

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

OFFICAL NEWSLETTER OF THE SCALE SQUADRON OF SOUTHERN CALIFORNIA



MERRY CHRISTMAS



**PROUD SUPPORTERS & FOUNDERS OF
THE U.S. SCALE MASTERS CHAMPIONSHIPS**



INSIDE THIS ISSUE

- **Commander's View**
- **Tuesdays at The Field**
- **Remembered Wings**
- **Tips from The Shop**
- **What are members are building**
- **Meeting Location**
- **Promoting the Hobby**
- **Membership Application**
- **About the Scale Squadron**

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COMMANDER'S VIEW



Sam Wright

Commander

Make Model Aviation Great Again

This has been an unusual year indeed. No events and no Christmas party. Who would of guessed that this virus dilemma would last this long. That also means no meeting in December.

On a sad note with many fond memories, we lost our dear WWII Veteran and Master Scale Modeler Co. Robert E. Thacker Thursday early morning at age 102. He will be missed and a dear friend with the spark and vigor that will propel anyone to pay attention. While I am sure we all have many memories of the Col, I asked Pano to add the pages from the AMA Hall of Fame pages written by AMA Historian Henb Rosenthal.

With the Governors new mandates for group gatherings it is a given that we will not have a Christmas party this year. The rec center is still closed and of course we want to make sure we

follow good safety guidelines for our members and guest.

I did not know of anyone that contacted the virus until the other day when my younger brother informed me that my next under me brother contacted the COVID 19, or at least according to the hospital. He had trouble breathing and was weak. Once in the hospital they injected him with steroids and put him on Oxygen. 3 days later he was discharged, a bit weak, on a steroid prescription and on Oxygen for another week. The doctors said he is responding and improving well.

That is hitting close to home even though it is in Pennsylvania.

I continue to build and try to catch up on those dusty projects and make room in my shop. My article in this issue will give you an idea of what I am working on. I hope some of you also have contributed an article or photos for the rest of the membership to see and possibly become motivated to get back on the bench.

The rumor mill has it that squadron members are flying on Tuesdays at OCMA. That is exciting news and I intend to get out there once work slacks off for the holidays. This is informal and just show up. Plenty of pilot stations open and of course social distancing is still followed.

On that note, if you're an OCMA Member, be sure to renew your dues as well as PVMAC if you're a member before December 30th. That means your AMA dues as well along with your FAA Certification. With that in mind the Scale Squadron dues are also ready for renewal on the website with PayPal. That is a big hit for a lot of our retired members, but without events to help fund the club, dues now are our only means of sustainability.



The OV-10 Bronco in my photo above a new ARF from Horizon Hobby and exactly the same size as the Rich Uravitch version I am building. 108" wingspan, with either electric or gas power. Retracts are from Horizon. This flew at Top Gun and flew really well.

Hopefully next month will bring good news and we can get together for a flying day and BBQ to kick off the new year.

Sam

Sam Wright, Commander

sam-w@cox.net



For some time now there are a few Scale Squadron members meeting at the field on Tuesdays. You know, because they can. I am lucky enough to be able to join them now. Now that my wife and I are retired it is important to get out of the house a couple times a week just to give her a break. So I pack a lunch, load my truck and head off to the field. It's a great way to spend the day with friends and enjoy the hobby I've loved all my life.





It's wonderful to be out there, it's our sanctuary more now than ever. There's always wildlife about.



I've even been in the air with a pair of eagles flying by.



There seems to be someone there all the time, yet it's never crowded. This last Tuesday was particularly busy with 6 to 12 guys there most of the day.



This time Ethan Marsh brought a guest and we were treated to a 40% Waco from AMR. Power is a Moki 250 which seemed to provide ample power.



It was his first flight with the plane so it was a few laps around the field, a few approaches finished off with a nice landing. What a magnificent aircraft! It has a beautiful paint scheme and is absolutely flawless. I don't know if it's a scale paint job or not.



I got one mission on ManO'War and he threw a shoe on landing, great flight though!

SCALE SQUADRON AT OCMA

GO FLY!



at



Tuesdays seem to be the unofficial Scale Squadron day at the field with 3-6 of us meeting up with our airplanes and box lunches.

Tim Cardin is at the field a number of times a week and weekends. He does see a handful of Scale Squadron Members so I know some of us are active



The AMA History Project Presents: Biography of COL. ROBERT E. THACKER, RET.

Born 1918 Started modeling in 1926 AMA #68197

Compiled and Edited by JF (02/2004), Edited (08/2007), Reformatted (02/2010), Updated by JS (05/2010, 01/2016)



Career:

- Began modeling at age eight, influenced by a next door neighbor
- Made money in grade school building balsa gliders
- 1930: Competed in Junior Birdman of America competition
- 1975 and 1976: Flew in National Scale Glider Championships
- Placed in Gas Scale and Glider in national competition
- Experimented with early solar-powered air vehicles for Lockheed Aircraft
- Has provided for the following publications: *Flying Models*, *Radio Control Modeler (RCM)*, *R/C Scale* and *Model Builder*
- Graduate of the Air Force Test Pilot Academy at Edwards Air Force Base, California
- Currently designing and building remote control drones for the aircraft industry

Colonel Robert Thacker is a lifetime modeler, having built models since the age of eight. He got his start through his next-door neighbor. That neighbor's father ordered by mail a "real airplane that would fly." This plane was a twin pusher, and the Colonel had to have one. He has not looked back since.

In 1929, Colonel Thacker began constructing a *Spirit of St. Louis*; perhaps one of the most reproduced models of that year, just two years after Lindbergh's historic trans-Atlantic flight. Colonel Thacker joined a modeling club in 1932 in El Centro, California. He was with this club for a few years.

In competition, the Colonel first entered a contest in 1930. This was the Junior Birdman of America contest, sponsored by Hearst Newspapers. He competed with a hand-launched single-pusher rubber glider. The Colonel does not recall the results of that contest but that it was held in Los Angeles.

In Nationals, Colonel Thacker competed in 1975 and 1976 in the National Scale Glider Championships. He did place in Gas Scale and Glider in those contests, though it is not certain what those scores were.

Air Force Career

Colonel Thacker has experimented with airplanes, both model and full-scale, all of his life. In 1945, Colonel Thacker ran an accelerated service test of the *P-80*, the first combat ready jet. As a member of the U.S. Air Force, he was also called on to pilot the solar powered 32-foot aircraft, which was designed by Lockheed Aircraft around 1972. He was a member of the Air Force from 1939 until 1970. He holds the distinction of being one of the only officers to fly two combat tours, one in Europe and one in Japan, during the Second World War.

Colonel Thacker served in World War II, flying *B-17s*, in Korea, flying *B-29s*, and in Vietnam flying classified high-altitude missions. He is a graduate of the Air Force Test Pilot Academy at Edwards Air Force Base in California.

Honors that Colonel Thacker has received include two Silver Stars, ten air medals, the French Croix de Guerre with Palm, and three Distinguished Flying Crosses, one of which was for his

flight of the Betty Jo, named for his wife. Colonel Thacker flew the P-82 from Honolulu to New York in 1947. This was the longest non-stop fighter flight carrying the maximum weight for takeoff of a fighter and set the speed record between Hawaii and New York.

Model Airplane Designs

- Designed the *Bowlus Baby Albatross*, feature in the September 1975 issue of *Model Builder*
- Designed the Giant Ducted Fan *BD-10*, featured in the February 1994 issue of *Flying Models*

The following is from the January 2010 issue of Model Aviation magazine. Brebeck was inducted into the 2009 Model Aviation Hall of Fame.

Robert Thacker

Tora Tora Tora! is a film history of the Pearl Harbor attack as seen from both sides. One of the early action scenes depicts a group of B-17s attempting to land at Pearl Harbor in the early moments of the attack.

This event marks the beginning of life in the U.S. Army Air Corps for Lieutenant Robert (Bob) Thacker. The flight began in Los Angeles many hours earlier with Bob at the controls and an Air Corps Cadet as his navigator. As they approached the field, clouds of smoke were rising. Not until their final approach, with Japanese fighters shooting at them, did they realize how much in harm's way they were.

An illustrious career in aviation began for "Col. Bob" in 1926. He was eight years old when he and two of his friends built their first model airplane. To their surprise, it flew very well, and with the success of building and flying his first model airplane, Col. Bob said, "I was hooked on aviation for the rest of my life."

Bob built and flew every type of model airplane that he could get his hands on. Not only did he learn the fine art of building and flying model airplanes of all types, he also learned why they flew and how their performance could be improved. One of his proudest moments was getting a 30-minute flight with a Carl Goldberg microfilm model at the Chicago Nationals.

With this knowledge, and his aviation background in modeling, he was fully prepared to become a Flying Cadet in the United States Army Air Corps at the age of 18. He continued to build and fly model airplanes and compete in events during his military years.

Bob recalls that his first Radio Control endeavor took place while on tour in Japan, flying a *Smog Hog* on Galloping Ghost. His first real Radio Control success came when he was stationed in Oslo, Norway in 1968 with an *Orbit* employing small servos.

Col. Bob enjoyed a long and exceptional career in the Air Force, retiring in 1970. He was one of the few officers to fly two complete combat tours in World War II. In the summer of 1945, he ran an accelerated service test of the P-80, the first combat-ready jet aircraft.

Bob graduated from the Air Force Test Pilot Academy at Edward Air Force Base in California. He was cited for valor against an Army enemy twice and was awarded two Silver Stars, 10 Air Medals, many Theater and Battle Stars, plus the French Croix de Guerre with palm. Bob also received three Distinguished Flying Crosses.

After retiring from the Air Force, he moved back to California and took up the challenge to find an adequate flying location for modelers in the Los Angeles area.

In Southern California, it is extremely difficult to locate a flying site. Even if you find the land to develop, the areas are restricted. Col. Bob's Air Force career was fraught with challenges that he met and overcame; this would be no exception.

Bob arranged a meeting with the Major General at Camp Pendleton, and convinced him that model builders and fliers are reliable and good guys. They would abide by all the rules and regulations on the station, and Col. Bob would personally supervise the operation as long as he was there.

The joint military and civilian club, with approximately 125 members, has been running successfully since 1970. Col. Bob usually flies there every weekend, along with about 25 of his longtime flying friends. He still builds and flies Scale model airplanes.

Col. Bob has been a frequent contributor to the major model magazines, publishing articles about many aspects of model building and flying. He had plans published in *RCM*, *Model Builder*, and *Model Aviation*. The one that he is most proud of is his *Bowlus Baby Albatross* Scale sailplane. He earned a first place in the two Soaring Nationals in which he competed. A kit of his *Baby Bowlus* is available from *Sky Bench*.

Colonel Robert E. Thacker, Ret., resides in San Clemente, California, with his wife of 68 years, Betty Jo. He is still active in engineering, designing, drawing, building, and flying remote control drones for the aircraft industry, as well as scale model airplanes for the rest of us. His recent endeavors include ducted-fan models and a turbine powered *P-80*.



TIPS FROM THE SHOP

PRO TIPS FOR SPRAY CAN PAINTING



When you start building models that have formed plastic or fiberglass parts such as the engine cowl, wingtips, or wheel pants, you are faced with the additional task of painting them to match the rest of your model. Spray paint is a convenient and simple way to finish those formed parts, but unless you take the time to prepare them, your new paint job can peel or chip away after only a few flights. Here's a surefire way to achieve a long-lasting, attractive paint job with a minimum of effort.



Basic things you'll need include 150- and 220-grit sandpaper, vinyl electrical tape and paper masking tape, a sharp hobby knife, paper towels and denatured alcohol. You'll also need masking paper (wrapping paper or doubled over newspapers) and an automotive tack cloth. Whenever possible, use the same brand of paint, primer and clear coat.



1. The first step is to wash your hands to remove any body oils from your fingers before you begin sanding your part (here, an engine cowl for a Super Decathlon). Sand with 150-grit paper, and remove all the parts' surface gloss. Get into all the small corners, and smooth the inside edges of any openings. Wipe off the part, and check to make sure that there aren't any shiny spots. Then sand the cowl again with 220 sandpaper. Sanding the part gives the primer something to "bite" into and helps the finish adhere to the part.



TIPS FROM THE SHOP CONT...

2. Wipe off the cowl again and then use denatured alcohol to degrease its surface. Even fingerprints can cause the finish to peel.



3. Before you spray on the primer, make a hook out of a wire coat hanger to hang the part on. Shake the can vigorously until you hear the little mixing ball rattle, then apply the primer in several light mist coats. Allow each coat to dry for a minute or two before you apply the next. While spraying, hold the can about 10 to 12 inches away from the part.



4. After the part has dried for a few hours, wipe it down with a tack cloth to remove any dust from the surface. When handling the part, try

to hold it from the inside to minimize finger marks on the outside.



5. Hang the part again, and start applying the base coat—in this case, high-gloss white. Whenever you paint a multicolored part, always start with the lighter colors and add the darker on top. Also, if you paint a single, bright color such as yellow, orange, or red, apply a white base coat to the part first; this really makes the color coat shine.



6. Prepare your masking tape by cutting the electrical tape into thin 1/4-inch strips. The upper red portion of my engine cowl has two rounded front corners that require the masking tape to be bent around them. Thin

TIPS FROM THE SHOP CONT...

strips make this possible. Vinyl flex tape can also be used, but electrical tape is less expensive if you are doing a lot of masking and it is readily available at the hardware store.



7. After the paint has dried overnight, place the cowl on the model, making certain it's positioned correctly relative to the spinner and firewall. Use a straightedge to draw light pencil guidelines so the painted portions will match the trim design on the fuselage.



8. Using the guideline as a reference, apply the electrical tape to the outside or "masked" side of the guideline. Do not stretch the tape along straight lines, and only stretch it lightly along curved edges. If the tape is stretched too

much, it will lift before you have finished painting the part.



9. Check the tape to make sure it's correctly positioned. If you don't like it, remove it and reapply it until it's right.



10. Mask the rest of the cowl with paper masking tape. Begin along the electrical tape, and work away from the paint edge until you have about 2 inches of masked area.

TIPS FROM THE SHOP CONT...



11. Use paper to mask the rest of the cowl, and make sure everything is completely covered. Use your thumbnail to burnish the electrical tape down tightly. Double-check the curved edges to make certain the tape hasn't lifted out of place.



12. Cover your work surface with paper, and prop up the cowl with a couple of paper cups to lift it from the bench. This will prevent the paint from "gluing" the part to the paper and marring the finish. Now apply the trim color to the unmasked portion of the cowl. Apply the paint in very light mist coats, and allow it to dry for a minute or two before you apply more paint.



Here, you see the first mist coat. Note that it does not completely cover the white base coat. Apply several more light coats until the white is no longer visible.



This is what the red looks like after six or seven mist coats have been applied. Now let the paint set for about 10 minutes then carefully remove your masking tape.

TIPS FROM THE SHOP CONT...



13. After the paint has dried overnight, apply your trim graphics. Here, I am applying the black star to the cowl. Note the small triangle of white I added to the top point of the star. This little trick makes it unnecessary to mask off the red portion where the star would rest.



14. Here, I am applying the two black pinstripes that finish the trim design. Once you have finished with all the trim work, wipe the cowl with a tack cloth and hang it on the wire

hanger again and apply several light clear coats to seal everything into place. Allow the clear coat to dry overnight, and you'll be ready to attach the cowl to your model.



Here is the finished cowl on the Super Decathlon. Painting with spray cans is very easy, and the results are impressive if you take the time to do the job right. A clear coat really makes the finish shine and seals all the trim edges at the same time. Give Rattle Cans a try; you'll love the results this spray paint technique provides.

Updated: November 26, 2019

Gerry Yarrish

WHAT OUR MEMBERS ARE BUILDING – SAM WRIGHT

Sam's F9F Cougar Project



I am sure we all have one of these that have been on and off again projects. Meaning we started all excited and another model moved it aside. I always admired the 9F Cougar and wanted one and Larry made the kit at Jet Hangar Hobbies in 1/9th scale.



WHAT OUR MEMBERS ARE BUILDING - SAM WRIGHT

Thanks to Larry, I made good progress under his tutoring and I am almost there. It is back on the bench and I intend to finally complete it since I have all the parts. The toughest parts are the scale gear with brakes from Ed Dobias at RC Crafters, Inc. Check out the website and RC Crafters provides gear for a lot of other JHH models and will be re-tooling for the Cougar and Panther gear. It always amazed me that the Navy decided to make the designation the same for the Cougar from the Panther F9F Identification. Both produced in real life by Grumman Aircraft.



This F9F is powered by a 90mm Jet Fan and two 6S batteries. The wingspan is 47", which means you can transport it in one piece since the wings do not come off once the Cougar is completed. The fuselage length is 56", with about a 10 lb., overall weight.



WHAT OUR MEMBERS ARE BUILDING - SAM WRIGHT

This model was originally designed for a K&B 91 (7.5cc) glow engine and since then Larry updated the ducting for the EDF (Electric Ducted fan) version. Larry provides a glass fuselage, Canopy Frame and canopy, inlet tubes and all the wood parts with the wing and horizontal stab foam cores.



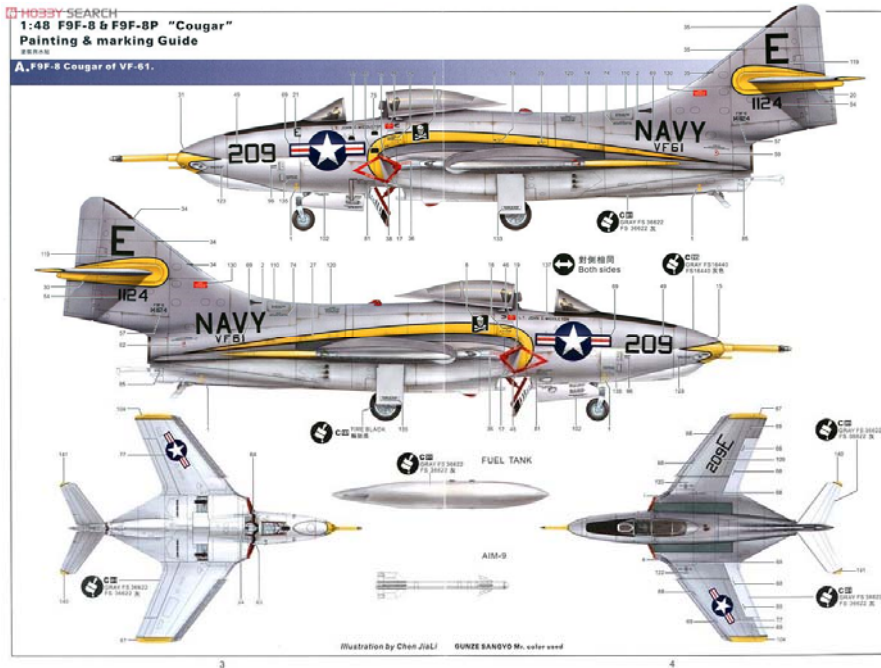
The wings and stab are sheeted and glassed with $\frac{3}{4}$ Ounce fiberglass cloth. The plans are very superbly detailed and the instruction manual while for the ducted fan version will get you through the construction easily enough just from the photos.



WHAT OUR MEMBERS ARE BUILDING – SAM WRIGHT

The super one piece scale pilot is from a 3D CAD file and John Reno did the 3D printing in 1/9th scale. The cockpit kit was from Bob Dively although since the building burned down I am not sure if the parts are still available. The landing lights are from Bill Steffas at Eye Candy www.eyecandyled.com

The color scheme is in the photos and you can see how visible it is from the traditional Navy Dark Blue schemes.



Jet Hangar still can provide the kit on an as ordered basis and contact Larry Wolfe for that. The photo of Brent Hecht gives you a good idea of the nice size of this Cougar.



WHAT OUR MEMBERS ARE BUILDING - TIM CARDIN

Can we say “Upgrade”?



I've been flying a 1/3 Scale Pitts, an ARF from DeeForce. It was powered with a VVRC40 which ran great as advertised and provided just enough power to push it through aerobatics at full throttle. I still don't quite understand what happened but around 30 flights the engine cooked.



I'd been flying it during the hot weather and pushing it to the limit every flight with no issues and suddenly lost power about half way through the flight. Long story short, I replaced the entire top end twice and could not keep the engine cool no matter what.

WHAT OUR MEMBERS ARE BUILDING - TIM CARDIN

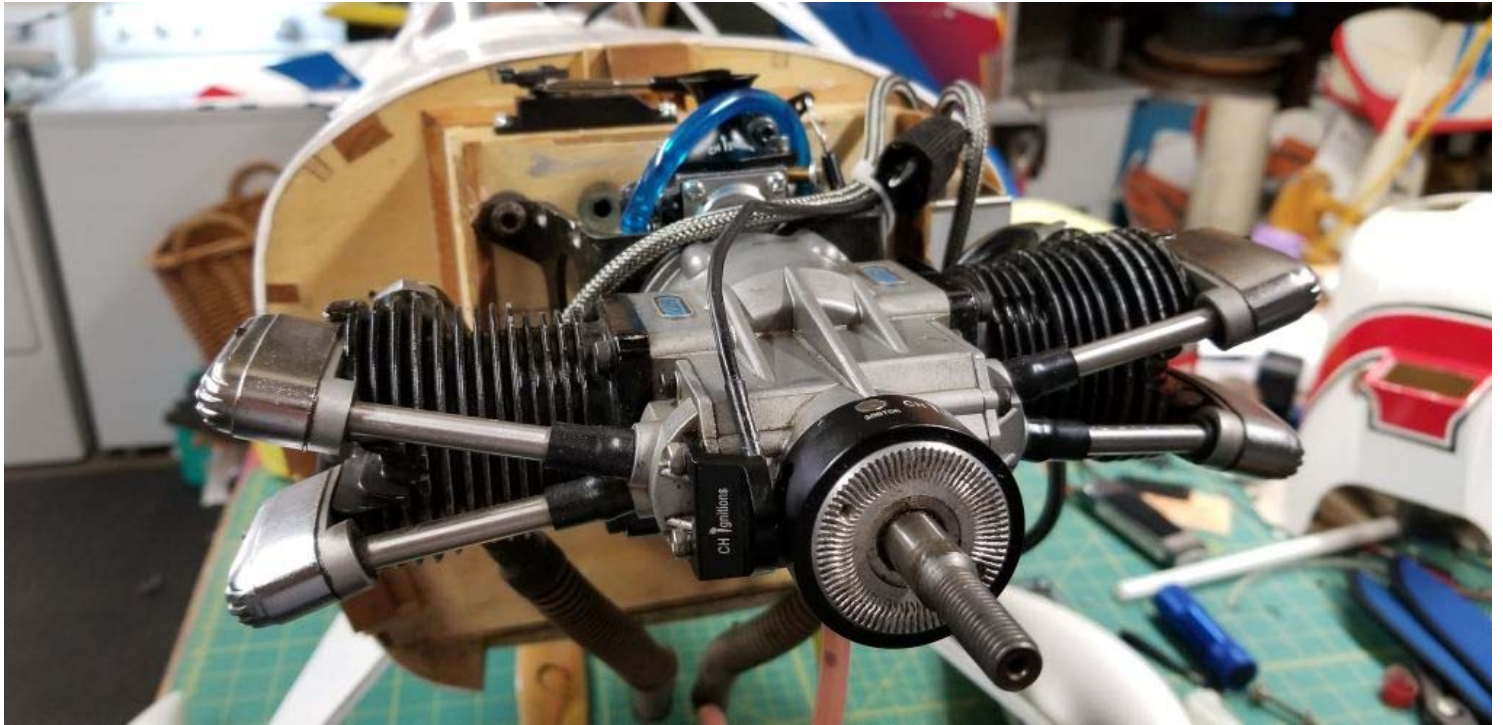


I stumbled on a deal for a used Saito 300T, single carb, not the Golden Night version. I snatched it up on the spot, went through it, put it on the test stand and ran a tank of glow fuel through it to verify it was a sound engine. Off it went to Adrian Ciulei of CH Ignitions for his magic touch converting it to Ignition and Gas.



A few weeks later I was bolting it on the front of the Pitts. It weighs 4oz more than the VVRC 40 and balance weight so it was almost an even push. To balance I only had to move the batteries to the rear of the wing saddle.

WHAT OUR MEMBERS ARE BUILDING - TIM CARDIN

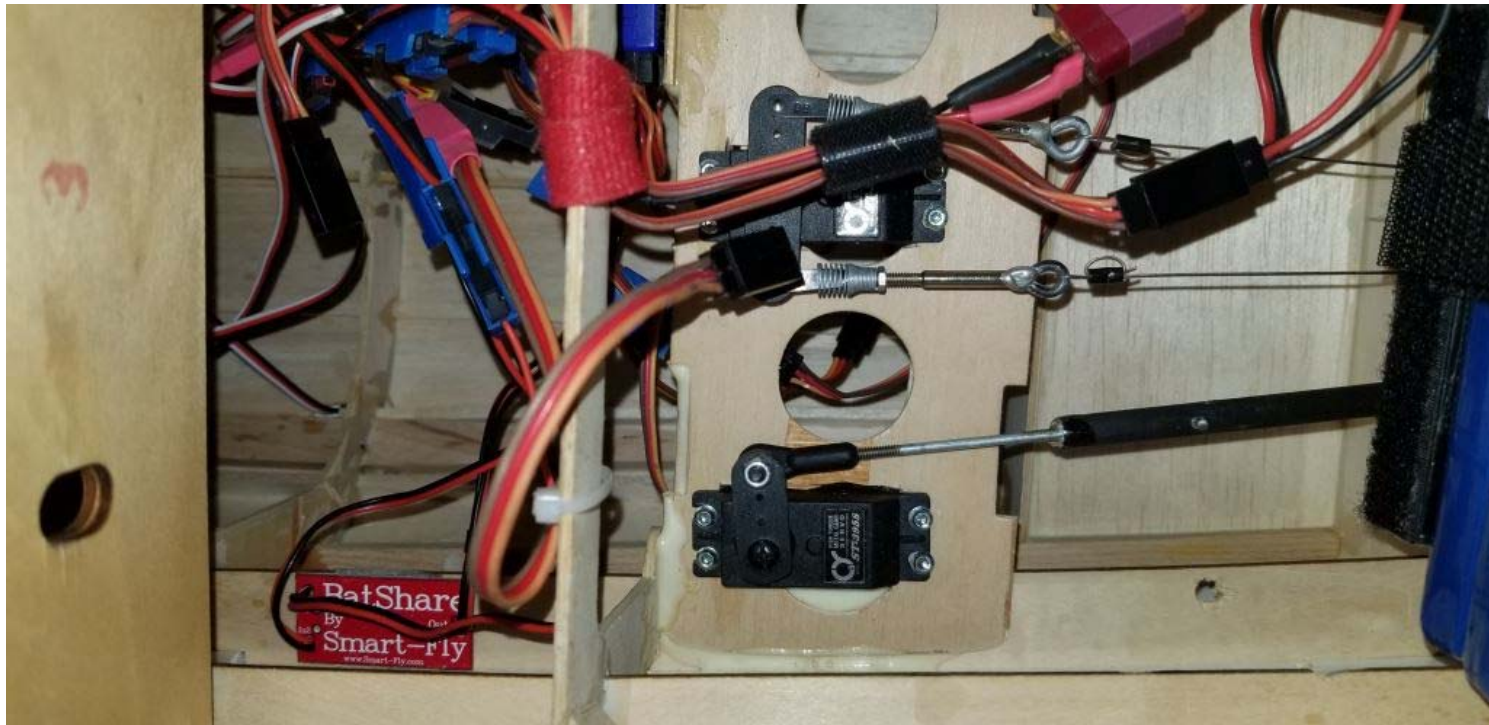


The Saito is turning a Xoar 20x10 @ 6500RPM; the VVRC 40 would turn a 20x8 at 7000RPM. The power difference is amazing shifting the Pitts to an entirely new level of performance. The Saito sounds wonderful, power is awesome and it runs on GAS! Adrian suggested I run 20 to 1 synthetic which happens to be the same mix as the Saito FG19's in the Bamboo Bomber use so no problem there. I mixed one gallon of fuel and after 13 flights still have about a quart left in the can. All that power, no slime on the plane and it sips fuel instead of guzzling. That is winner – winner –chicken dinner!



WHAT OUR MEMBERS ARE BUILDING - TIM CARDIN

Just to fill out the airplane, it's from DeeForce, <https://www.deeforce.net/> there is no store but their warehouse is local, twenty minutes away. It doesn't come with instructions or a pilot for that matter however it goes together without much trouble. There are pictures of the complete aircraft online which seemed to answer any questions I had.



Construction is very sound, all the hardware is SAE, covering looks like Monokote and I've been able to match all the colors with Monokote remnants from previous projects. Finished with the VVRC 40 is weighed 17 $\frac{3}{4}$ lbs., with the Saito it is a clean 18lbs. Radio is Airtronics SD10G with MGF ST-3958 Digital High Power HV Digital Servos to give everything the appropriate wiggle. They are HV but I chose to go with redundant LiFe 6.6 2500MA batteries using a Bat Share by Smart-Fly. I've upgraded the tail wheel assembly to a CF unit, moved the Elevator and Rudder servos forward using pull-pull cables and Carbon Fiber arrow shaft pushrods. Doing that I took 10oz of led out of the nose. It has functional flying wires which I've upgraded. Flight is exceptional and it's capable of every maneuver I've attempted. To be clear, I fly this Pitts like I stole it. It's taken everything I've thrown at it for 66 flights, violent lumcevak to having the wind blow my hat off, hitting the kill switch and knocking the transmitter out of my hands. Ed McCormick's leg is still sore where it hit him. I managed to pick up the transmitter, find the airplane still flying, now dead stick and set it down as gently as I could at the west end of the field. In the Marigolds if you've ever been over there. The wheel pants took a huge hit but I didn't break the prop. Unfortunately the transmitter failed a range check after that; thank goodness I have a couple spare SD10G's. I'd always rather be lucky than good and I use a neck strap now.

I've got a Saito 270 in my Byron Staggerwing and am seriously considering the same treatment. That will be a good excuse to get it down and back in rotation. It has 200 flights on it but hasn't flown in almost a year so it needs some love and attention.

Tim Cardin

MONTHLY MEETING NIGHT

Monday

December 14, 2020

7:00pm

DECEMBER MEETING



As we continue to monitor the rapidly evolving situation around the coronavirus (COVID-19), our first thought is for the safety and well-being of our members impacted by these difficult circumstances. In these unprecedented times, it is important that we come together to support all those impacted.

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 outperform 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 you are kit-bashing, volunteering at charity aviation events, or making molds from scratch for Scale Masters or AMA National Championship 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 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 & 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!

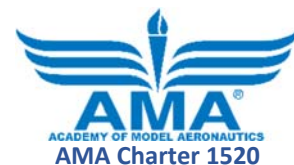


SCALE SQUADRON OF SOUTHERN CALIFORNIA

THE SCALE SQUADRON
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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.

ABOUT THE SCALE SQUADRON

SCALE SQUADRON OF SOUTHERN CALIFORNIA

Officially AMA
Chartered on
April 7th, 1977

1977

WHERE IT ALL BEGAN



Scale Modeling is the accurate recreation of aircraft in aviation, from the early biplanes to the latest jets of the 21st century. Whether it's built from scratch, a kit or an ARF, scale modeling strives to recreate the airplane as historically accurate as possible. Paint schemes, rivets, windshield glass, and even pilots are faithfully painted and built to exacting specifications. The end result is a flying recreation of the original full-size airplane.

Our members all have one common goal - to share their knowledge of aviation, aviation history, and scale modeling.

Our monthly meetings are open to everyone, and often feature "how to" seminars on building and flying model aircraft.

Each year the Scale Squadron hosts and participates in numerous events, with the overall goal of bringing together modeling

enthusiasts from all over the world. Events our members historically and perpetually attend are:

- Top Gun
- U.S. Scale Masters
- Warbirds Over the Rockies
- Arizona Electric Festival
- Best in The West Jet Rally
- One Eighth Air Force Fly-in
- Battle of the Builders

The Scale Squadron also hosts their own annual event known as The Scale Squadron Warbirds and Classics. This year will be the 9th year running of the Squadron event.

The Scale Squadron dates back to the early 70's. Harris Lee, Bert Baker and Bob Olson were the original founders of the Scale Squadron and members of the Orange Coast RIC Club. Their interest in scale modeling brought them together regularly at Lee's home. The word soon got out, and their numbers quickly grew. Scale modeling became the hottest new interest within the R/C community.

The first official scale modeling club was formed in 1973 with events held at Mile Square Park.

Scale modeling was in its infancy yet immensely popular as attested to by the large participation at each of their events. Harris Lee devised a plan for sanctioning a series of local qualifiers around the country and then having a fly-off to determine the national champion. Out of this idea the U.S. Scale Masters was started and is the premier scale competition in the country today. Pat Potaga, of Scale R/C. Modeler Magazine, helped to put this program on the map. His articles and front-page color photos helped fuel the fire of scale modeling. The modeling world owes these visionaries a debt of gratitude. Thank you Bert Baker, Bob Olson, Jerry Ortega with special thanks to Harris Lee.