



JULY 2015
WOODLAND DAVIS AEROMODELERS

FROM THE PRESIDENT

Hello again. First off, a photo of Ben Ponzo's giant scale new Mustang on its first flight, it's a great looking model.

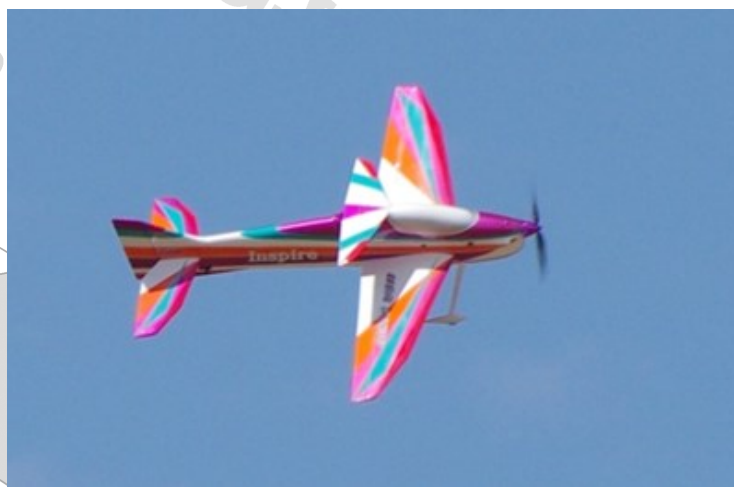


Wings of Victory is coming on the 18th and 19th of July, and there will be a work party/fun fly on the 11th to help get the field ready for that. We had a work party on June 20th and it was kind of lonely out there, with 9 or 10 people present, many of which are the people who are part of the field committee. The reinforcement and anchoring of the shade structures around the snack bar is complete. We got started on doing the pads for relocating the 40 foot conex to a location in line with the snack bar. Ben Ponzo has been managing the snack bar with minimal help and please do volunteer to help him at future events. Randy Sizemore is the host for the Wings of Victory this year, call him and see what he needs for help for that event. Ya'll need your points!

Forrest Barton organized some fun events for the June work party fly in, I think Bill Friedrich may have come in first with his Apprentice because he caught a good thermal and managed 14 360's after a 30 second engine run, and did well enough in the other event, the dice roll. Forrest planned an event where we had to taxi while watching our airplanes while looking in a mirror but everybody ran away from that one. Maybe next

time. I had my World Models T-34 and the field was rounded out with Not Pretty Sticks.

Lawrence Tougas' Pattern Event was well attended and the weather was nice. Great sky for photos. All but one of the entrants flew electric, and the airplanes are rather specialized. Some photos:



Wings above the cockpit smooth the airflow and give better rudder effectiveness. The rudders are widened at the trailing edge, I was told this helps keep a good down line. I thought the contraprop was interesting, no more p factor or torque.

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THIS MONTH

Meeting Minutes.....Mike O'Kane
WDA Calendar
Golden Age Flyer
Old School Jamboree Flyer
Builders Corner.....Richard Geertson
National Drone Racing Flyer
From The Circle.....Pete Cunha
Section 8 Air Force Flyer

GENERAL MEETING MINUTES JUNE 10TH, 2015

Members present: X Ed Morgan, X John Eaton, X Jim MacDonald, X Mike O'Kane, Jeff Lovitt, X Rich Geertson X Doug Barton X Randy Sizemore X Chris Dellinger
Meeting called to order by John Eaton.
Last month's minutes reviewed, motion for approval, 2nd, and passed unanimously.
Recognition of guests and new members.

Officer reports:

President:

Vice President: Ed Morgan recapped the Board Minutes listed in the Board meeting minutes.

Treasurer: Jim MacDonald reported on Club account.

Secretary: None

Chair Reports:

Membership: Monte Pate reported membership is at 107 members.

Safety: John Lett commented on recent incident North of the boundry line. John commented that flying North beyond the levy gravel road is prohibited and all pilots regardless of their planes performance are required to stay in bounds.

Field Chair: Art and Bill commented one of the mowers needs a replacement battery. The 3 Wheel JD mowers continues to throw belts.

News Letter: Glen is not present tonight but is always looking for articles to be submitted for the NEWS Letter.

Points Chair: Points are currently posted.

WEB PAGE: WEB page is current.

Events Reports: Indoor Fun Fly is scheduled for Sunday, 6/28/2015. Check the WDARC.ORG WEB page flyer for information.

WOR PARTY: Work party scheduled for June 20, fun fly after.

Old Business: Refer to the Board minutes.

New Business: Fall program for Kids with the Library.

Guest Speaker: BU None

Show and Tell: Forest Barton presented the E-Flite WHIP-IT, a discus launched Ultra-light RC Glider. Sells for around \$60.00 and is available at RC Country. <https://www.youtube.com/watch?v=2nBGNkhsWGA>

BOARD MEETING MINUTES JUNE 10TH, 2015

Members present: X Ed Morgan, X John Eaton, X Jim MacDonald, X Mike O'Kane, Jeff Lovitt, X Rich Geertson, X Randy Sizemore X Doug Barton, X Chris Dellinger
Meeting called to order by Ed Morgan
Meeting agenda as posted on the Club forum with any following additions.

WDA May Board Meeting Agenda 06/08/15

(6:00 PM, in the Leake Room of the Woodland Library, 250 1st St., Woodland)

OLD Business

1. Status of project to fill in the R/C shade structure gap. (Robert Koslowski).

John Eaton has the screws to secure the closeout, he will drop them off at the Field.

2. Fire Extinguishers need to be purchased for flying site. (Mike O'Kane)

Fire extinguisher at the U-control shade structure is good based on date stamped on the bottle. Continued revue of other bottles still pending.

3. Club swap meet plans.

No current plans, still considering later this year.

4. Bracing and stabilizing the Blue Top shade structures at the field. (Mike O'Kane)

Art has installed one pole set, Board has given him the green light to build out the remaining pole braces for the shade structure

NEW Business

1. Review and/or update rules for jet flight operations at our field. (Board)

John will address the general members tonight.

2. Multi-rotor safety rules. (Mike O'Kane)

Multirotor flying is approved, South and East of the Pit area beginning at a corner 100' East from the runway edge and is in line with the South Pit boundary. From this corner the line continues South to the property boundary and is parallel to the runway edge. From the corner a line goes East to the conex container then South to the property line and is parallel to the runway edge.

Field rules should be reviewed to determine they adequately provide the intended safety design as they relate to Multirotor flying at WDA.

3. First Person View (FPV) flying off site above adjacent

WDA 2015 Events Calendar

<u>Date</u>	<u>Event</u>
July 18-19	Wings of Victory
Aug 2	U/C ARF Off
Aug 15	Old School Vintage R/C & Nat'l Model Aviation Day
Aug 22	Golden Age R/C and Oldtimers
Aug 22-23	U/C Goyet Memorial Stunt Classic
Sept 12-13	Burgdorf Memorial Race
Sept 19-20	U/C Meet n' Meat Stunt
Sept 24-26	Scale Heli Masters
Oct 2-3	Float Fly#2 @ Lake Minden
Nov 7	Toys for Tots

For Sale! 48 hours ONLY!! ONLY available at Tongue-in-Cheek Motors!!!



Fox .59RC. Stored at the bottom of an abandon acid rain collection basin for the past 4 decades, this beauty has been meticulously cared for. Don't let its classic 'patina' finish fool ya, this baby is ready to rock! Spins a 10x6 propeller at about 5000 rpm; idles at 4000; and uses very little oil. Comes as pictured with no instructions or box. You'll be the envy of the flight line with this classic jewel on the nose of your next project. For competition, collecting, or as a paperweight, this baby won't last! Call (800) 559-RUST.

PayPal accepted.

FROM THE PRESIDENT

< continued from page 1 >

On Sunday we flew indoors. The new Parkzone Stearman is a great flyer, the best of the Parkzone indoor models I think. Great landings and takeoffs.

I saw Kerry loop his in the rink, but the clearance was minimal (and Kerry is Model Rich?). They will also fly outdoors fine. There was a Stevens Aeromodel Antionette type in French markings the flew fine and was rather attractive, as long as you did not actually take it to war. Kerry had the best net stick, Bill Friedrich assisted in the recovery. I think Forrest had the best touch and go, on the wall with his Stearman. The B-17 was stately.

Don't forget Rich Geertson's events,

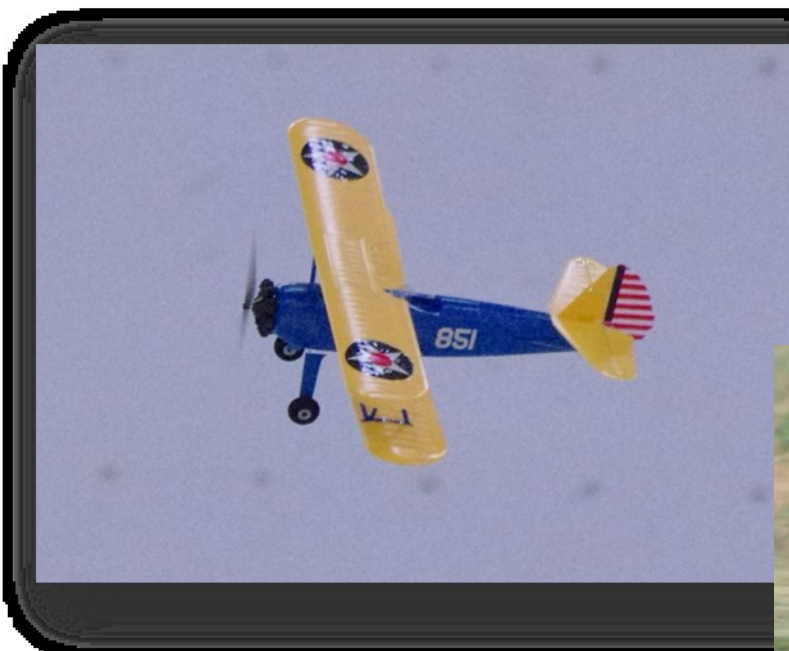
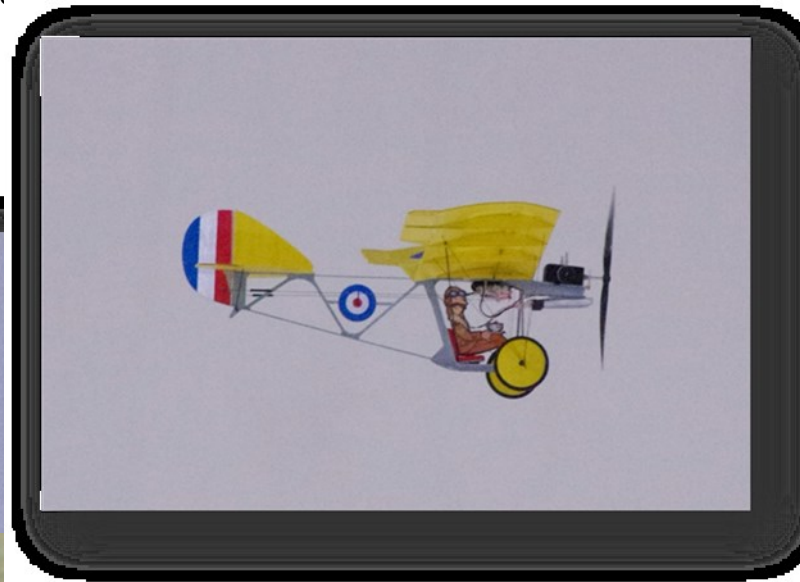
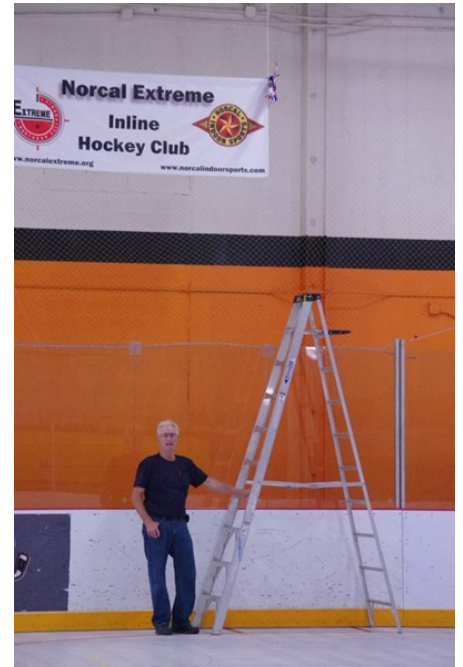
July 11th

August 29th

September 19th

No one so far has offered to manage the construction of a pad for electric and helicopter flying on the south side of the field. The field crew has laid out a runway in that area but input is needed from the park, multi-rotor, and helicopter flyers on this. Other than that the work to be done is prep for the events that follow these dates and we also need to repair the snack shack's break in damage to the door's frame so the dead bolt works again

See you at the meeting. Woodland Public Library, Leake Room, July 13th. Board Meeting at 6 and General meeting at 7 PM.



Celebrate the GOLDEN AGE OF AVIATION

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7th annual!

August 22, 2015 @ Woodland/Davis Aeromodelers

One day ONLY! Saturday August 22nd at the Woodland Davis Aeromodelers flying field in Davis, CA. Pilot's briefing 9am. Lunch break. Awards at 2pm. Field opens up for general aviation at 3pm.

Open to ALL pre-WWII aircraft AND OLD TIMER RC
1903 to 1939 era
Pilot's Choice award for ~

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WDA

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TEAM OF ENGINEERS THAT
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- 1/2 SCALE MODEL - 1/2 SCALE WEIGHT
- 1/2 SCALE ENGINE - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE GEAR - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE LANDING GEAR - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE WING - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE TAIL - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE FUSELAGE - 1/2 SCALE WEIGHT - 1/2 SCALE
- 1/2 SCALE PROPPELLER - 1/2 SCALE WEIGHT - 1/2 SCALE

WEIGHT - 100 GRS. 40
SPAN - 40 IN. 40
LENGTH - 10 IN. 10
WING AREA - 100 SQ. IN.
CLASSED - 1/2 SCALE
CLASS - 1/2 SCALE

THE IDEAL MODEL TO LEARN TO FLY RADIO

This is a non-competitive event dedicated to BUILT-UP, GLOW-POWERED, RC AIRCRAFT; *the older, the better!* NO ARF's, electrics or gas allowed.

ONE DAY ONLY, Woodland/Davis Aeromodelers, Saturday Aug. 15, 2015

CD Richard Geertson geertson@sbcglobal.net \$10 Landing Fee

Award for: BEST Old School RC MODEL

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KITS NOW!

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Radio Control—
(1 in 10 Scale - 50" Wingspan)

"LONG PLUNGED HULL" 15700 BOAT

17-15
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Super 13

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**MK II
BLUE MAX
SYSTEMS** 6 ch
\$340

A black rectangular electronic device with a silver knob on top and two circular ports on the right side. It has a label on the front left.

**WINNER OF THE
1962 NATIONALS**

TAURUS . . . Span—70" Eng.—.45 Kit RC-7
TAURUS WING KIT—RC 7-W 13.95

34.50

RC Gassers – OILS rev. 2

Richard Geertson

For the sake of brevity, I must begin from a starting point of assuming you have a gasser in good working order, with a properly functioning carburetor/intake (no air leaks, good pump diaphragm); correct spark plug in good condition; good compression; quality fuel, etc. If you do not, you will need to correct/troubleshoot or send the engine in for service. You should always follow the manufacturer's recommended break-in procedure: fuel/oil mixture, oil type, propeller, length of run time, needle adjustments.

From my experience, most RC gassers come already adjusted to run right out of the box; how well can vary, depending upon the differences between density altitude/humidity between the engine's origin and its final running destination. But for the most part, gassers will start and run quite well with factory high and low needle settings. Moreover, usually the engines are set to run somewhat rich as per manufacturer's break-in parameters.

However, excessively rich running – as was the traditional break-in method for glow engines – is NEVER recommended for gas. Gassers should be adjusted to run clean with only a slight burble as they are throttled up, and an occasional 'burp' at full throttle to indicate they are just on the rich side of perfect. As the engine breaks in, cleaner, lower and more reliable idle and transition to full throttle can be attained.

The low speed needle should be adjusted for the lowest reliable idle, while quickly moving the stick to full throttle should NOT result in the engine sagging or quitting. If it does either, the low speed needle is TOO LEAN. Conversely, belching smoke and hesitating when going to full throttle is an indication the low speed needle is too RICH. On Walbro, Tilotson, and Chinese knock off carburetors, the LOW SPEED NEEDLE is ALWAYS the one closest to the engine. The high speed needle should be adjusted for maximum RPM on the chosen prop, then backed off (richened) for a loss of no more than 200 RPM. Again, these adjustments should be finalized only once the engine is fully broken in and running on the gas/oil mix you intend to stay with.

OIL – 2 cycle oil is a subject over which many discussions have ensued. Quite frankly, for most sport applications, the choice of 2 cycle oil is not that critical. Again, follow manufacturer's recommendations for break-in. Contrary to popular belief, "break-in" is not the time to protect your engine from ALL wear and tear – it is as the name implies – a wearing-in of critical engine parts, specifically the piston rings. If excessive oil or a high performance synthetic is used for break-in, the rings may not wear-in (seat) properly, resulting in poor compression and excessive blow-by. It is also the heating and cooling of the engine that anneals the metals for proper fit and internal finish, resulting in potentially years of superb performance.

Some gas engine makers, like 3W, advise that their engines may not be fully broken in until 20 gallons has been burned! Having owned a couple of their 157CS (competition series) engines, I can attest to their super tight, high compression, "Tiger-like tank" construction! After 20 gallons, these engines felt AS NEW, and just ran better and better with additional time. Unlike some of the gas engines I have owned, the 3Ws NEVER felt "loose," even after 40 gallons.

If you intend to depart from manufacturer's recommended oils after break-in, I suggest you consult their service department OR (and this comes with some hesitation), use what seems to be working for a fellow modeler with many years of RC gasser experience. Hey, if *Speed Racer* has been running his Zenoah, Quadra, or

BUILDER'S CORNER

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3W engine on XYZ Super Oil, trouble-free for years, THAT means something. It's your call if you choose to follow his recommendations for a good 2 cycle oil.

The only 2 cycle oil NOT RECOMMENDED is that designed for water-cooled 2 strokes. These oils are not designed to accommodate the wide range of temperatures encountered by air-cooled engines.

Some of the 'competition' gassers (DA comes to mind) used to recommend a specific synthetic, after break-in, mixed at 100:1. Sounds kinda scary and makes one wonder if their manufacturing tolerances are that much better than some of the sport gassers? Consider this: Fuji offered a synthetic 2 cycle oil that mixed at up to 250:1. Now THAT is a lean oil to fuel ratio! Fuji gassers were NOT exactly at the pinnacle of RC gasser technology, and eventually stopped making gas engines for model use.

Clearly, the safe thing to do is to follow manufacturer's recommendations and always keep in mind that Amsoil Saber at 100:1 or Fuji synthetic at 250:1 may offer the absolute highest performance with the least amount of mess on your airframe, but at what cost? Not only are the oils somewhat pricey, but their use **REQUIRES** the engine owner/tuner to know what he is doing. Those oils provide adequate protections and optimum performance as long as the engines in which they are utilized are:

- a) designed for those types of cutting edge synthetics
- b) tuned for correct fuel/air mixture settings

DA instructions, as well as 3W, have modified their oil recommendations to the more common (and safe) 50:1 for oils designed to run at that ratio. When running a mix of 32:1, your engine is going to be far more tolerant of lean or hot running. Reduce the oil content to 1 part oil to 100+ parts gasoline, and overly lean or hot settings **WILL COOK THE ENGINE** – it doesn't matter how miraculous (or expensive) the synthetic 2 cycle oil is.

I questioned Desert Aircraft about their recommendation for Amsoil 100:1 and was assured that the **absolute worst thing a modeler can do to his engine is to run it overly lean – and I'm not talking about a lean oil/fuel ratio, I am talking about lean needle adjustments or air/fuel ratio**. You can tell when a DA has been run lean as it will begin to look like the late Ted Kennedy – *pink and ruddy*. This can void the manufacturer's warranty.

It is also NOT RECOMMENDED to run high performance synthetics at substantially richer mixes than recommended. This can cause poor engine performance.

When used as recommended, in a properly tuned gasser, the high quality synthetics are designed to prevent carbon build-up, plug fouling, excess oil residue on the airframe, and the highest ratio (densest) charge of **fuel to air** with each intake/power stroke, theoretically resulting in the highest output. For we mere flying mortals, squeezing every last ounce of power from an engine simply isn't necessary for anything but the highest levels of competition. It is a fact that IF Jason Shulman or Andrew Jesky are competing at the Tucson Shoot-Out, and their DA eats a ring or spins a bearing, DA will be johnny-on-the-spot to repair or replace the engine, tune it for maximum performance, and put the pilot back into competition. At those events it's all about winning, not about making your engine last. Unless you too are competing at the highest levels and require maximum performance, best to err on the side or more oil, not less. Word to the wise...

BUILDER'S CORNER

Midwest Aero Stand

Rich Geertson

I enjoy a great workshop, but have for far too long, struggled with access to the innards of aircraft as they are being assembled. One of my most common techniques has been to skip forward to landing gear assembly, but this merely allows the plane to sit upright. HOW to access the underside?

I've used foam ice chests cut out to handle a fuselage, foam blocks, Ernst Ultra stand, a Robart Super Stand, and custom made stands of PVC pipe, but NONE of these provided a sturdy and adjustable cradle in which to set large aircraft at a comfortable working height.



Well I finally bit the bullet and purchased a Midwest Aero Stand. Made in the U.S.A. of thin walled steel tubing, this unit was easy to assemble and is very sturdy. The foam padded 3-position cradle adjusts to 4", 7" and 11." I've found that it will actually accommodate up to a 12" fuselage. Tower Hobbies carries this stand.



I've already used the stand both for aircraft assembly as well as aircraft painting. The unit folds together for transport and is a back-saving and very useful addition to my shop.



UNITED STATES NATIONAL DRONE RACING CHAMPIONSHIPS

July 16 & 17, 2015

Bonney Field at Cal Expo

The 2015 Inaugural United States National Drone Racing Championships will be held at the California State Fair on Bonney Field July 16 & 17, 2015. This first-of-its-kind competition is officially sanctioned by the Academy of Model Aeronautics (AMA), the congressionally mandated agency that oversees radio controlled and unmanned model aviation activities. With a rich heritage in agriculture, education, technology and entertainment, the California State Fair is the perfect venue to host this innovative competition.

Pilots can register at dronenationals.com. The registration fee is \$99 (students \$79) with a July 1, 2015 deadline for registration.

VIP pit passes can be purchased for an additional fee of \$15 and include field-level viewing and access to the flyers' prep area.

For more information visit dronenationals.com.

FROM THE CIRCLE

June brings the start of summer and the start of the control line contest season. First event to be held was the "Summer Stunt Fest". This contest features a slew of control line stunt events and is typically very well attended. This year was no exception; pilots came from as far away as Southern California to test their flying skill in the always challenging Woodland air.

Saturday's events were: Old Time Stunt (pre-1952 designs), Classic (designs up to December 31, 1969) and Profile (like it sounds, flat fuselages, usually 1/2" balsa). Competition was fierce, especially in Classic where Bob Harness from Palmdale California took home the gold.

Sunday saw the AMA stunt events flown. Noteworthy were three generations of the Shorts family. Grandpa Lanny competed in Classic, Profile and Advanced Stunt while his son Dave (who flies mainly R/C) won Beginner Stunt. Grandson Sam in his first contest was third in beginner. Winner of the Expert class was former National Champion Brett Buck while club member Brian Moore was victorious in the Advanced class.

Overall a very successful contest and all are looking forward to August when the club will be hosting two contests, the "ARF OFF" and stunt clinic August 8th and 9th and the "Ted Goyet" contest, August 22nd and 23rd.

- Pete



Jim Aron receiving his plaque for Second Place, Expert Stunt, from Contest Co-Director Clint Ormosen.



Another scratch built plane, Bob Harness' "Two Bits" stunter. Plane is a design from the early 60's and is electric powered.



Carter Fickes and crew preparing his P-61 scale stunter for a flight. Not an ARF, model is scratch built and features retractable landing gear.

SECTION 8 AIR FORCE

MY FELLOW R/C PILOTS... ARE YOU TIRED OF JUST BORING HOLES IN THE SKY? WOULD YOU LIKE TO TRY SOMETHING DIFFERENT? THEN CONSIDER JOINING THE "SECTION 8 AIR FORCE". WHAT IS THE PURPOSE OF "SECTION 8 AIR FORCE". IT IS TWOFOLD... ONE TO IMPRESS YOUR FELLOW PILOTS AND SECOND TO PROVIDE EXCITING ENTERTAINMENT FOR SPECTATORS AT DIFFERENT FLYING EVENTS. THE GROUP WAS FORMED IN 2004, AND CONSISTED OF EIGHT P-38's. OUR FIRST SHOW WAS AT CASTLE 2004 WHEN WE MANAGED TO PUT UP 6 P38's. FROM THERE WE WENT TO P-61 BLACK WIDOWS AND THEN TO B-25's. AT THIS POINT SOME OF THE PILOTS MOVED ON TO OTHER PROJECTS SO THIS AIR FORCE HAS BEEN AT A STANDSTILL UNTIL PRESENT. WE NOW HAVE 4 VQ P-38's, 3 ESM DO 335's AND 1 DO 335 BUILT-UP KIT WHICH WE HOPE TO HAVE AT CASTLE MEMORIAL WEEKEND 2015.. AND AGAIN AT WOODLAND/DAVIS "WINGS OF VICTORY" EVENT ON JULY 18-19, 2015.

FOR THOSE THAT ARE NOT AWARE OF WHERE THE TERM "SECTION 8" CAME FROM.. IT ORIGINATED FROM WWI MIGHTY "8TH" AIR FORCE IN EUROPE. THE SECTION 8 PART CAME FROM THE MILITARY DESIGNATION OF A "MENTAL ILLNESS DISCHARGE". FOR PILOTS TO PARTICIPATE IN THIS GROUP (FLYING A BUNCH OF TWIN ENGINE AIRCRAFT) TOGETHER, MUST MEAN YOU HAVE TO BE A LITTLE "NUTS" TO ATTEMPT THIS. ALTHOUGH WE HAVE NOT HAD ANY MID-AIRS.



The above pic shows the Section 8 group at Castle 2004.
From left to Right Kim Lines (Deceased), Monty Welch, Jim Williams, Bob Delozier, Jim Adams, Glen Hoffman and Scott Rowan.

IF YOU ARE INTERESTED IN BEING PART OF THIS NUTTY EXTRAVAGANZA CONTACT ME
MONTY WELCH VIA EMAIL OR PHONE...

MY EMAIL IS Loon12@aol.com

MY CELL IS 707-365-6283

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Helicopter Instructor:
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loujfox@yahoo.com



Next Meeting: Monday, July 13th, 7:00PM
 Meeting held at Woodland Library @ 250 First Street



WOODLAND/DAVIS AEROMODELERS
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