



FROM THE PRESIDENT

I got through my first meeting as President! Please give a little time as I learn the fine points of meeting etiquette and Roberts Rules! I'll get it down, I promise. A reminder that renewals are due and Monty Pate is furiously cranking out membership cards as fast as he get checks and applications. If you haven't, please try to get that taken care of to avoid late fees and to help the club with our administrative obligations to AMA. Also, remember that the gate code will change on 2/1 so check the back of your membership card or contact an officer or board member if your card did not include the new code.

On the FAA front, please check the link on our club website so that you can register with the FAA to operate our model aircraft in the national airspace. This must be done by February 19, 2016. You will be issued an FAA registration number that must be affixed somewhere on your models or inside where it can be accessed without tools. I have seen several photos on line of interesting places to put this information so you don't have to put the long string of numbers and letters in full view on your wing or fuselage. A sharpie and some tape or an office supply label maker can be used to make a small label that could be placed on the bottom of the plane, in a flap bay, or inside of a hatch.

Our first indoor event of the year is Saturday 1/30, so it may pass by the time this goes to press. It's always a great time, and lots of fun. My boys particularly look forward to this event, probably because we go out and grab a burger first, or maybe it's because dad lets the boys have a soda. I'd like to think that it's at least 50% model flying! No matter what we have a great time. Come on out even if you don't have something

to fly. We'll put you on the sticks. These things can fly super slow, or fairly quick, so there really is something for everyone. Next up is going to be Maurice Culverwell's ProBro Fly-In. Maurice calls all of his friends up from all over the west coast and they come running for a few days of winter flying. The great thing is that the field stays open for general membership and these guys show off some fancy flying and help put a few bucks into our treasury. It's a win-win. Maurice is also an amazing builder of these sport aerobatic planes and cranks them out at warp speed. Mo, maybe you could come to a meeting sometime soon and show us what goes into these creations to make them so capable in the air?

As many of you know, I pay the bills working in building and construction. In 2010, I went into business with a partner. We had some success, but mostly I had a lot of sleepless nights and a lot of time away from my family. I sold out my half of the business this past summer and went to work for another building contractor and most of the work that I manage is located in the bay area. I log a little more time behind the windshield, but my quality of life has radically changed for the better. I have more time for family and for models and it's the main reason that I was able

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THIS MONTH

Meeting Minutes..... Mike O'Kane
WDA Calendar
Event Share
Peep from the Veep..... Richard Geertson
AMA Safety Code

GENERAL MEETING

MINUTES

JANUARY 11TH, 2015

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

Officer reports:

President: Jeff Lovitt commented on the AMA notice
notifying members to hold off registering with the
UAS WEB site as the AMA has an appeal before
the FAA. 1/18/16: The AMA has since withdrawn
the appeal and encouraged all members to
register before the dead line. Final registration
deadline for modelers who have previously flown
their model aircraft before 12/21/15 have until
2/19/2016 to register.

Vice President: Rich Geertson recapped the Board
Minutes listed in the Board meeting minutes.

Treasurer: John Eaton reported on Club treasury
status.

Secretary: Forrest has organized another Electric Fly
Night at the Norcal indoor Skate Area. January
30th 8pm until Midnight

Chair Reports:

Membership: Monte Pate reports 48 members are
registered as of tonight's meeting. The access
code to the gate will change January 31st.

Safety: John Lett provided a video during his safety
presentation showing what a spotter is not
supposed to do. Setting the comical results aside
it was a good illustration as to the importance of
another set of eyes helping you be aware while
you fly. We are working on getting the link up on
the Club WEB page.

Field Chair: Ken Rumsey reports the weeds are
starting to come up, spot spraying has started,
water ponding is subsiding. Runway looks in good
condition, some patch repairs required. South
end of the runway needs attention to the staples

pinning down the mat. Jeff Lovitt will organize a
schedule. Runway Irrigation lines should be
flushed out before the season gets under way.

News Letter: Glen Spaulding is not present tonight.

Points Chair: Kerry reports the WEB is current
regarding the points.

WEB PAGE: Kerry Roberson reports WEB page is
current.

Events Reports: Chilly-n-Chilly, weather was
cool and windy though it did improve later in the
afternoon.

July 4th: WDA is considering a Potluck lunch to
celebrate the 4th, more to come on this.

Old Business: With the New modeler's rule the Club
is required to reach out and notify the Growers
Field (designator: 69CL), formerly Medlock Field,
we are within 5 miles of the airport they operate
from. 69CL is a private airport but it is still a
requirement to notify them.

This is a formality that will bring WDA into
compliance with Section 336 of Public Law 112-95.
As a note to all Club Members this same requirement
is your responsibility of you fly within 5 miles of an
airport and you are not part of an organization
that has a long term understanding with the
management person(s) at that airport.

New Business: See the Board minutes, no other new
business during this meeting

Break:

Guest Speaker: None

Toilet Seat Award: None

Show and Tell: Ed MOrgan brought in an Online Kit he
bought 25 years ago. It is a Piper Tomahawk, 1/6
scale and will be powered by an OS70 4 stroke.
Tail assembly is not attached yet, weight should be
about 7 lbs., wing area is 650 sq. in. with a wing
span of 65".

Motion to adjourn meeting. Approved.

BOARD MEETING

MINUTES

JANUARY 11TH, 2015

Members present: X Rich Geertson, X Jeff Lovitt, X John Eaton, X Mike O'Kane, X Kerry Roberson, X _ Monte Pate, Jim MacDonald X Forrest Barton, X Chris Dellinger

Meeting called to order by Rich Geertson

Meeting agenda as posted on the Club forum with any following additions.

OLD Business

Rich provided AMA comments regarding the new FAA modeller registration requirements.

Modellers that have Aircraft models owned and flown prior to 12/21/2015 are required to be registered no later than 2/19/2015. <http://www.faa.gov/uas/registration>

There are good frequently asked question (FAQ) on this WEB page, remember the 5 mile rule applies to all size aircraft regardless whether it requires to be registered or not. PL-112-95, section 336, A(5)

Picnic table purchase approved at the last meeting.
No action on this matter at this time.

Snack Shack water storage: Art Williams has a lead on a tank with an AC water pump.

This was discussed at the last meeting and e-mail from Art On 1/16/16 mentioned he has picked up the tank and placed the tank into storage at the Field.

Dan Morgan addressed the Board and asked for a key to the Snack Shack to help with this year's events.

Dan also mentioned the Bylaws are not completely correct, reference to the Field name and other amenities are related to the old Field. Rich took the advisement and will look into this. Jeff asked Art Williams if he had a copy of the last committee results to update the by-laws to the present location. The secretary found a copy and sent it forward to the President. More to come on this issue.

News Letter: The Board asked all individuals involved directly or indirectly to provided their input to the News Letter Editor with the intent of providing a more timely publication date of the News Letter. All members are asked to consider providing articles to the Editor for content.

Jeff Lovitt was approached by a Dog training enthusiast that asked permission to perform Dog Trails on the Field. Discussion took place to understand the request and a vote was taken that was a negative response to the request.

Annual audit of the book keeping and account status was discussed, with the contract accountant used by WDA it is felt this is an ongoing process. Several Board members asked what was the total income and expenditures for 2015. John will work on this question, the reports he ran prior to the meeting were not applicable to a wide scope question of this nature.

Results expected at this month's meeting.

Meeting adjourned.

FROM THE PRESIDENT

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to commit myself to this office and to running the Scale Masters Qualifier and Finals events this year. Additionally, I'm back to work on my Proctor Nieuport 28 that I have been pecking away at for several years. I brought the fuselage in a year or so ago and have been busy cranking out the upper wings in the last few weeks. I finally have some momentum built up and I hope to keep at it and get it flying later this year. We shall see. I'll try to bring it in as it progresses.

We will be selecting dates for work parties for this year, and finalizing a plan for repair of the shade structure so that we can get the field ready for operations and events this season. We will need to roll up our sleeves to get that and other projects done this year. If you have a suggestion for a project, or would like to take the lead on something, please let us know.

Blue Skies,
Jeff



WDA 2016 Events Calendar

<u>Date</u>	<u>Event</u>
Feb 26-28	Norcal Pro Bro
Apr 8-10	Thunder over the Valley Jet Fly
Apr 16-17	Float Fly #1 @ Lake Minden
Apr 23-24	Fred Burgdorf Memorial Pylon Race
May 14-15	49'er Scale Masters Qualifier
June 25-26	AMA Pattern Contest
July 16-17	Wings of Victory
Aug 6	Golden Age
Aug 13	Old School R/C Jamboree
Sept 17-18	Float Fly #2 @ Lake Minden
Sept 22-24	Heli Scale Masters
Sept 29-2	US Scale Masters
Jan 1	Chilly n' Chili Fun Fly & Pot Luck

EVENT SHARE

Pics from Chilly 'N Chili Event on January 1st:



From the Veep

Well I "chaired" my first Board Meeting - the January meeting. Oddly, President Jeff Lovitt kept the gavel just out of arm's reach...? 😊 While WDA Board Meetings may not be what comes to mind when you contemplate what to do on the second Monday evening of every month, I strongly encourage you to attend! The business of YOUR CLUB is discussed in an open forum



where everyone is invited to participate. The Board meeting goes from 6pm until 7pm, followed by the regular WDA Club meeting.

Both Jeff and I are excited about 2016 as we contemplate the flying season, WDA events, and seeing new RC aircraft at the field. We encourage you to SHARE your latest projects and experiences at the club meetings. Let's work together to direct the focus where it belongs, on our RC aircraft and to that end, we're interested in seeing or hearing about what you're working on.

Speaking of which, I am working on a Byron Gee Bee R2 (during the time that I'm allowed out of my straight-jacket... the one with the Gee Bee logo). I've had this kit for quite some time and contemplated building a Byron Gee Bee for more than 20 years! It was around 1992, about the time I had my scratch-built quarter scale R2 all framed up, that Byron came out with their kit and I have wanted one ever since.

I've found only ONE YouTube video of a Byron Gee Bee being flown. The plane is not finished and has a Zenoah GT80 bolted to the nose. The kit calls for a G62, which is just over 5 pounds; probably more



like 6 pounds with a Purr Power muffler/mount. A GT80 is about 8 pounds, which to my way of thinking, is TOO MUCH to hang on the firewall of this plane. In the video, the plane seems to fly OK. Landings are fairly fast and the pilot is flying in an open field where he can land anywhere, making landings exponentially easier. I also have a very old Byron promotion video (a copy of a copy on VHS) of the Gee

Bee. In it, the Byron factory pilot puts the plane through its paces without any apparent difficulty. Other than that (and Ben Ponzo's Gee Bee exploits), evidence of this plane being successfully built and flown is scarce. My guess is, not many examples were purchased and built; even fewer flown. It seems everyone knows someone who knows someone who knows a guy who once flew a Byron Gee Bee, but the details are non-existent.



Well, it won't be my first trip to the dance, solo... I flew my Haffke quarter scale Gee Bee back in 1994 before there was a YouTube or the ocean of online info. Venturing even further into uncharted territory, I powered it with a Technopower 9 cylinder radial. Not only could I find NO ONE in the RC community anywhere who had flown or even run a Techno 9, but as far as I have been able to ascertain before or since, powering a Gee Bee R2 with this engine is one of my few claims to fame.

As I was constructing and modifying my Gee Bee, I wrote to the designer (on paper), Henry Haffke, asking him about my modifications and choice of power. He strongly admonished me NOT to beef up and sheet the plane (in all the scale areas) and NOT to put such a large engine on it. He warned me that "weight and torque are the enemies of the Gee Bee." So much for heeding cautions... at 19 pounds my Gee Bee flew very well! As a matter of fact, it handled MUCH better than my CARF 31% Gee Bee, probably owing to the Haffke's wing/airfoil. Although I thinned the airfoil somewhat to account for the sheeting, it still ended up with what one might consider a "normal" semi-symmetrical airfoil. Contrast that with the CARF Gee Bee's scale modified (razor thin) M6 Reflex airfoil - which, btw, George Miller told me was "horrible at all speeds below about 250 mph." Also unlike the full scale or CARF Gee Bee, the Byron (like my Haffke) has NO right-fin offset.

For these reasons I am optimistic the Byron Gee Bee may be a decent handling example. It's airfoil is similar to my Haffke and MUCH thicker than scale. However, in an effort to keep the airplane looking scale, I have opted to build the scale (25%) 75" wing, and NOT the 80" (sport) wing. I have also reduced the horizontal stabilizer span to scale, which is MUCH shorter than what Byron calls for. I did the same on my Haffke with little adverse effect... except for the tendency of the elevator to become totally ineffective at stall speed. My guess is, most Gee Bee model designers lengthen the stab to keep

it in the slipstream even when that massive fat fuselage has upset the flow of air over the tail. Oh well, I guess I remain a glutton for Gee Bee punishment.



As for the building of the Byron, the kit is a bit of a departure, as the wing halves are totally built-up from laser cut ribs, typical top and bottom spruce and balsa spars plus full length sheer webs, all assembled on fiberglass arrow-shafts. The wing also incorporates some wash-out. Being a bit "rusty" on the building board, I have found myself making some dumb mistakes... nothing critical, but indicative of being away from reading plans for FAR too long. The Byron instructions are somewhat sketchy for my tastes, but having built a couple of Bud Nosen kits, by comparison, Byron instructions are as verbose as War and Peace!

One thing that really confounded me was the sheeting of the foam stab halves. I used a water-based contact cement by Weldwood - the same contact cement I used on my shop laminate countertops.

While it worked great in that application, I found the cement to be totally ineffective on my foam stabs and balsa sheeting? It was as if it had NO adhesive at all? Weird. After reading several posts about sheeting foam cores, I opted to use Gorilla Glue. It worked great! Messy, but really strong!



When the plane is sitting on its gear I will bring it into the meeting... probably March.

Still no decision on what engine to use on this Byron... but leaning heavily towards a four stroke gasser. See you at the field (or at the next WDA meeting),

Richard Geertson

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. **GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
- Model aircraft will not be flown:
 - In a careless or reckless manner.
 - At a location where model aircraft activities are prohibited.
 - Model aircraft pilots will:
 - Yield the right of way to all human-carrying aircraft.
 - See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
 - Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
 - Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
 - Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
 - Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - An inexperienced pilot is assisted by an experienced pilot.
 - When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. **RADIO CONTROL (RC)**
- All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 - A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 - At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - At air shows or demonstrations, a straight safety line must be established.
 - An area away from the safety line must be maintained for spectators.
 - Intentional flying behind the safety line is prohibited.
 - RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 - RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 - With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
 - Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
 - RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
 - The pilot of an RC model aircraft shall:
 - Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. **FREE FLIGHT**
- Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 - Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 - An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. **CONTROL LINE**
- The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 - The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 - Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 - The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
 - The flying area must be clear of all nonessential participants and spectators before the engine is started.

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OPEN

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OPEN



Next Meeting: Monday, February 8th, 7:00PM
 Meeting held at Woodland Library @ 250 First Street



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