

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



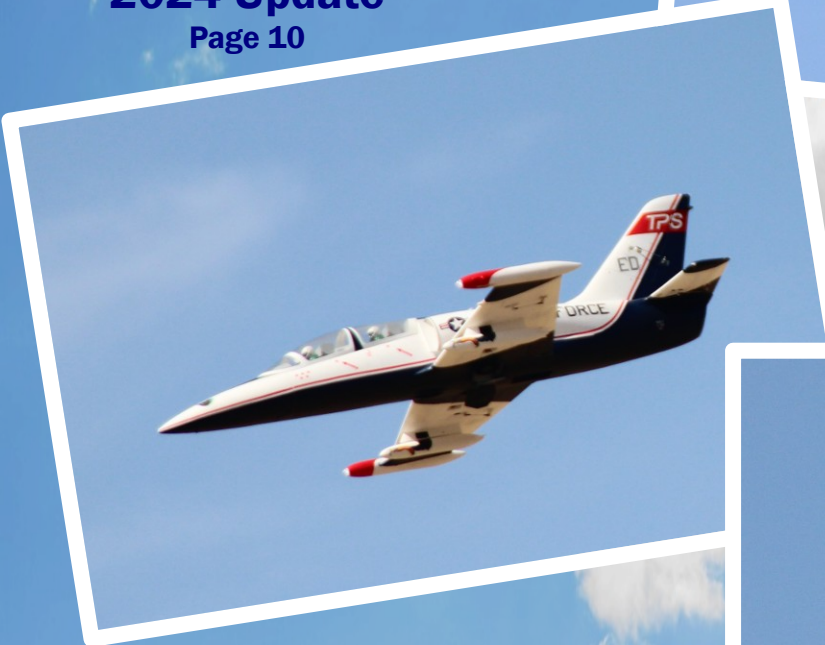
Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California



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On the Cover

1. Republic P-47 Thunderbolt "Snafu" on a high speed flyby. Owner is not known. (Don Aitken photo)
2. Shannon Gallagher's beautiful Aero L-39 Albatross in a fast pass.
3. American Champion Super Decathlon flown by Paul Kopp doing some of what Decathlons sometimes do.



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COMMANDER'S VIEW



Mike Greenshields
Commander

The anticipation builds, the excitement grows, we're in the final 60 days to **Warbirds & Classics 2024!**

Pre-reserved pits are sold out, the pilot list is building, and we're getting ready for some good clean flying fun.

Thank you to everyone who got us to this point. We've got some things to do (I'll let Randy and Joni

keep you informed so I don't confuse the issue), but we're certainly getting there and ready for some fun.

Join in and do your part, volunteer (help a Squadron brother out!), come fly and have some fun, eat ('cuz we gotta' lotta' food), and show off that latest airplane. Last weekend in June! OCMA. Be there or be square and you don't want to be a square?! Right?!

Don't forget all the other amazing things going on. From PVMAC's last event Wings Over Chino which was a two thumbs up event to the upcoming Scale Masters events in Hemet, there's tons of events to choose from. And all are worthy.

Hope to see you all at the May and June meetings leading up to W&C 2024 and we're looking forward to seeing your latest projects.

Thanks for all you do, now let's go have some flyin' fun'

Mike Greenshields, Commander

Commander@ScaleSquadron.com



Assembly Ships of the Mighty Eighth

Due to the threat from enemy fighters during daylight bombing raids, the USAAF began using tight bomber formations to maximize defensive firepower and to concentrate bombs on the designated target. The USAAF hoped to assemble bomber formations within one hour. But this often required two to three hours as planes from multiple airfields required coordination, all while under radio silence. In 1943 a plan for using older model B-17s and B-24s to guide the others was devised. These guide bombers were referred to as "assembly ships."

The assembly ships had no armament and carried a skeleton crew of two pilots, a navigator, radio operator and one or two flare operators. They were given flare ammunition of a particular color, basic navigational equipment, and head-turning paint schemes. To more quickly organize the pilots of a particular bomber formation, each paint scheme was unique and different flare colors were carried by each assembly ship. Once the bombers of a squadron formed up the assembly ships would guide them to their assigned groups before returning to base.

However, there is an instance where a B-24 nicknamed "Spotted Ass Ape" continued with its bomber formation all the way to its target in Germany. The use of combat boxes and thus assembly ships continued throughout the war even after long-range fighter escorts like the North American P-51 Mustang and Lockheed P-38 Lightning were put into service.



So, we finally made it back from our tour of the American South. We recently completed a tour that included stops in Arizona, New Mexico, Texas, Alabama, Mississippi, Tennessee, Kentucky, Kansas, Oklahoma, and some other states that don't come immediately to mind. The initial plan was to be in Johnson, TX in time for the total solar eclipse on 04/08/2024. But after talking with a couple friends who also have RV trailers, it turned into a five-week excursion that included stops in all kinds of places that I've heard of and seen pictures of, but have never visited.

The weather was interesting as well. I've never had to pay attention to tornado warnings and cautions that baseball-size hail was in the forecast—but there they were. Apparently these are common enough events in that part of the country that no one gets too excited. As for me, I'll take the rumor of earthquakes over regular tornado warnings all day and all night.

Unfortunately, I wasn't able to visit any model airplane clubs or fields but I did see a couple terrific museums. I'll provide reports on the most interesting ones over the next few months. I'll start with...

USS Alabama

I know we're a scale model *airplane* club but while we were in Mobile, AL, I had the pleasure of visiting the **USS Alabama Battleship Memorial Park**. While not specifically an aviation museum, there are a lot of Navy aircraft on display. I was blown away by the *Alabama* and all of the other exhibits, artifacts, and displays. I don't want to spoil it for you here, so go check out my field trip report beginning on **Page 13** for details.

Warbirds & Classics 2024

By now you must be thoroughly inundated with information on the upcoming Warbirds & Classics event. There's an update from the event organizers on **Page 10**. All I can add to that is to urge you to *just be there*. Whether you have an airplane or not, be there to support the Squadron and enjoy the amazing number and types of models that will be on display. Oh, and if you have some modeling items lying around that you know you'll never use, please contact **Randy Wilbur** or **Joni Whitsitt** and arrange to donate them for the raffle. You'll be helping to raise money for the **USMC Semper Fi and America's Fund** that supports men and women who served live full and



Eric Puchalski
Newsletter Editor

independent lives after sustaining life-changing injuries or critical illnesses. It's definitely a worthy cause.

PVMAC

This month we have a couple references to the **Pomona Valley Model Airplane Club**. On April 19, PVMAC hosted their **Wings Over Chino** fun fly and Randy Wilbur was there. You can read his report beginning on **Page 16**. Also, PVMAC president **Chuck Pozanac** turns out to be a multi-talented guy who not only flies model airplanes, but restores full-size classics as well. Our own **Joe Trama** was able to spend some time with Chuck at Chuck's hangar at Chino Airport. Check out Joe's photos on **Page 17** of the full-size **Beech Staggerwing** that Chuck is working on.

Lots Going On

It's springtime in SoCal and there's lots going on. There are tons of flying events on the calendar, both scale and other disciplines. The weather is awesome (as usual) and no one should have any excuse for not getting out once in a while and enjoying some flying time with friends. If you don't have anything to fly then build something! The great flying weather is also terrific for helping glue and paint to dry.

Carpe diem—I'll see you at the field.

A handwritten signature in black ink that reads "ERIC" with a stylized underline.

roadkill1954@gmail.com

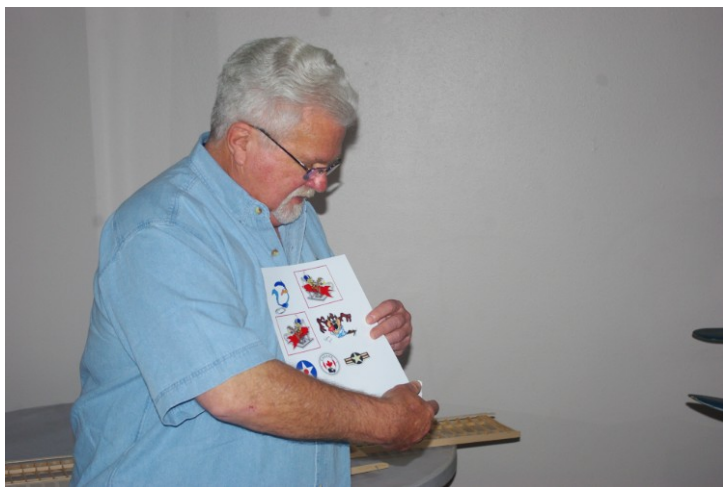


APRIL 2024 SQUADRON MEETING

Commander **Mike Greenshields** brought the meeting to order and brought a number of items to everyone's attention. First and foremost was the upcoming **Warbirds & Classics** event in June. Mike reminded everyone that the planning for the event is pretty well complete but there's still a need for volunteers to help make sure things come off without a hitch. He also asked that anyone with anything they could donate to the raffle should contact **Joni Whitsett** or **Randy Wilbur**. Randy also talked about the recent **Wings Over Chino** event hosted by PVMAC, and **Tim Cardin** described his trip to the **Warbirds Over Arizona** event in Phoenix.

That about wrapped up the business part of the meeting and we moved on to Show & Tell.

Dave Kadonoff was inspired by last month's demonstration of the Cricut cutting machine and this month he showed off his own solution to adding markings to his models. He uses vinyl sticker paper on which he prints the markings and transfers them to the models. Recently he's had great results using **Joyeza Premium Glossy Sticker Paper** printed on either inkjet or Laser printers. Cost of the paper is about \$15 for a pack of 25 sheets that measure 8.5"x11". Sheets are available in either clear or white. Dave brought samples that looked very nice and highly detailed.



Randy Wilbur brought in a **T-6 Texan** that he acquired from Sam Wright's collection. Randy is actually the third builder on this project as Sam had purchased it from an unknown modeler who started the build from a Top Flite kit. Randy described some challenges he's had trying to get graphics from Callie Graphics. He said he wasn't very impressed with scale sizing of graphics he purchased and the size of different pieces was inconsistent. Randy has made terrific progress on the model over the past few months and hopes to have it completed and flying very soon.



April 2024 Squadron Meeting

Ed McCormick is finishing a **Douglas SBD-5 Dauntless** that he acquired from **Joe Trama** on the condition that Ed would actually finish the model and get it in the air. Before accepting the challenge, Ed wanted to make sure he could do the model justice and get it in the air. It was already very detailed and could easily be used as a display model. Ed dug into the model and removed all the ORIGINAL Kraft electronics, including Ni-Cad battery pack, wiring, and fuel lines.

Joe and Ed speculate the model was originally built over 30 years ago but unfortunately, Joe does not know who the original builder is. After much research, Ed identified the kit maker. He was then able to find a copy of the plans and a build article from a 1997 *RC Scale International* magazine on Outerzone.

The model has a 69" wingspan and Ed plans to install a Supertigre 90 two-stroke for power.



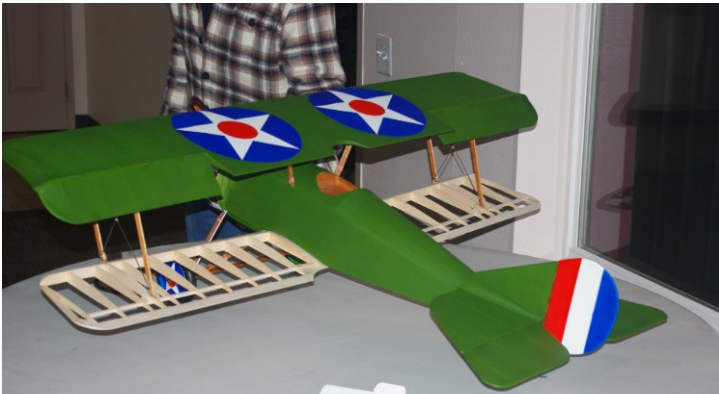
Larry Wolfe brought along the upper wing from his **Spad XIII C.3** to show building progress. The upper wing structure is nearly complete. Larry showed a covered aileron, which includes his usual meticulous rib stitching, as well as a completed, but uncovered aileron.

The Spad XIII has a *lot* of wing ribs and Larry noted that the wing structure came out very light even with all those ribs installed. He highlighted the strut locations and support structure as well as the scale aileron control horns made from plywood. He mentioned that five different colors will be required just for the camouflage paint scheme.



April 2024 Squadron Meeting

Pat Driscoll is making great progress on his 1:5 scale **Thomas-Morse S4-C Scout**. He's building it from a Balsa USA kit and it's his first build in a number of years. He specifically talked about his progress with covering and paint. The model is almost completely covered and most of it is painted. Pat also showed and described a 3D printed cowl mounting bracket he manufactured. He also noted that the tubes mounted near the cabane struts are used to conceal the servo wires. The wing servos are concealed inside the wing.



John Wencil brought a partially framed 1:6 scale **Messerschmitt Bf 109** that he's building from a **Brian Taylor** kit. The finished model will have a 61" wingspan and will be powered by something in the .60 CI two-stroke range. John said he started building the model a few years ago. But then a move and home remodel left the partially-built model a little worse for wear. Some parts were broken while others were lost. But he recently decided to continue with the build and finish it.



MAR & APR 2024 SQUADRON MEETING NOTES

March 11, 2024

Executive Officer Eric Puchalski called the meeting to order at 7:12pm. Eric welcomed everyone to the meeting and asked everyone to stand for the Pledge of Allegiance. Eric announced that Commander, Mike Greenshields is out of town presently. Eric asked if any new members or visitors were in attendance? All members accounted for.

Treasurer Report: Tim Cardin was not present but submitted his report by email.

Warbirds & Classics 2024: Eric gave a brief report on Warbirds & Classics 2024. Joni announced that Randy Wilbur is looking for donations for the raffle if any club members have something to donate. Mike Greenshields is working on the t-shirt order; the catered food is confirmed. Looks like the registration is going strong for the event.

Monthly Presentation: Jamie Colley brought out a Cricut cutting machine demonstrating its use to produce paint masks and finished trim pieces. The Cricut software is included with the machine purchase. He showed how he created a multi-white and blue sticker showing a star emblem.

Break: 8:15pm to 8:30pm

Other Discussion: Eric announced that Remote ID becomes fully effective March 16, 2024. Eric talked about the recent field trip to the Lyons Air Museum, and the upcoming trip to the Miniature Engineering & Craftsmanship Museum. He also announced the upcoming events: RCX at Pomona Fairplex, 3/16-3/17, 2024, Warbirds & Classics in AZ, Squadron Club Fly Day, Sunday, March 24th, April Club Fly Day, April 21st, 10am to 2pm. Joni is at OC Fair, Imaginology on April 3-4. Eric is also looking for contributions from the members for the club newsletter.

Show & Tell: Anand Patel brought in his Delta Vortex from Bruce Tharpe Enterprises. The model weighs about 8 lbs. and is powered by an O.S. FS-91 engine.

JerryThompson started working on a Top-Flite P-47 Thunderbolt. With a 63" wingspan and will be powered by an O.S. 1.20 four strokes.

Pat Driscoll brought in his Thomas Morse S4-C Scout from Balsa USA. He covered the fuselage and control surfaces. He completed the dummy

engine; scale wheel covers which the 3D printed and painted the wheels.

Eric Puchalski brought in his Piper J-3 Cub, a restoration project and the next step is to fit the cowl over the engine. A new battery and wiring for the ignition will be next.

Members in Attendance: Joni Whitsitt, Larry Wolfe, Eric Puchalski, Anand Patel, Joe Trama, Ed McCormick, Jerry Thompson, Pat Driscoll, Charles Caverty, Ron Grater, Mark Puchalski, Dave Kadonoff.

February 2024 Minutes: Motion to approve Minutes by Jaime Colley, Seconded by Ed McCormick.

Meeting Adjourned: 9:05pm

[ed note: The detailed meeting notes from the April meeting weren't available when the newsletter was being put together. The following is a list of subjects we talked about. The detailed notes will be published next month.]

April 8, 2024

Commander Mike Greenshields called the meeting to order, welcomed everyone, and led the Pledge of Allegiance. From there, the meeting proceeded along the following general agenda:

- a. Introduction of new members and visitors
- b. Treasurer's Report. (Tim Cardin was not present but submitted his report via email).
- c. Randy Wilbur and Mike gave an update on the upcoming Warbirds & Classics event. So far, 20 pilots have registered. Some of the pits have been reserved but there are still outside pits available. Mike is working on vendor attendance. We need donations for the raffle and we need more volunteers to help.
- d. Upcoming Wings Over Chino event hosted by PVMAC on April 19-20, 2024. Joni and Randy plan to attend and pass out flyers.
- e. Tim Cardin talked about recent Warbirds Over Arizona event with 105 pilots in attendance.
- f. Gordon Truax announced upcoming events at Planes of Fame.
- g. Show & Tell
- h. Approval of February meeting minutes.
- i. Meeting adjourned.



MONTHLY MEETING NIGHT

**Monday
May 13, 2024
7:00pm**

The May 2024 Meeting is On!

Warbirds & Classics is only one month away! Planning is just about complete but there are still a few things that we need to discuss. You'll want to be there to get your ideas on the table and find out what to expect.

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.

It's Just Around the Corner!

Friday, June 28 through Sunday, June 30, 2024

Two months! That's all we have to get our 17th annual fun fly ready to go. This year is flying by once again. Here we are four months into it. I think we are actually in pretty good shape, as far as, the paperwork goes. The sanction is in, the t-shirts, tacos, logo and flyers have been completed. I think all we need is volunteers. **Help help help!** Food booth, parking, raffle, setup, and clean up. These are not tough jobs if we all pitch in. I will be calling each of you as this gets closer unless you have already signed up at the meeting.

Let's make this event fun and easy for all. Please come out and bring your friends, neighbors and front yard homeless person. There will be a lot to see and experience during the day and at night. Our Saturday evening banquet will once again be catered by **Blake's BBQ**. Last year we had a very exciting paper airplane build and fly contest after dinner. This was very well received, and all had a memorable evening. By the way, our own **Larry Wolfe** took home the top prize. This year we have another challenging contest for everyone who attends.

I would like to thank all of you, in advance, for your help with our club's only money making event of the year. Let's keep the Squadron alive and healthy.

Randy Wilbur

Event CD

A Few Things to Keep in Mind

- ◆ This is a Scale Model Flying Event. So, Scale airplanes only. We're not picky, we just want an actual scale model. You know... no Ugly Sticks with Air Force markings, etc. What we'd **love** to see is your latest scale project!
- ◆ AMA membership and FAA registration are required and you will be asked to show your 2024 cards at registration.
- ◆ We will fly a standard pattern so no hovering or other Freestyle/3D type flying.
- ◆ Helicopters are allowed as long as they are scale and fly the same pattern as the fixed wing models.



- ◆ Formation flying is allowed. Please work with our CD and Air Boss to ensure you have the space (no more than five pilots at a time)
- ◆ OCMA Field safety regulations apply.
- ◆ OCMA Field is an FAA FRIA flying site so a Remote ID transponder is not required in your model but you must have an FAA registration number on your model somewhere.
- ◆ You **must** have a fire extinguisher in your pit area. Every pilot must have his or her own and it must work.
- ◆ **NO TURBINES.** We'd love to have you but it's just not allowed by OC Parks.
- ◆ **NO SMOKE.** The Fire Marshall or Park Ranger will think it's a fire, send fire trucks, and that would be bad for everyone.

Obviously we can't control the weather but late June in that area is usually fairly calm winds, no rain, warm but not smokin' hot weather (high 70s to 80s usually).

If you have questions about any of this, just contact your favorite Squadron Board member.

See You at Warbirds & Classics 2024!



SAFETY NOTES

by Dave Kadonoff

Buddy Boxing!

You may recall that at my safety meetings I opined that there is nothing wrong with admitting that we may need a spotter and even a buddy box as we get older and eyesight and reflexes diminish. Of course if you're a beginner a buddy box is important as well. But being the master of the two transmitters requires perfect attention throughout the flight and being ready to grab control at a millisecond's notice! As well as anticipating that you should take control. I once did and really pissed off the guy who was flying. *Oops...*

But just as you preflight a plane, you need to run through the entire preflight with the master as well. Seems logical but I have reports of a recent incident where the 'master' took control and the plane suddenly ballooned straight up. I like my Spektrum as simply touching any control immediately takes full control away from the trainer. No switches to toggle and it is immediate. Something to think about and it could save your plane and also keep you out of trouble with resident Field Marshall!

Another note to remember. Unless you are the only plane in the air, you really need to 'Fly The Pattern!' Take off and land into the wind and fly a rectangular pattern. Taking off or making a pass and then doing a U-turn may easily have you flying right back into oncoming traffic! Early on I was scolded, and rightfully so. But I see way too many planes flying back *very* close to the normal traffic flow. I will support any pilot who sternly yells 'fly the pattern' to protect their aircraft.



The circuit has five legs:

1. Upwind
2. Crosswind
3. Downwind
4. Base
5. Final

The downwind leg is parallel to the runway and the crosswind and base legs are perpendicular to the runway.

Simply reverse this for our typical flow.

Stay alert and stay healthy!

Dave Kadonoff, OCMA Safety Officer

kadonoffd@yahoo.com

Airplane Tires for Autos... Why Not?

The first "Goodyear Airwheel" was introduced in Akron, Ohio in July of 1929. Goodyear constructed the first of two small bus bodies built on an extended 1929 Buick chassis for towing around an "Airwheel" in promotions. Soon the eye-catching rig left on a national publicity tour of Goodyear tire outlets. A second Buick was soon completed, and the pair crisscrossed the country.

Shown is an early version of one of the two rigs that were constructed shortly before the Black Thursday stock market crash. The timing was perfect for Goodyear because it was able to use them for the next several years on tour to promote tire sales during the Depression.

The new Goodyear "Airwheel" was introduced to the public in August of 1929 as the new "Musselman Type" and was first used on aircraft. The design was next introduced in 1930 for use on passenger cars. It was one of the new second generation low-pressure balloon tires introduced in the early-1930s. The new offerings had to be used with special smaller diameter rims. The tires stood 12' tall, weighed 1,800 lbs and took 45 minutes to fill to 3 psi.



APRIL SQUADRON FLY DAY @ OCMA FIELD

by Randy Wilbur

Sunday April 21, 2024 was the Squadron's monthly day of flying. There were nine or so members that showed up. I know that having spent the weekend out at the **Wings Over Chino Scale Fly-In** hosted by the **Pomona Valley Model Airplane Club**, showing up at OCMA on Sunday took some effort. Some of our members were out of town (to view the eclipse or for work) and some were just too tired to make it out.

Joni Whitsitt and I brought out our portable commissary and cooked up a great lunch. The event began with donuts and donut holes, provided by **Ed McCormick**. Lunch was Polish

sausage, hot dogs, chips, and candy.

Some flying was done but most of all, sitting in the shade and shooting the breeze was on tap. I hope more of you guys can make it out to next month's gathering. Please come out and enjoy the sun, fun conversations and, hey, maybe even some flying. The next scheduled event will be the weekend after Mother's Day (**Sunday, May 19, 2024**). **Joni** is planning on having hamburgers and her fabulous baked beans. If you miss this one you are not a true Squadron member, or don't like to have fun. 😊

We look forward to sharing Sunday flying with you guys.



Warbirds & Classics is Right Around the Corner!



Don't be the guy (or gal) who ends up sitting around wishing they had registered for this annual event. The reserved pit spaces are all sold out but there's still a ton of unreserved space available.

Registration fee is only \$50 for three days of fun, food, frolic, and *flying!* The event is a fun-fly format so there's no judging or other formalities. All you need is an airplane that looks like something scale and you're in. Your registration fee includes lunch on Friday and Saturday as well as a pilot mixer event Friday evening.

See the W&C information page elsewhere in this newsletter for more details. You can register here:

www.scalesquadron.com/warbirds-and-classics-annual

We'll see you there!

FIELD TRIP: USS ALABAMA MEMORIAL PARK

by Eric Puchalski

During our recent tour through the South East, we didn't see many air museums but we did see a couple other noteworthy things. One of them was the **USS Alabama Battleship Memorial Park** in Mobile, AL. The park's centerpiece is the majestic *USS Alabama* battleship. While the park doesn't focus on aviation, it does include a number of aircraft and other military items. A main theme throughout the park is to recognize and honor the sacrifices and valor of veterans who served in WWII and beyond.

About USS Alabama (BB-60)

As one of the most well-preserved battleships of its era, *USS Alabama* is now a museum that offers a glimpse into the life of sailors during wartime. In exploring its decks, one comes to appreciate the sheer scale and technological sophistication of naval engineering during the 1940s.

I was surprised to learn that *Alabama's* keel was laid in February 1940 (well before Pearl Harbor) and she was launched in February 1942. Total build time was about **24(!) months**. *Alabama* was one of four South Dakota class battleships that were smaller than the Iowa class battleships (*Iowa*, *New Jersey*, *Missouri*, and *Wisconsin*) but were still considered full-on battleships. South Dakota class battleships had an overall length of about 680 feet and displaced about 44,800 tons, while Iowa class battleships were around 880 feet and displaced around 58,000 tons. Both classes carried nine 16" guns and around 100 guns of other calibers.

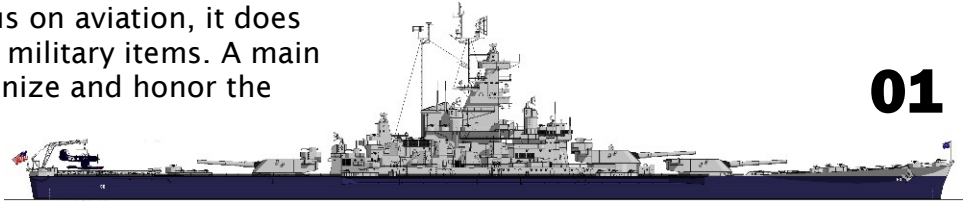
After outfitting and a shakedown cruise, *Alabama* was commissioned in late 1942. She initially served in the North Atlantic in support of the Royal Navy. She transferred to the South Pacific in August 1943 where she served as carrier escort and took part in operations to capture the Gilbert Islands, the Marshalls, the Marianas and Leyte. She also participated in the Battles of the Philippine Sea and Leyte Gulf, and supported raids on Japanese positions elsewhere in the Pacific. Although on station for only about three years during the war, *Alabama* earned nine Battle Stars and a number of citations for meritorious service. All in all, *Alabama* had a very heavy workload.

USS Alabama was decommissioned in January 1947 and remained in the reserve fleet at Puget Sound until struck from the Naval Vessel Register in June 1962. Two years later, she was turned over to the State of Alabama. Since September 1964, *Alabama* has been berthed at Mobile, AL.



USS ALABAMA

Battleship Memorial Park



01



02



03



04

01: General arrangement drawing of *Alabama* published by the Navy and for used for identification.

02: View from the foredeck showing six of *Alabama's* 16" main guns.

03: At over 25' long, this is a Klingberg-size model.

04: Most of the museum's armored vehicles are stored outside. I didn't go down for an up-close look so I can't say what's there.

Field Trip: USS Alabama Battleship Memorial Park

One thing that hit home after thinking about it is that Alabama was retired in 1947. Unlike the Ohio class battleships, she wasn't upgraded or refitted for Korea, Vietnam, the Cold War, or the Far East. What you see when you walk through her is a time capsule from WWII. It's so cool to realize that this is *exactly* what she looked like while she was earning those nine battle stars during the early 1940s.

About the Memorial Park

The USS Alabama Battleship Memorial Park was established in 1965 with the USS Alabama as the focal point. But the park also houses an impressive array of military aircraft, armored vehicles, and memorials, and provides a tribute to the nation's armed forces.

There are four main areas to the park: The ship itself; a large hangar (the **Aircraft Pavilion**) filled with airplanes, automobiles, and other vehicles, mostly from WWII and the Vietnam War era; **USS Drum (SS-228)** a WWII submarine (**Photo 5**); and an outdoor area with a few jets, a **Boeing B-52 Stratofortress**, some Coast Guard helicopters, and some Navy equipment on display. The outdoor aircraft displays look mostly like in-progress restorations and airframes that are being cannibalized.

The Aircraft Pavilion

Alabama carried three **Vought OS2U Kingfisher** floatplanes for aerial reconnaissance. These were launched by a pair of catapults and recovered using a crane on her fantail. One of the launching catapults and the recovery crane are still in place on Alabama's fantail (**Photo 6**) and one of the Kingfishers is on display in the Aircraft Pavilion (**Photo 7**).

One thing that was a little inconvenient is that hardly any of the airplanes in the Pavilion had placards in front of them. So, for the most part, it was easy enough to recognize what airplane I was looking at, but it was a little more difficult to figure out what variant it might be and how that particular aircraft lived its life.

The Kitchen Sink

I was surprised to see in one corner of the Pavilion a **Douglas AD-4 Skyraider** with an unusual bomb displayed in front of it (**Photo 8**). It seems that in May 1953, VA-195 was operating off of USS Princeton and was doing a lot of bombing runs over North Korea. The XO of the squadron made a comment about how they had "dropped everything but the kitchen sink." The air crew overheard and decided to remedy that by attaching an actual kitchen sink to a 1,000 lb bomb. The sink (with the bomb attached) was dropped over Pyongyang from an AD-4 Skyraider. The commanding admiral was not pleased.



05



06



07



08

05: WWII submarine **USS Drum (SS-228)** provides an excellent perspective into what submariner life was like in 1945. Being a 6'-5" tall guy, I passed on the tour.

06: It's a little hard to see but one of the launch catapults is lying on the fantail. The recovery crane is much easier to pick out.

07: One of three **Vought OS2U Kingfisher** floatplanes used for aerial reconnaissance. I'm not sure if this is one of *Alabama's* original aircraft but that's the story I'm going with.

08: **Douglas AD-4 Skyraider** & "the kitchen sink" (inset).

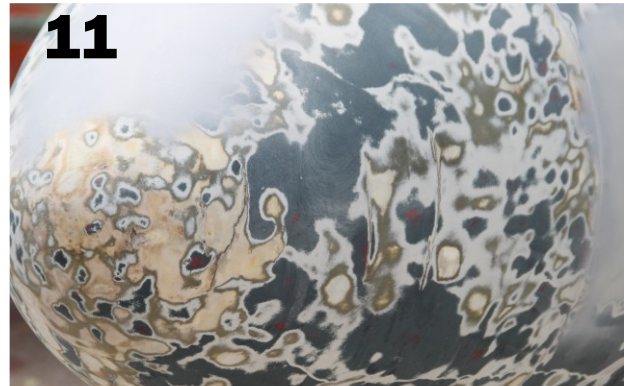
Field Trip: USS Alabama Battleship Memorial Park

SR-71 or A-12?

Regarding a mystery I haven't yet solved: There is what appears to be a **Lockheed SR-71 Blackbird** parked in front of the Aircraft Pavilion but the park literature claims it's an A-12 (**Photo 9**). My dark source ("Deep Yogurt") at the CIA tells me the tail number (06938) is assigned to an SR-71 located somewhere in Alabama. But I'm also told that *someone* at the park *may* have repainted an A-12 and put the SR-71 tail number on it because the SR-71 is sexier. Then there was the guy who said the CIA did the repainting to hide the actual location of one of their operational A-12s. I'm not expert enough in the whole Blackbird project to be sure of the difference, but I understand the A-12 is somewhat smaller than the SR-71 and this sure looks like an SR-71 to me. If you get a chance to go to the park, be sure to take a look and let me know what you think.

Summary

So, was it worth it? Depends... the park is roughly a 2,018 mile drive (give or take) from my house in Lake Forest, CA. I'm not sure I'd drive that far just to see the park. But admission is only \$7.50 so it's a bargain in that regard. If you're within a reasonable distance (you decide what that might be) I'd absolutely recommend it. *Alabama* herself is a remarkable example of WWII technology and since she went from active duty, to mothballs, to museum, she didn't have a lot of time to get all beat up, rusty, and retrofitted. In fact, she looks like she could sail at a moment's notice. The *USS Drum*, the Aircraft Pavilion, and outdoor displays are very informative and also worth a visit. There isn't space here to include photos of most of the items on display so there's a lot more to see than I've included here. If I'm in the area again in my lifetime, I'll definitely go again.



09: SR-71 or A-12? You decide. (See text.)

10: This **Grumman F9F-2P** is undergoing restoration and is one of only 36 Panthers that were configured for photo reconnaissance

11: The nose cone on the **Grumman F9F-2P Panther** shows all the layers of previous primer and paint that need to be removed before being repainted.

12: I couldn't tell whether this **Republic F-105 Thunderchief** (AKA "Thud") was being restored or cannibalized for parts. Whatever the case, it's a hugely impressive aircraft.

13: A **Piasecki H-21 Workhorse** (AKA **Shawnee**) helicopter that started life working for the USAF and ended up in the Coast Guard.

14: The collection's **Boeing B-52D Stratofortress** "Calamity Jane" remains in its night camouflage paint scheme that was applied when it served in Vietnam.

15: It was **Let's Go Fly a Kite Day** at the Memorial Park and a couple hundred experts in that particular branch of aviation showed up to show how it's done.

WINGS OVER CHINO FUN FLY

by Randy Wilbur

The **Pomona Valley Model Airplane Club** held their first scale event in the last five years. This was the Wings Over Chino event that was held on April 19-20 at PVMAC's home field at Prado Airpark. President **Chuck Pozanac** greeted **Joni Whitsitt** and me Friday morning and helped us to find our pit space. An hour or so later we had our tents up and the airplanes out. We then spent the rest of the morning talking to old friends that we haven't seen since last year.

The safety meeting was held and the flying began. 55 pilots flew on Friday and Saturday. 60 were registered. Registration came with an ammo box full of goodies. Zap Glue, sun screen, gummy bears, a Wings sticker, hand sanitizer, a very nice clip on towel and lunch tickets for each day.

Speaking of lunch, Hamburgers and Hot dogs were cooked with chips and a drink. Very good I might add. Friday night found us still relaxing under the tent having not flown all day. It's good to get away sometimes.

Saturday started with donuts and coffee. Safety meeting and flying resumed. There were several big warbird gaggles throughout the day. Joining Joni and me were **Tim Cardin**, **Ed McCormick**, **Joe Trama** and **Larry Wolfe**. We were hoping for a little stronger showing from the Squadron to bolster our own event. Joni and I passed out flyers and invited all the guys to come to our 17th annual Warbirds & Classics. Most were excited and looking forward to being there again this year. By the end of the day, I finally got my bird in the sky and can say that I flew.

Saturday afternoon they held a very impressive raffle, from which the Squadron won nothing. Oh well!!!

We packed up and came home with a smile on our lips and a warm fuzzy in the tummy. I look forward to going to more events this year. When you are not the CD, they can be fun.



WINGS OVER CHINO

APRIL 19-20, 2024

PRADO AIRPARK



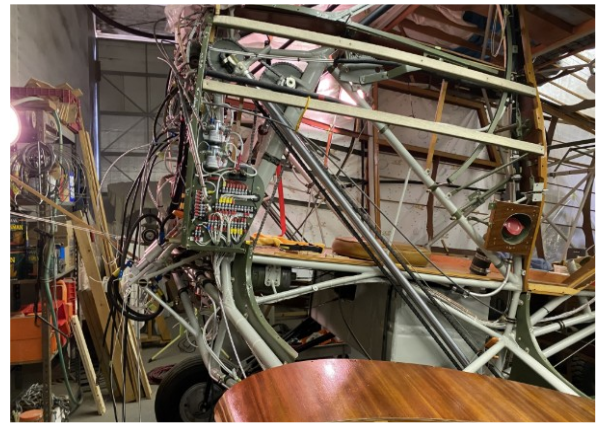
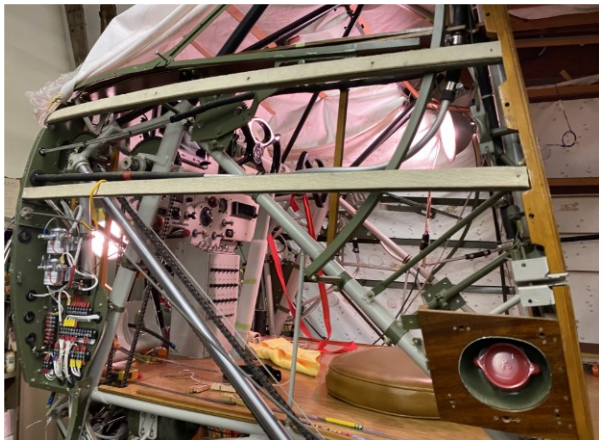
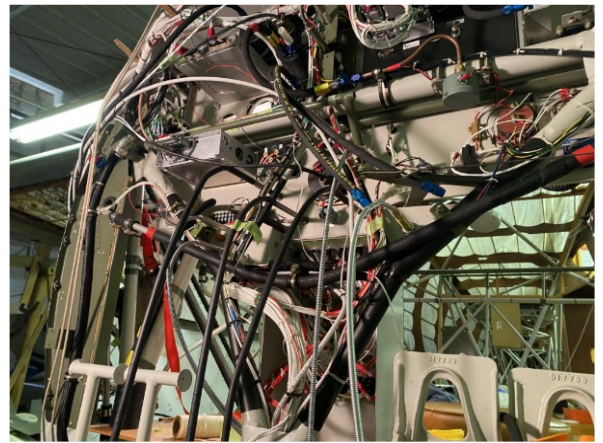
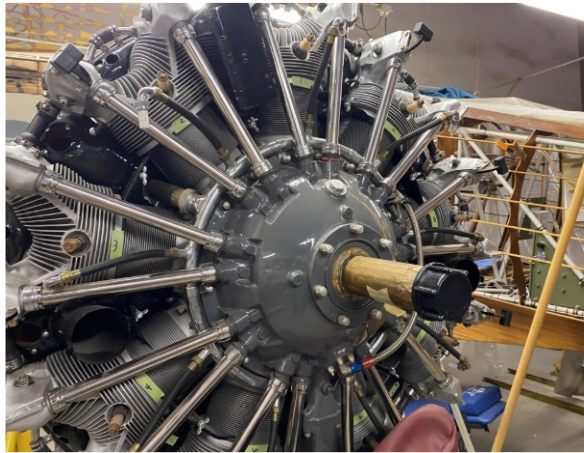
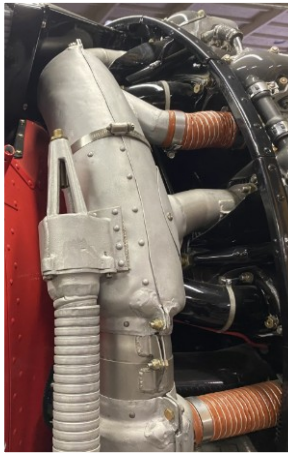
CHUCK POZANAC'S BEECH STAGGERWING

Recently, Squadron member **Joe Trama** paid a visit to **Pomona Valley Model Airplane Club** president **Chuck Pozanac** at his hangar at Chino Airport (CNO). It turns out that in addition to being an avid scale modeler, Chuck is also in the full-size airplane restoration business.

Currently Chuck is rebuilding a **Beechcraft Model 17 Staggerwing** for a client who lives in Palos Verdes. Chuck is doing all the work himself, including the electrical and framing. Chuck is an electrical engineer by trade so he has done all the wiring himself. The tail section is built using mahogany and the ribs are birch. The engine is a nine-cylinder radial.

Hopefully, we'll be able to get more details on this project as it progresses but in the meantime, here are some photos that will provide some idea of Chuck's amazing skills.

(All photos: Joe Trama.)



Berkeley's

RADIO CONTROL FLYING SCALE

For Radio Control—
Free-Flight—Controline



1-1/2" Scale PIPER 54" Wingspan—

"COMANCHE"

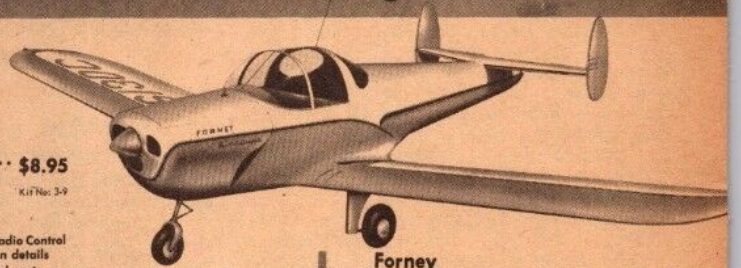
Newest King Size Model... \$8.95

For .065 to .15 Engines—Radio Control
For .09 to .19 Engines—Controline

Kit No: 3-9

Piper Aircraft's latest four-place personal airplane is an ideal design for low-wing radio control and controline flying. The kit model is ruggedly designed and adaptable to a number of model engines. Easy to build and fly too!

- Die cut Celluloid Windshield
- Formed Landing Gear
- Hardware
- Tapered Balsa Trailing Edges
- Full Size Plans with both Radio Control and Controline Installation details
- Die cut balsa and plywood parts
- Silkspan Covering



Forney

"AIRCOUPE"

For Radio Control—Free-Flight—Controline

Kit No: 3-7 1 1/2" Scale .074 to .29 Engines

\$7.95

The kit is very complete in true Berkeley tradition with prefabricated wood parts, silkspan, landing gear and hardware, plus the super-detailed plans and full-colored authentic decals found only in Berkeley Kits.



For Radio Control Pylon Racing - Controline Flying

For .15 to .35 Engines—3" Scale—48" Wingspan

\$9.95

First scale model kit for Radio-Control Pylon Racing, - also for Controline flying. 1/4 size of real 16' wingspan "Buster" racer. Kit No: 3-8



"WACO CABIN"

1 1/2" Scale—52" Wingspan

For .14 to .49 Engines

Kit No: 3-6

\$9.95

The 1 1/2" scale "Waco" spans 52". Weight with all radio equipment installed is 4 1/2 lbs. 630 sq. inches wing area. Model is designed for multiple control through compound escapement systems. In flight it is very stable and easily controlled with rudder only type installations. Rudder, elevators, motor and steerable tailwheel may be actuated. Radio equipment is removable as a unit for convenience.

less wheels & wheelpan material



AERONCA "C-3"

1 1/2" Scale—54" Wingspan

For .074 to .15 Engines Kit No: 3-5 \$5.95

Available as a 36" span for "1/2 A" Free-Flight, Controline, as a 54" span for Radio Control, Free-Flight, Controline.



- Operating Wing Flaps radio or controline actuated

\$8.95

Kit No. 3-4

CESSNA "172"

BIG 1 1/2" SCALE—54" WINGSPAN FOR .09 to .19 ENGINES

- Adjustable Ailerons for manually setting trim

Here is the latest scale "Cessna" that is a "natural" for radio control. The big proto ship takes-off and lands with "hands-off" control. The model handles just as easy! It's a model builders dream ship!



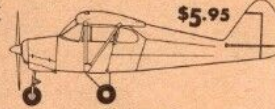
Piper "TRI-PACER"

Four place cabin monoplane with interconnected ailerons and rudder. Powered by 135 or 150 hp. Lycoming Engines. Maximum speed 139 m.p.h.

1 1/2" = 1' Scale—44" Wingspan

For .065 to .099 Engines—Radio Control
.035 to .075 Engines—Free-Flight
.075 to .15 Engines—Controline

\$5.95



Radio Control—Free-Flight—PAA-Load

"PIPER CUB J-3"

For .15 to .25 Engines—71" Span—2" Scale

Weight: 4 1/2 lbs.—700 Sq. In. Wing Area—14.2 oz. Loading

The "Piper Cub J-3" needs no introduction. Most famous of all light aircraft, it's a natural for R.C. or Free-Flight flying. The six foot span permits the extra R.C. installation that you dream about. This is a rugged, detailed, flight proven design. Full-Size Plan with R.C. installations. Authentic Decals, etc.

\$10.95



NAVION "Super" 260

- Full Size Plans with Radio Control & Controline Installation Details
- Molded and Embossed Celluloid Canopy
- Vacuum Formed Polystyrene Cowl

2" Scale—68" Wingspan

6 1/2 Pounds with R.C.

720 sq. in. Wing Area

.29 to .35 Engines Radio Control

.23 to .29 Engines Free-Flight

.29 to .65 Engines Controline

This beautiful scale replica of the famous "Navion" is a fast, rugged and truly different R.C. or Free Flight design, easily adapted to Controline Flying. Thrill to its flashing performance and smooth response. As a free-flight, it will give you experience and confidence in low wing designs. Big, roomy, and well engineered, it will set the pace whenever it's flown. Easy to build!

\$16.95



Army Liaison YL-24 "HELIOPLANE"

For .049 to .14 Engines—39" Wingspan—1" Scale

With a large prop and full span flaps, the "Heliplane" can take-off with full load in 300 feet, maintain level flight at 30 m.p.h. Top speed is 150 m.p.h. Perfect for model work, you will hear more about this amazing airplane in the days to come.

\$4.95



\$5.95

Kit No. 3

For .049 to .075 Engines—Radio Control

.035 to .075 Engines—Free-Flight

.074 to .15 Engines—Controline

De Havilland "BEAVER"

1" = 1' Scale—48" Wingspan

- Formed Metal Ring Cowl

FREE-FLIGHT: Control performance possible. Easy to adjust, and an excellent design for less experienced scale flyers.

RADIO CONTROL: Recommended for precision flying, as trainer, two-speed work, shooting landings, etc. Realistic performance.

CONTROLINE: Long moment arm provides full range of control on take-offs, landings, and throughout flight. Very easy to fly!



\$14.95

CESSNA "170"

For Radio Control—Free-Flight—PAA-Load

For .25 to .35 Engines—72" Span—2" Scale

Controlling your "Cessna 170" by Radio is a thrill you will not forget! Perfect in scale, rugged, stable in all attitudes, yet responsive in control, with good wind penetration qualities. The gear location is ideal for extended take-off runs. The larger than average size makes it easier to control in windy weather.

Since 1933—Leader in Creative Model Kits...

BERKELEY MODELS INC.
WEST HEMPSTEAD, NEW YORK, U.S.A.

If no local dealer is convenient, mail orders will be filled by Berkeley Model Supplies, Dept. MA, West Hempstead, N. Y. Please include 25¢ packing & postage.

DOCUMENTATION: BLÉRIOT XI

The **Blériot XI** is a French aircraft from the pioneer era of aviation. On 07/25/1909 the first example was used by Louis Blériot to make the first flight across the English Channel in a heavier-than-air aircraft. This is one of the most famous accomplishments of the era and caused a major reappraisal of the importance of aviation. The aircraft was produced in both single- and two-seat versions, powered by several different engines, and was widely used for competition and training. Military versions were bought by many countries, continuing in service until after the outbreak of WWI. Two restored examples of original Blériot XIs—one in the United Kingdom and one at Old Rhinebeck Aerodrome—are thought to be the two oldest flyable aircraft in the world.

Blériot XIs first entered military service in Italy and France in 1910. In 1912 some were used in Mexico and by Italy in North Africa (the first use of heavier-than-air aircraft in a war). The British RFC received its first Blériots in 1912. During the early stages of WWI French, British and Italian squadrons operated various military versions of the aircraft, mainly for observation duties but also as trainers, and in the case of single-seaters as light bombers with a bomb load of up to 25 kg.

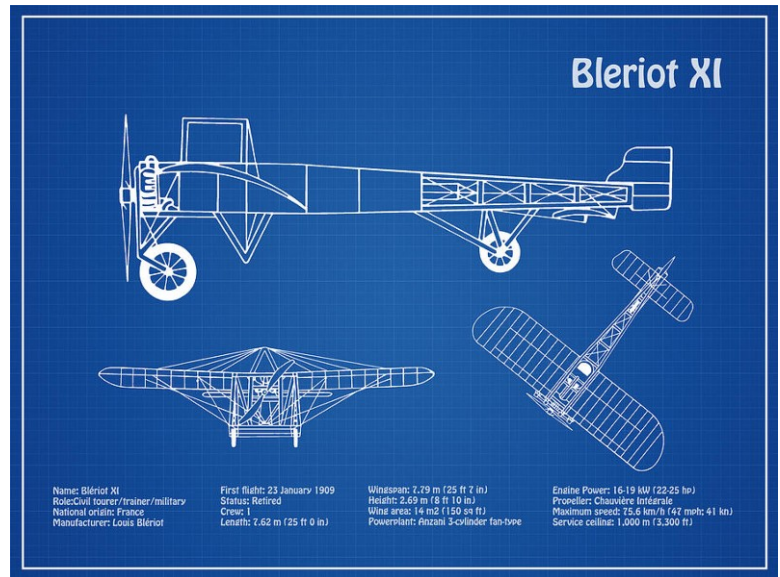
Coming from an era when airplanes were all hand-built, one at a time, it's no surprise that there are many variations of the airplane. Different engines, wingspans, landing gear, fairings, propellers, building materials, and pretty much everything else were tried.

Why You Should Consider This Airplane

The fact is, the Wright brothers invented modern aviation. But the Blériot XI put it on the map when it flew the English Channel. This one event completely changed the way people thought about the possibilities of aviation. Next to the original Wright Flyer, the Blériot XI is arguably the most important airplane in aviation history.

The aviation industry was still very young in 1909 but the Blériot XI broke or established virtually every record that was then being kept. This included speed, time aloft, distance, payload and many others.

Color schemes on the Blériot XI may seem limited but there are lots of variations out there. The basic color scheme is doped muslin but since Blériot provided airplanes to both civilian and military

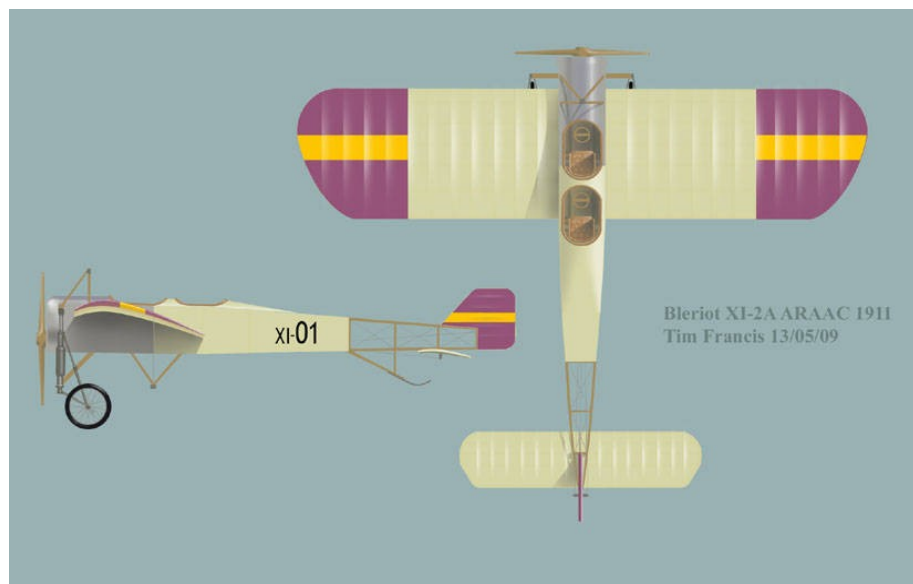
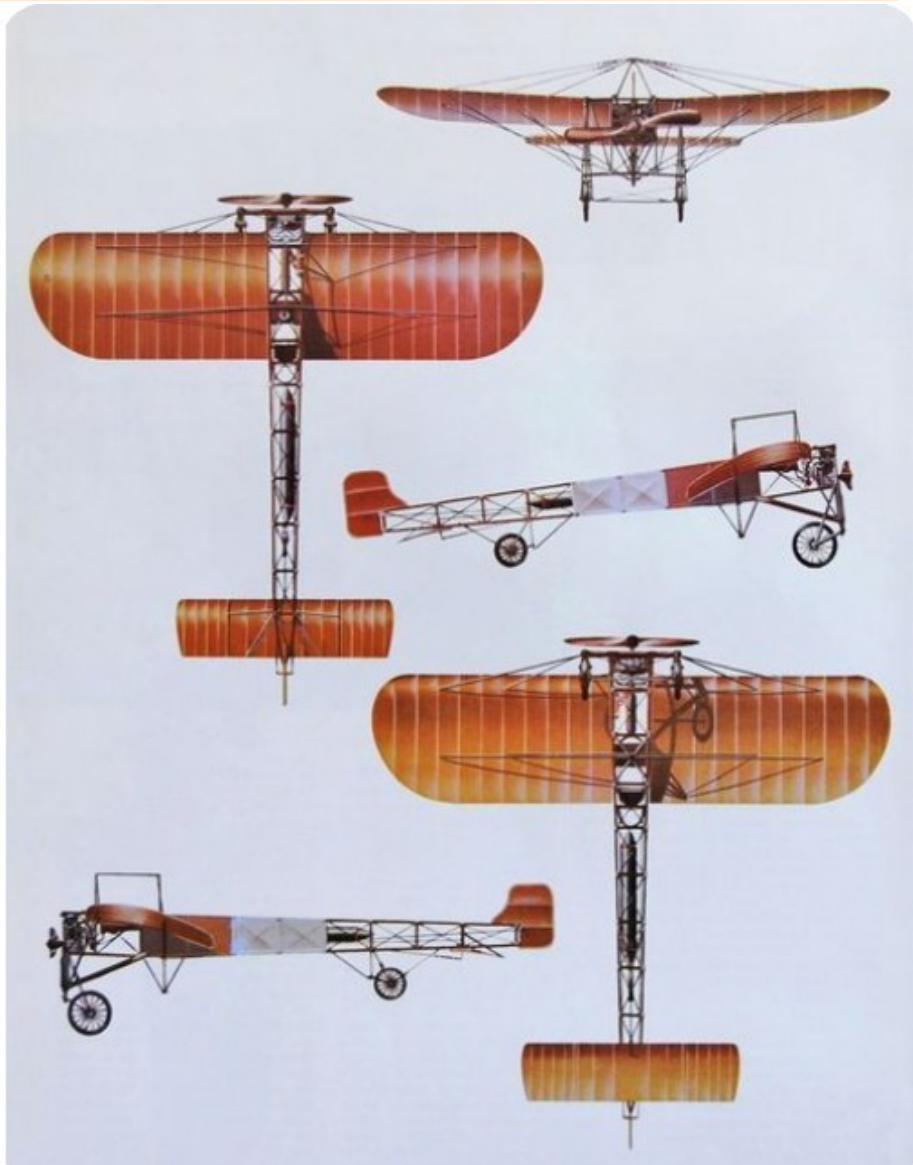
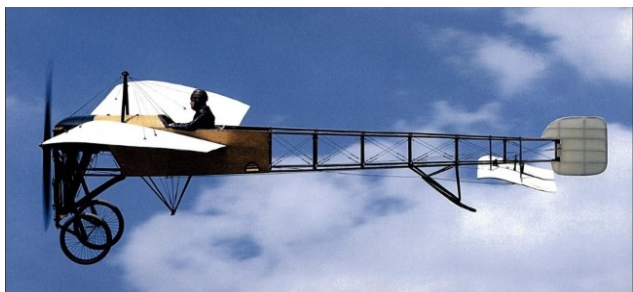
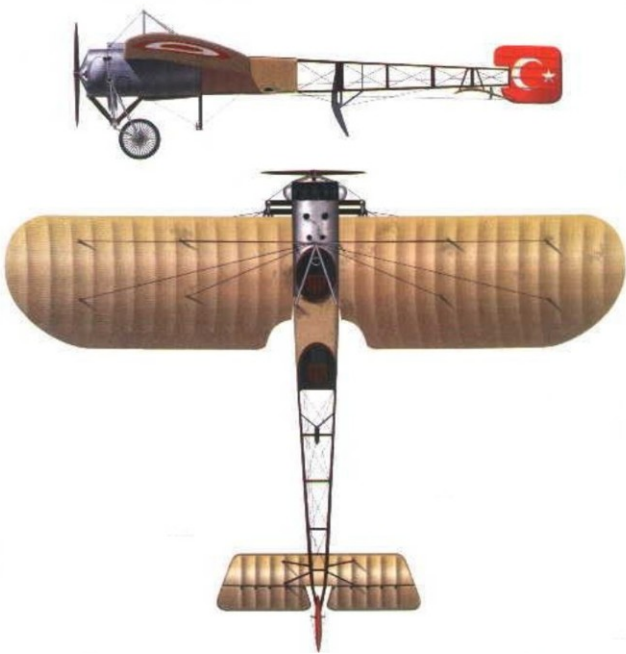


customers, marking options around.

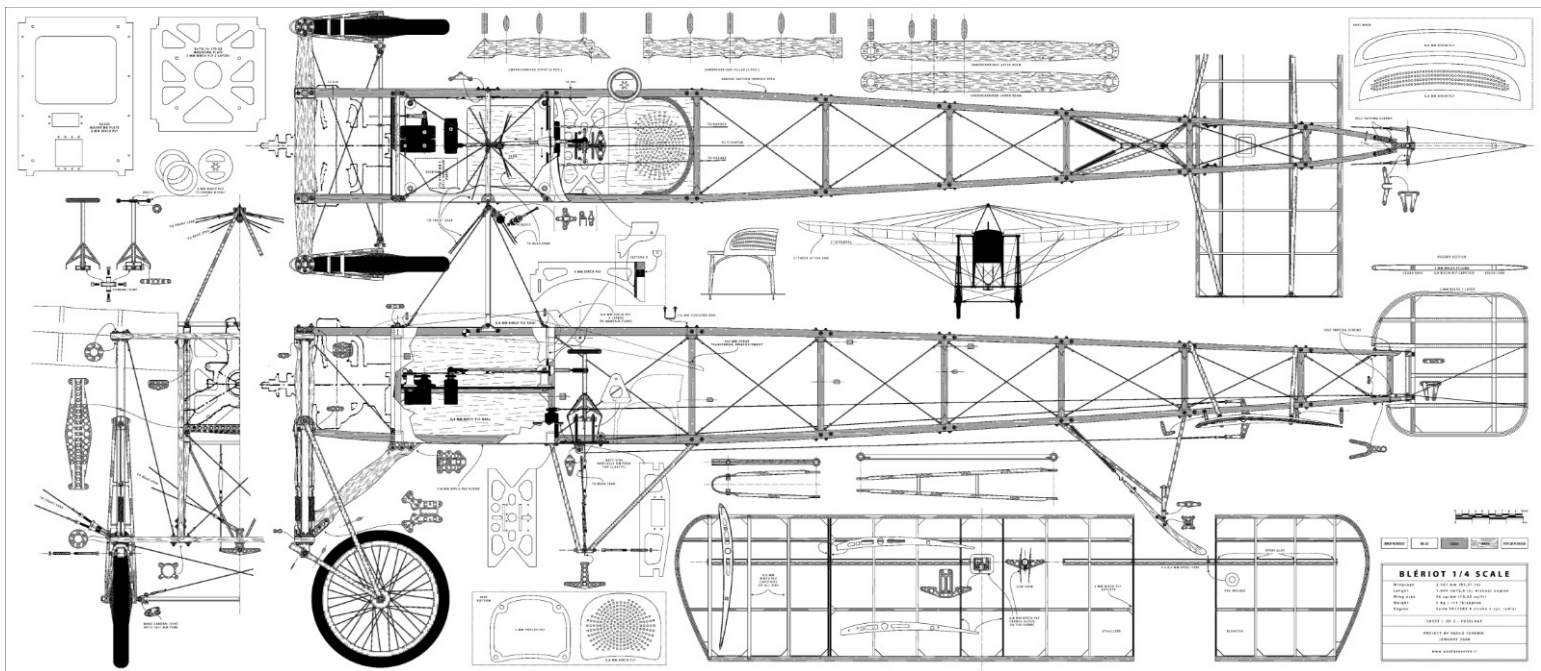
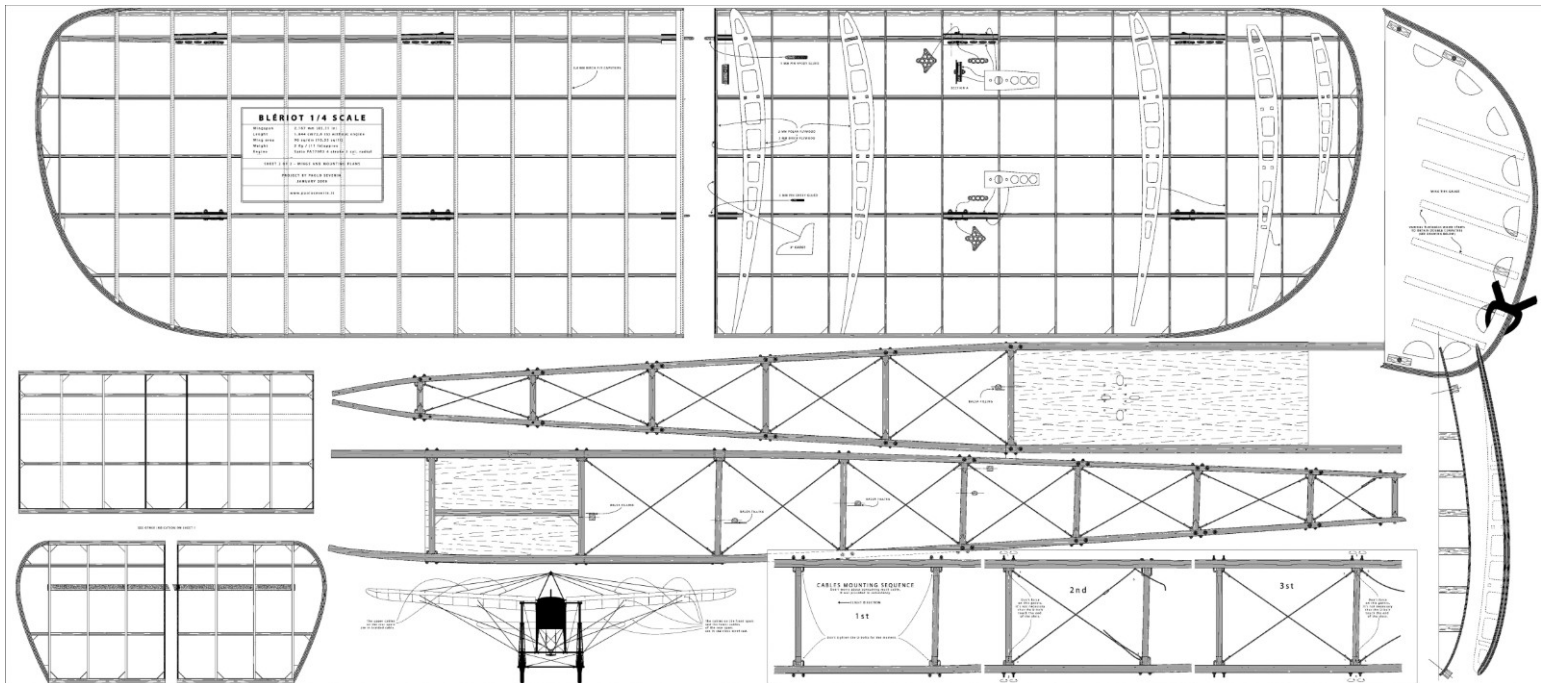
There are a couple originals still around and several reproductions. So documentation won't be a problem.

Let the Editor know if you'd like more details.

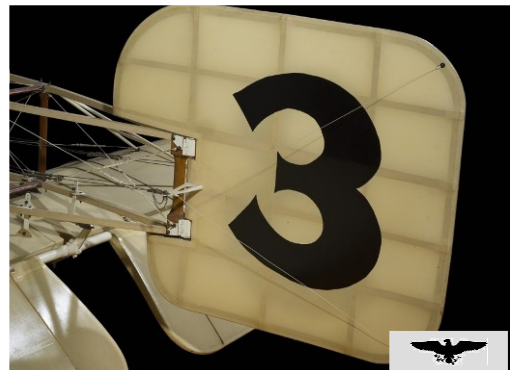
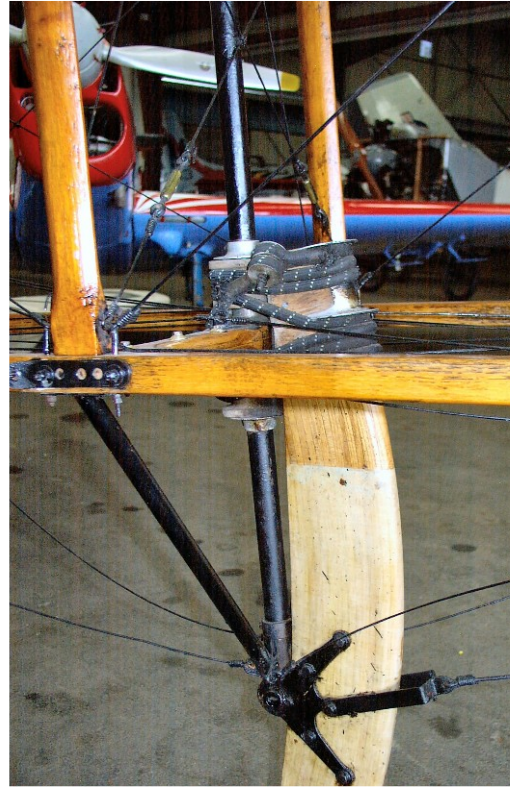
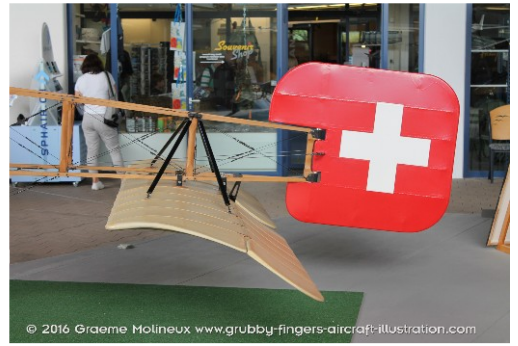
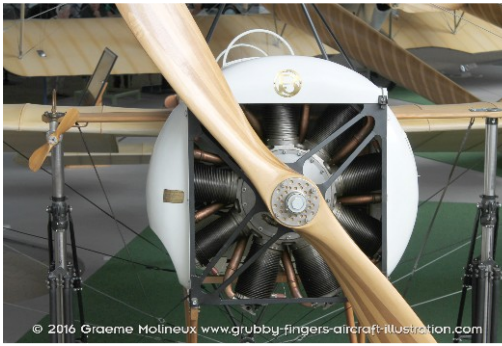
Documentation: Blériot XI



Documentation: Blériot XI



Documentation: Blériot XI



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
May 18-19	Propnuts of Las Vegas Willie McCool RC Field Las Vegas, NV	2nd Annual Electric Fun Fly AMA sanctioned event. On-site (dry) RV parking. Registration fee: \$25 (no partial days). Charging table. 50/50 raffle (partial proceeds to benefit Homes for our Troops . Electric, nitro & gas.
May 23-26	Clovis RC Heli Club Reedley Municipal Airport Reedley, CA	West Coast Festival of Giants The legacy of Castle continues! Join us for the 4th annual West Coast Festival of Giants. Gates open at 9:00am, flying from 9:00am to 5:00pm. Pilot fee \$100, RV parking \$40 (for entire event). On-site food vendors, restrooms & hand washing stations.
Jun 27-30	Scale Squadron of SoCal OCMA Field Irvine, CA	Warbirds & Classics 2024 World-famous scale fun-fly for all types & sizes of anything that looks like a model of a full-scale prototype (no turbines or drones). Awards given. Newly paved 600' runway. Friday night early bird party, Saturday night banquet, on-site lunch, overnight dry camping & vendors. Giant raffle with proceeds going to the Semper Fi Fund. Pilot fee covers any number of models. Fun, Food & Frolic!
Jul 24-28	Tri Valley RC Modelers	12th Annual Central Coast Giant Scale Fly-In Giant Scale until 1700. Jets, 3D and Night flying. FRIA & altitude waivers. Landing fee \$40 (includes pilots' raffle and lunch on Saturday) Dry camping \$15 per night or \$50 for all four nights. 500X50 runway, shade canopy. Santa Maria BBQ Saturday eve.

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.





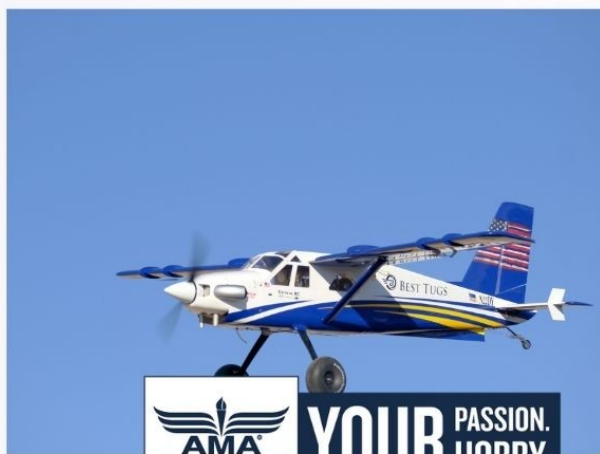
2ND ANNUAL

Electric Fun Fly

MAY 18-19, 2024 @ WILLIE MCCOOL RC FIELD
4400 HORSE RD, N. LAS VEGAS, NV



- AMA Sanctioned Event
 - On site (dry) RV parking
 - Registration fee: \$25 (no partial days)
 - Charging table available
 - 50/50 Raffle
 - Partial proceeds to benefit Homes for our Troops*
 - Electric only
- Homes for our Troops is a non-profit organization who's mission is to build and donate specially adapted custom homes nationwide for severely injured post-9-11 veterans, to enable them to rebuild their lives.



 **YOUR** PASSION.
HOBBY.
ONE COMMUNITY.

702.218.3827
🌐 Barry Mattison, CD
AMA District X AVP

CLOVISRCHeli .COM PRESENTS THE 4th ANNUAL

WEST COAST FESTIVAL OF GIANTS

MAY 23-26, 2024

REEDLEY CALIFORNIA



THE LEGACY OF CASTLE CONTINUES!

Join us for the 4th annual West Coast Festival of Giants
Reedley Airport Giant Scale Fly-In May 23-26, 2024

Reedley Municipal Airport — 4557 S Frankwood Ave, Reedley, CA 93654
Gates open at 9am — Flying starts at 9am and goes to 5pm (open flying from 5pm - ?)

Pilot Fee: \$100—RV Parking: \$40 (for entire event) | Spectators no charge—Donations are Appreciated

ON SITE FOOD VENDORS, RESTROOMS, AND HAND WASHING STATIONS

Hosted by the **ClovisRCheli Club**

Event Director: Erik LaCour — eriklacour@sbcglobal.net | CD/Reg: Rick Maida — mrcorsair@usa.net or call (408) 460-1526

For more information visit www.clovisRCheli.club

Scale Modelers, Pilots & Fans!

**Public
Welcome!**

**FREE for
Spectators!**



AMA Sanction No. 15703

17th Annual Warbirds & Classics Scale Fly-In

OCMA Field (Irvine, CA)

Paved 600ft Runway, Friday Night Party, Saturday Night Banquet (Blake's BBQ), Reserved Pit Areas, On-Site R/V Parking & More!

In Support of USMC Semper Paratus & America's Fund

ENTRY FEE: \$50.00 per Pilot (Scale Aircraft Only)

Includes 3 Days of Flying, Friday, Saturday & Sunday Lunch.

Event T-Shirts Available Online & at the Event.

Registration: www.ScaleSquadron.com

Contest Director: [Randy Wilbur](mailto:rwilbur@videotecheng.com) (rwilbur@videotecheng.com)

- ◆ Saturday Night Banquet
- ◆ Pit Reservations: \$25.00/pilot (OK to share)
- ◆ AMA membership required
- ◆ FAA UAS registration required & must appear on plane
- ◆ No Turbines
- ◆ No Hovering or 3D flying

Friday-Sunday, June 28-30 2024

WE'RE
BAAACK!



IN SANTA
MARIA!



TRI-VALLEY RC MODELERS

12TH ANNUAL GIANT SCALE FLY-IN

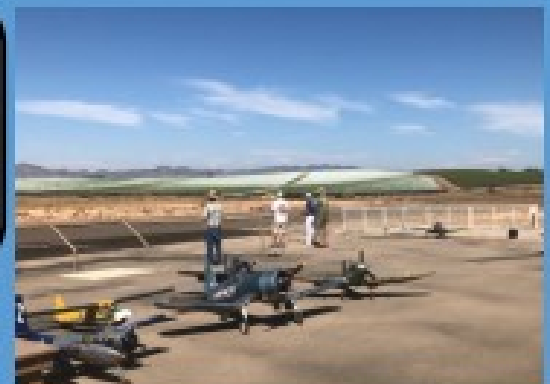
July 24 - July 28 2024

Galloway Memorial Field, Santa Maria, California

OPEN TO GIANT SCALE, NON-SCALE BIG BIRDS AND TURBINE JETS. NO CONTESTS, NO JUDGING, JUST FIVE DAYS OF FUN FLYING! 500 x 50 FOOT ASPHALT RUNWAY WITH WIDE OPEN AIR SPACE!



**MANY THANKS TO
SANTA MARIA ELKS
RECREATION
FOR THE USE OF THEIR
EVENT CENTER
FACILITIES!**



**LANDING FEE: \$40.00 FOR FULL
EVENT or \$20.00/DAY**

**RV DRY CAMPING: \$50.00 FOR
ALL 4 NIGHTS OR \$15.00/NIGHT**

Galloway Memorial Field is located in Santa Maria, CA, just off US 101. The surrounding area is free of trees, buildings and other obstacles. Large shade structure.

**1200 FOOT ALTITUDE WAIVER,
RID WAIVER,
AND NIGHT FLYING!**

**OPEN FLYING AFTER 5 PM
AMA MEMBERSHIP REQUIRED**

**SANTA MARIA BBQ SATURDAY
NIGHT!**

**MONSTER PILOT'S RAFFLE
INCLUDED IN LANDING FEE**

**FOR MORE INFORMATION OR TO REGISTER, CALL OR TEXT CHUCK BARNES
(805) 886-7921 OR EMAIL TO CDBARNES10@COMCAST.NET**

2023 PILOTS



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.

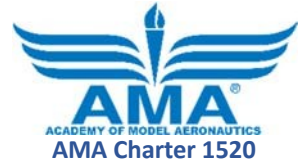


SCALE SQUADRON OF SOUTHERN CALIFORNIA

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.