. About the only positive thing I can think about for using a shop vac is the relatively

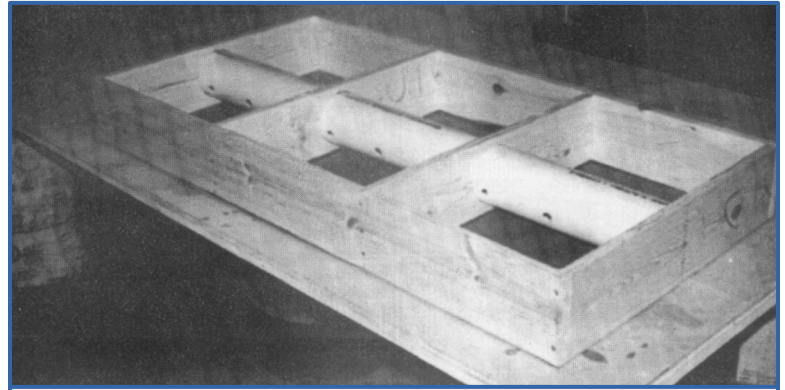


Photo 6: 4" drain pipe has been inserted and secured with screws through the table frame and into the plug in the end of the drain pipe.

low price. All other aspects are pretty negative, such as the high noise level, low CFM (cubic foot per minute of air moved), poor filtering (quick clogging filters), and durability.

While the typical large shop vac may move around 100-150 CFM, a genuine dust collector may have a 400-800 CFM rating. Moving this much air is what makes the sanding table work so well.

My particular machine is made by JET (**Photo 6**), and is one of their **Shoplevel** series, **Model JSL-610DC** (610 cfm). It works very well, and I am more than pleased with it. Other manufacturers offer similar machines. I'm sure that with a little shopping, you can find a good value on a nice machine. While shopping, check to see if any hose, clamps, or fittings come with the machine. Some may, but mine did not.

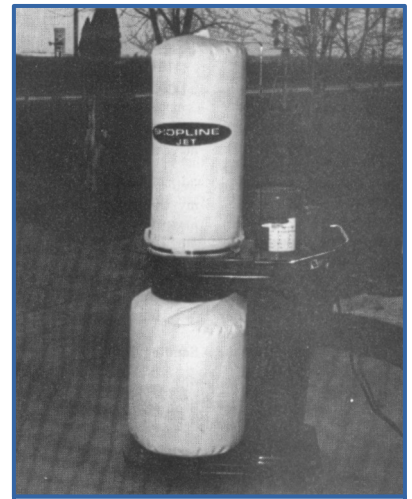


Photo 7: Typical high-capacity dust collector. A shop vac works also, but not as well.

Shopping List

This material list will produce a table 24" wide, 48" long, and 6" deep.

- one 2'x4' sheet of 1/8" Masonite
- one 2'x4' sheet of 1/4" pegboard
- one 5' length of 4" drain pipe with predrilled holes (or drill your own)
- two 8' long 1x6 pine boards
- 26 2" deck screws
- 78 1" deck screws (minimum)

SAFETY NOTES: OCMA FIELD MARSHALS

by Dave Kadonoff

As most of you may already know, I was recently voted on and confirmed as the newest safety officer for OCMA. As you'll hear me say repeatedly, the three most important aspects of membership are: having a safe and fun flying environment; following, and adhering to the rules set forth by OCMA and the County Parks administrators; and keeping the field open to our club by not making any egregious mistakes that would invite negative scrutiny by the parks commission.

Bearing this in mind, OCMA has a set of rules which members have signed a waiver confirming their having read and understanding of the rules. The rules can be informative, such as where to find certain pieces of information, or flight boundaries, onerous, such as having proper identification on your flying device, or even rules for disciplinary action. But the rules are written and are updated as necessary in response to both external and internal events.

Keeping that in mind, it is anticipated that all members will fly in a safe and friendly manner that allows both themselves and fellow pilots to enjoy flying at our site. The job, duty, responsibility (you pick) of the Field Marshals is to ensure that the rules are followed, point out when rules are broken, suggest corrective action, and discuss the event with the person flying at the time.

When approached by a field Marshal who has input into a particular event they witnessed, the Marshall should inform you of what they saw, investigate why it happened and then anticipate that the event will not be repeated intentionally. You should anticipate a friendly demeanor from the Field Marshall. We anticipate a friendly demeanor from you as well. A response such as 'You're wrong' or 'It wasn't me' is not appropriate. We

anticipate a simple, "thanks, I'll improve on that" is all it takes. Marshals are volunteers trying to keep the flying environment safe and fun. If you see a Marshall videotaping you, it may simply be a case where they are trying to show you what they and others are seeing. Don't jump to conclusion that you are in trouble and being picked on. And you are always welcome to come to a board meeting to complain about the behavior of any field Marshall. That is your right.

With all of this in mind, let's all have safe and fun flying together. See you at the field!!

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer
kadonoffd@gmail.com

**MY GRANDAD WAS RESPONSIBLE
FOR 25 DOWNED GERMAN
PLANES IN WW2**



**STILL TO THIS DAY HE IS KNOWN
AS THE WORST MECHANIC THE
LUFTWAFFE EVER HAD**

SAFETY NOTES: PROPELLER SAFETY

by Dave Kadonoff

Keep some basic safety precautions in mind when starting your gas or nitro plane and arming your electric plane. I have had large propellers come off my electric aircraft, and just one loose bolt can increase the chances that a wood or carbon fiber prop will come off a gas engine. These can be very dangerous, usually to someone other than the pilot. Start gas engines in the approved location. Be careful. There are specific techniques to starting engines, priming them, flipping the prop. I have broken a finger doing so, and I know I am among a significantly sized group that can claim injury while working around these hazards. Electric props can come alive without warning. We ask that they be plugged in in the same area where you would start your fueled engine.

ALWAYS program an ignition kill switch if you can. Follow the manufacturers suggestion for arming or starting your engine. Frustration at an engine that flooded can be a distraction that can bite you when you're not thinking straight.

When bringing your model back into the pits, taxi slowly into the engine kill area and shut your engine off or unplug your battery, always keeping an eye on other planes that may be landing or taking off. Never stand in front of a plane that you are taxiing.

Speaking of which, I have seen gas planes running and pressed against the poles or tied by the tail and spectators passing through the propeller plane

and walking in front of the plane of the rotating propeller and lean against the fence to watch other aircraft. ***Stay well behind the arc of the propeller!!*** Because pilots always rev their engines to clear the carb. Even wayward rocks can get you.

And while flipping your prop, make sure that any loose clothing or lanyards are either removed or completely tucked away. I am personally stunned that no one has been caught up with their lanyard being wrapped into a spinning prop. And put your radio ***down*** while hand propping!

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer
kadonoffd@gmail.com

NO WORRIES...



IT'LL BUFF OUT

DECEMBER 2022 HOLIDAY PARTY

by Eric Puchalski

As usual, the December 2022 Squadron meeting was set aside for the annual **Scale Squadron Holiday Party**. Squadron members and their guests got together for an evening of hanging out, talking to folks, meeting spouses and significant others, and enjoying some great BBQ from **Stonefire Grill**—and of course the annual **Show & Tell Raffle**.

Joni Whitsitt and **Randy Wilbur** organized most of the evening, including, setup, decorations, cleanup, and take down. **Cyndy Wolfe** was also indispensable organizing and running things. Dinner was catered by **Stonefire Grill** and there was something for everyone. **Mike Greenshields** made sure the menu included steak, chicken, and ribs which were backed up with all the usual sides, bread, and salads (**Photo 4**). Mike also arranged for, and picked up the traditional Squadron cake for dessert. When it was all over, there were plenty of leftovers for anyone who wanted to take some home.

Gordy Truax and **Larry Wolfe** demonstrated that they “still got it” when it comes to setting up a very nice bar. They included the typical soft drink options as well as a full range of adult beverages. (Although it wasn’t very far into the evening before the spiked eggnog made by **Susan Swope** had been finished off!) There’s nothing like a very complete (and *open*) bar to help ring out the old and ring in the new!

Mike made sure the raffle prize table was full of great stuff for the guys. Prizes included tools, modeling supplies, and even some beer (**Photo 1**). (That’s why Mike is Commander, right?) The centerpiece of the prize table was the **VQ Models 46" Douglas SBD Dauntless** from **Karl Swopes’** collection. The ready-to-fly SBD was a very generous donation by Karl’s wife, **Susan Swopes**. **Ed McCormick** made sure the model was transported to the party in one piece, while Mike Greenshields took it home after winning it in the raffle (**Photo 11**).

The ladies in attendance weren’t ignored either (as if they *could* be). Each of the ladies received a ticket for their own separate

Photo 1: There was no lack of prizes for the Show & Tell Raffle.



Photo 2: A very nice selection of holiday-themed gift baskets went to the ladies in attendance. [ed note: Notice the “Beers of the World” in the lower right. What’s left of that is now chillin’ in my fridge.]



Photo 3: Joni & Crew put in a lot of effort to make everything look festive.



Photo 5: ...and it looks like no one did!



Photo 4: There was no excuse for anyone to go away hungry...



Squadron 2022 Holiday Party

raffle and there was an assortment of themed gift baskets as prizes for them to choose from (**Photo 2**). A great big *thank you* is in order to **Lisa and Mike Greenshields** for making the Ladies' Baskets this year. Each basket was based on a different theme. Themes included Rest & Rejuvenate, Bath & Body Works, Movie Night, and Foodie Basket. A lot of thought and care went into these and they were all appreciated by the raffle winners.

Commander Mike Greenshields addressed the assembly and remembered some friends who left us in 2022, presented a recap of Squadron activities for the past year, and talked about some ideas and hopes for the future (**Photo 6**).

Photos 7 through 10 will give you an idea of the size of the crowd and how they were enjoying themselves.

All in all, it was a terrific evening and everyone had a great time. As always, Squadron members weren't shy about chipping in to help with setup and take down. Tables, chairs, and decorations appeared and disappeared as if by magic. With all those moving parts, it was nice to see it come off flawlessly.

***Happy
Holidays,
Everyone!***



Photo 6: Mike Greenshields provided a recap of 2022 & his hopes for 2023.



Photo 7



Photo 8



Photo 9



Photo 10

Photo 11: Mike Greenshields hit the big time when his ticket was called in the raffle & the SBD Dauntless was still unclaimed.



Photo 12: Lots of conversation, swapping ideas & just hanging out with friends.



A DAY AT THE FIELD

Tony Tran was out with his 104" **North American SNJ Texan** that was built from a **Byron Originals** kit. Tony has a lot of fun with this model and puts on an airshow every time he flies it. The model is powered by a 106CC **TMM-106** twin gas engine. It uses Robart gear and is controlled by a **Spektrum DX18** radio with **Hitec** digital servos. Tony has been flying the model for just over a year.



Brian Young loves his warbirds and only has three main requirements: They have to be big, loud, and *fast*. His 94" **Curtiss P-40 Warhawk** certainly meets those requirements. The model is powered by a "reworked" **DA-85** that pulls it along at speeds up to 125MPH. The model is a **Nick Zirolì** design that uses a fiberglass fuselage and built-up wing with pneumatic retracts.



A Day at the Field

Tim Cardin finished **Ed Woodson's Republic P-47 Thunderbolt** and brought it out to OCMA Field for its first flight. After a couple false starts, he got off the ground and had a great flight—right up to the part where the engine died. Damage from the dead stick landing was minimal and he expects to be back out in a week or two. We have been following Tim's work on this model in the last couple issues of the newsletter and you check those out for details of the build.



Andy Borgogna had a little trouble with the wind while flying his **Pitts S-1S Special** but still managed to get in a couple good flights. Andy's not 100% positive who made the model but he's pretty sure it's from **E-flite**. The wingspan is 33.5" and all-up weight is right at 46 oz. With a 2400 mAh battery he gets around six-minute flights. Andy says it's a great flyer and he likes it a lot but sometimes can be a handful in crosswinds.



A Day at the Field

Jaime Colley gets lots of stick time with his **Sopwith Camel**, which isn't too surprising now that he's "finished" it and it's become one of his regular flyers. This model was a partially-completed basket case that needed a lot of TLC when Jaime acquired it from a friend. You can take a look through the last several issues of the newsletter to find details on how he used his 3-D printer and Cricut cutting machine to salvage this model.



Jack Cannon is normally an EDF guy but he's now the proud owner of a **Vought F4U-1D Corsair** from **Flightline**. The 63" wing includes 3-section flaps, ailerons, landing gear, and gear doors. All that makes the wing a pretty busy place but it also makes the model look terrific. Jack said he has several models but this is the only WWII warbird. With a 6S 5000 mAh battery he battery, six or seven minute flights. He has 10 or 12 flights on it and likes it a lot.



A Day at the Field

Jerry Smith has owned his **Aero L-39 Albatros** for about six months and, after a rocky start, he says it now flies great. Originally underpowered, the model was severely damaged in a crash early on. During repairs he replaced the stock 105MM fan unit with a 105MM unit from **JP**. Running on a 12S battery it now has plenty of power and the top speed increased by about 20MPH. The U.S. Coast Guard livery is not typical for an L-39 but Jerry liked it so there it is.



Reuben Zadoyan brought out his **Embraer EMB-314 Super Tucano**, and everyone stopped to watch. This is a beautiful airplane that really stands out in it's Brazilian Air Force livery. It's a **Phoenix Models** ARF with a 101" wingspan. Powered by a **DLE-55**, Reuben says it's a little underpowered but very flyable in a scale-like manner. Reuben has owned the model for around seven years and flies it beautifully.



MONTHLY MEETING NIGHT

**Monday
January 9, 2023
7:00pm**

The January 2023 Meeting is On!

It's the meeting you've been waiting for: ***The first Scale Squadron meeting of 2023!*** We know you got into your projects over holidays, so come on out and join us and tell us about it. We have a lot of planning to do for the new year and you'll want to be a part of that.

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.

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
Various Dates in 2023	Various hosts & locations	U.S. Scale Masters 2023 Regional Qualifiers U.S. Scale Masters has published their Regional Qualifier schedule for 2023. Events will be held in several states and British Columbia, Canada. A complete schedule is provided on the next page.
Jan 25-28, 2023	Sun Valley Fliers SVF Field Cave Creek, AZ	11th Annual Winter Warbirds Warbirds of all eras in military schemes will be flown. WWI to modern jets. Static & performance awards for all eras. Event is Thursday through Saturday. Sunday the field will be open to regular membership at noon.
Mar 10-11, 2023	Arizona Model Aviators Superstition Park Mesa, AZ	2023 Wings Over Arizona Pilot Fee: \$50 for both days. RV Dry Camping: RSVP required (contact CD). Food vendors available for lunches. Dawn Patrol Sat 7-8am for military & civilian pre-1939. Wingspan: 60"+ for monoplanes, 40"+ for biplanes. Gas, Glow, Electric, Turbine (waiver req). AMA req. Over 55lbs requires waiver. No 3D flying permitted.
Mar 16-19, 2023	Sun Valley Fliers SVF Field Cave Creek, AZ	Arizona Warbirds & Classics The One Eighth Air Force has staged a scale event for over 40 years in March and the tradition continues. Fantastic Phoenix weather, 650 ft runway with 150 extension on each end, not a tree in sight. Any size Classic Scale, Scale Jets and Warbirds.
Mar 31- Apr 1, 2023	Arizona Model Aviators Location TBD	Gunsmoke USSMA Qualifier 2023 Scale Masters Qualifier. Entry Fee: \$50 Entry Fee Waived for First Time Competitors Spectator Parking \$6 per vehicle. Overnight parking by reservation. Concession stands Fri & Sat. Fri night dinner. Location TBD. Competition in: Expert, Team Scale, Advanced, ProAm Pro, ProAm Sportsman.

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.



U.S. SCALE MASTERS ASSOC.

(National Chairman: Curtis Kitteringham - cak11@cox.net)

2023 Regional Qualifiers Schedule

Jan 14-15 "Cape Coral Scale Classic" - Cape Coral, FL (www.rseahwks.org)

Mar 31-April 1 "Gunsmoke" - Mesa, AZ (www.oeaf.org) (www.azmodelaviators.com)

Apr 26-30 "Top Gun" - Lakeland, FL (www.franktiano.com)

May 19-21 "2023 Spring Opener" - Othello, WA (www.nwscale.org)

June 16-18 "Mint Julep Scale Contest" - Rosewood, IN (www.rosewoodrc.com)

June 23-25 "Field of Dreams Scale Rally" - Redmond, OR (www.nwscale.org)

July (pending) "British Columbia Scale Classic" - Kamloops, BC (www.nwscale.org)

July 6-9 "AMA Scale NATS for R/C" - Muncie, IN (www.nasascale.org)

Aug 4-6 "Silver Hills Scale Rally" - Athol, ID (www.nwscale.org)

Aug 25-27 "NWSAM Championships" - Wenatchee, WA (www.nwscale.org)

Sep (pending) "Fall Scale Classic" (pending) WA (www.nwscale.org)

Sep (pending) "Max Ficken Texas Scale Championships" - Ft. Worth, TX (www.flygsw.org)

(dates pending) "USSMA 42nd National Championships" - (location pending)

SUN VALLEY FLIERS

presents



Jan 25-28 2023

Warbirds of all eras in Military paint schemes are eligible to fly.
WW1 through modern fighter jets Dawn
We support all groups of models that want to fly formation.
Dawn Patrol, fighter gaggles, foam patrol, and jets only. You
organize a flight group and we will make it happen.

Registration available at www.sunvalleyfliers.com

2023 WINGS OVER ARIZONA Fly-In

Any Power
Any Construction

March 10,11
9:00 to 4:00 each day



2022 Best of Show: Frank Gagliardi's B-17



Hosted by ARIZONA MODEL AVIATORS

Superstition Airpark, Mesa AZ www.azmodelaviators.com

Pilot Information

- 60" or larger wingspan for monoplanes
- 40" or larger wingspan for biplanes
- Gas, Glow, Electric, Turbine* (*waiver req)
- AMA required
- Over 55lbs requires waiver
- No 3D flying permitted
- AMA Sanction #14051

Pilot Fee: \$50 for all 2 days

Spectator Parking: \$6 per car

RV Dry Camping: RSVP Required (contact CD)

Food Vendors available for lunches

DAWN PATROL Saturday 7-8am

for both military and civilian pre-1939

RSRP & additional event info at our Facebook page

["Wings Over Arizona 2023"](#)

**Awards for: BEST MILITARY, BEST CIVILIAN,
BEST MULTI-WING, BEST WW1, BEST OF SHOW**

CD: Tim Dickey – tdickey2@icloud.com – (480) 540-7553
Co-CD: John Mangino – manginoaz@cox.net – (480) 980-1386

B Bonnie and Brian O'Meara Present **B**

ARIZONA WARBIRDS AND CLASSICS MARCH 16-19, 2023



Following in
the tradition
of the 1/8th
Air Force
Spring Scale
Fly-In!



PowerBox Systems

AMERICAS

**COME ENJOY
ARIZONA'S BIG BLUE
SKIES OF MARCH!**

- NOONTIME FOAMY FLYING
- DAWN PATROL & WARBIRD GAGGLES
- 5 FLIGHT LINES
- \$50 LANDING FEE
- TENTS AVAILABLE
- STEAK DINNER
- REGISTER ONLINE AT RCFLIGHTDECK.COM



MODEL
Airplane
NEWS

HORIZON
H O B B Y

Sun Valley Flyers RC Flying Field
26600 N Cave Creek Dam Rd, Phoenix, AZ

REGISTER ONLINE @ www.rcflightdeck.com

**FOR FURTHER INFORMATION:
BRIAN O'MEARA (720) 937-3944**



GunSmoke 2023

Scale Masters Qualifier

Hosted by the Arizona Model Aviators, March 31 – April 1

New:
"Arizona State Scale Champion"
• Total points flights + static
• All 4 flight rounds counted
• All classes eligible
• Trophy to winner



2022 Expert Champion, Noel Hunt - Sea Otter

Entry Fee: \$50
Spectator Parking \$6.00 per Vehicle
Overnight Parking available by
Reservation, Th, Fr & Sat night ONLY
Concession Stands available Fri & Sat
Friday night dinner location TBD



Following tradition of
Scale Modeling partnership
with the 1/8th Air Force

Competition in 5 classes
Expert, Team Scale,
Advanced, Pro Am Pro,
Pro Am Sportsman

+++++

Open Flying

Thursday: 7am - 5pm

Friday: 7am - 9am

Static Judging

Friday: 8:30am – 11:00am

Flight Round #1 - Friday

ProAmSportsman/Pro - 9:00am

Advanced/Expert/Team - 11:00am

Flight Round #2 - Friday

ProAmSportsman/Pro - 1:00 pm

Advanced/Expert/Team - 3:00pm

Flight Round #3 - Saturday

Advanced/Expert/Team - 8:30am

ProAmSportsman/Pro - 10:30am

Flight Round #4 - Saturday

Advanced/Expert/Team - 12:30pm

ProAmSportsman/Pro - 2:30pm

Awards Ceremony – Saturday 5:00pm

**** Entry Fee Waived for First Time Competitors ****

Contest Director: Tim Dickey 480-540-7553 tdickey2@icloud.com
Asst. C. D. Paul Goldsmith 602-323-7753 PT19Nut@aol.com

www.usscalemasters.org + www.oaaf.org +
www.azmodelaviators.com

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.

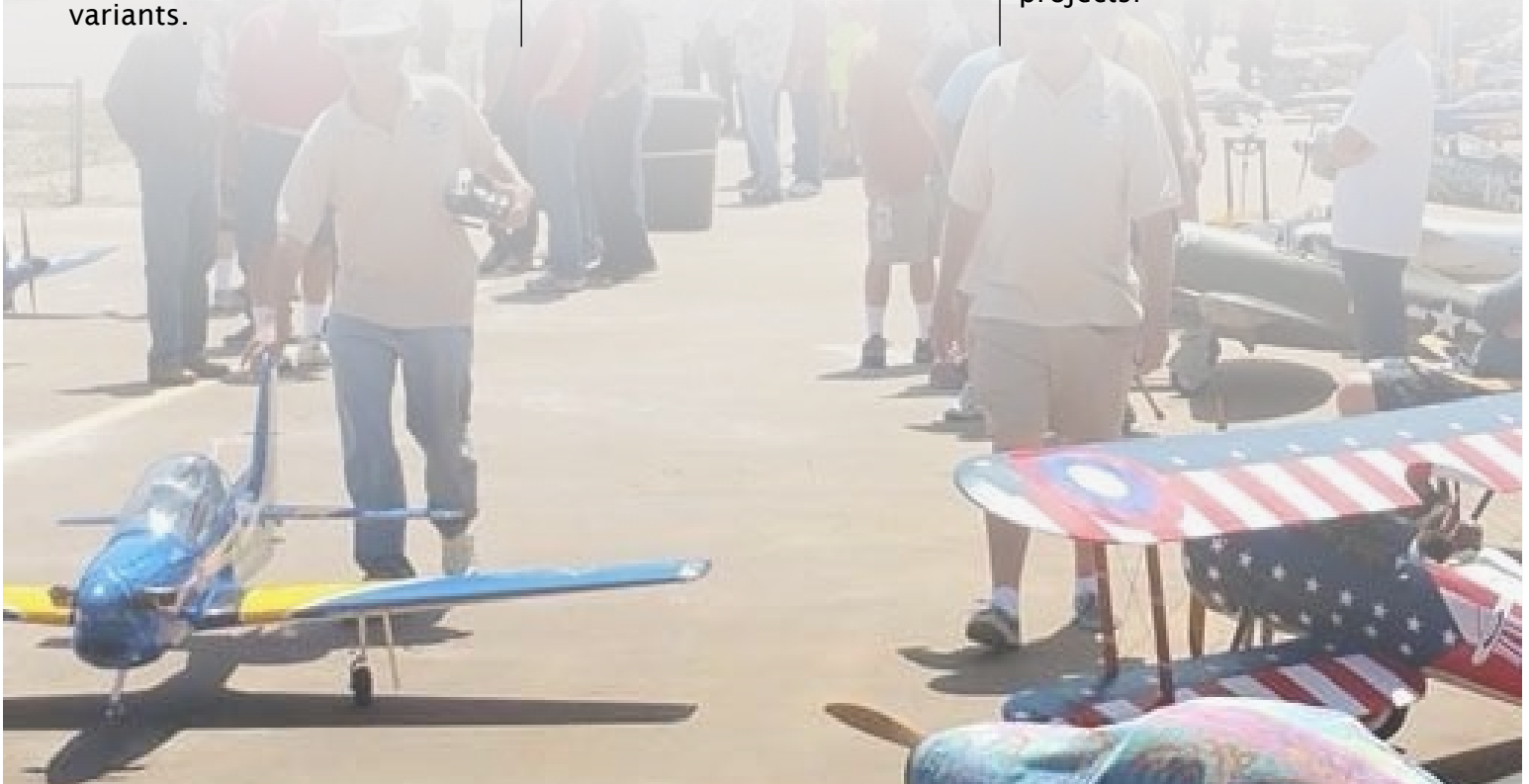
Scale Squadron Club Meetings are held on the

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.

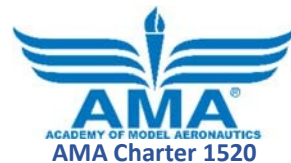


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.