

# WOODLAND/DAVIS AEROMODELERS

## July Newsletter 2017

**Prez Sez:** It's been a nice few months now that we have had the field open again. Seeing members getting together and enjoying the different portions of our site has been a welcome site after several months of inactivity. We just hosted our first true event of the season, Wings of Victory and braved some hot temps in doing so. A good time was had by all, and big thanks go out to Ben Ponzo for heading up the food, Monty and Linda Welch, and Jim Adams. Attendance was good, although down a few pilots probably due to the heat.

I went over to the AMOS warbird event in June and had a great time. A nice mellow event, lots of fun, lots of models, and a complimentary barbeque for the pilots who pre-registered. I recommend checking it out next year.

Coming up, we have our District X pattern event this weekend, come out for some quiet aerobatics, since most models are electric. Lawrence Tougas, our own District X VP is heading it up.

Our Safety Officer, Carlos Reyes has taken a new job which is going to limit his availability so he has given me notice that he will have to step down from that position. If someone is interested in stepping up, please contact me directly by email or phone.

Related to safety, we spent some time at our most recent Saturday meeting at the field discussing the grass fire that we had at the site earlier in June. The event (model crash), resulted in a grass fire that ultimately required Woodland Fire to come out to help put it out. It was determined that is very important if an event occurs that requires emergency services at the field that a board member or officer be contacted promptly so that we may take appropriate actions for public awareness and relations with the property owner if necessary. We must continue to be good neighbors, and stewards of the property that we lease so that we continue to stay and enjoy this field. On a related note, please make note that in the event of an emergency, there are GPS coordinates on the sign mounted in the pits showing our flight areas and rules. This is an effective way of getting services to the correct loca-

tion. Our address is posted as well. Please also note that you can call 911 for an emergency, however CHP administers this service and dispatches to other agencies. It would be helpful for each of us to have Davis Fire Dept. in our phones (530-757-5684) to help get services to the site as quickly as possible.

Indoor Flying is back for July 22, and our next meeting is slated for Saturday July 15. Bring something to show AND fly!

That's all for now. Keep 'em flying safe and have fun.

Jeff

**NEXT WDA CLUB MEETING TO BE HELD AT THE FLYING FIELD, 10:30AM, JULY 15th**  
**Board Meeting will be 6pm Monday July 10th, Leake Room, Woodland Library (same as always)**

## This month:

- |                                 |             |
|---------------------------------|-------------|
| • Prez Sez                      | Jeff Lovitt |
| • Board Meeting Minutes         | Mike Frint  |
| • Modeler's Corner              | R. Geertson |
| • Gas engine break-in           | Pat Roy     |
| • Indoor Flying                 |             |
| • Event Calendar                |             |
| • Golden Age of Aviation Fly In |             |

## **June 12, 2017 Board Meeting Minutes**

Members present: Jeff Lovitt, Rich Geertson, John Eaton, Mike Frint, Kerry Roberson, Forrest Barton, , Doug Vice, Linda and Monty Welch. Absent: Chris Dellinger, Mike O'Kane, Carlos Reyes. Also present: Doug Barton and Danny (last name?) who provided input. Meeting called to order at 1815 hours.

Eleven members and three guests showed up. Don, Matt and Christopher Gueffroy visited. Two became new members. They came to us via Mike Cerati.

### **Old Business:**

A quick discussion of money being spent for irrigation ensued. Doug V. mentioned "Thank You" letters being sent to the other clubs for letting us use their R/C fields while our runway was out of service. Originally Doug agreed to send them but Jeff said he will send them. Some work has been done on repairing the large shade structure, mostly by the Thursday crew of Art, Bill and Ken. Bungees will be used to hold the tarps to the frame. Ken Rumsey took charge of the project and also had the tarps repaired. It was decided that we would only put up the tarps during large events. This will save wear and tear on the whole structure over time. A discussion of the ditch situation was next. One thought was to use old runway fabric. That idea was dismissed. Burning the ditch was considered but we would need a permit and a water truck on standby. If we mowed the weeds and then burned the ditch, it would probably result in a dust bowl. The next idea was to burn the ditch and then use weed control products. For the time being, it was decided that the ditch issue is on hold. John noted that when we had the fire (from the crashed jet model) that the City of Woodland Fire Department responded and not the City of Davis as we would have expected.

### **New Business:**

Discussion of water supply was next. The goal is consistency over quantity. The club needs permission to take the water from whoever has the rights to the water. John stated that last year we traded 80 bails of hay for water and that this year we have 113 bails. To purchase a good water pump would probably cost around four thousand dollars. The club will apply for the AMA field improvement fund grants next year. John and Doug Barton will work on the permissions for the water. Doug V. asked about the pylon area repairs and improvements. We will continue with the project. Doug B. said that they used approximately sixty-five feet of runway fabric for the control line circles. Doug also mentioned that the control line pilots are putting up some of their own money towards the improvements on the control line fields. With the pylon pad project we may have to order another roll of fabric. Kerry suggested getting more dirt. Dirt will be used to raise the pylon pad, enhance the runway edges and control line circles and raise the startup areas. It was decided

that we would need about fifty to sixty yards of dirt. Jeff made a motion to allot fifteen hundred dollars to have 60 cubic yards of dirt delivered to the field. Kerry seconded, and the motion passed with no opposition. Hopefully, the dirt will arrive in the next week or two. Rich asked about adding centerlines. It is not a priority. Doug V. and Forrest had done a test on the seams with a Henry's brand product from Orchard Supply but found it didn't stick to the staples. Also part of the factory seam on the fabric was failing so they had to add more staples.

Jeff received a request from Stefanie Smart at UC Davis for help with the Cosmos summer program for kids in July. Model rocketry, airplanes/ aviation and light aerodynamics are included. We would need "hosts" from the club to help. It was decided this would probably be done on a weekday.

Rich mentioned the Vacaville Library request for a presentation on November 17. Jeff will get the contact info from John. The club will attempt to do the same program for the Woodland Library. Kerry asked if we need Delta Dart models. Doug B. said we have some and may need more.

Rich then talked about the recent fire caused by a crashed jet model. Woodland's Fire Department responded. None of the board members was notified. John found out about it the next day. We need to create a notification procedure and fire plans then place that information on a sign at the field. Rich asked if members knew any procedures in case of a fire. Doug V. said he can create a sign but that tools need to be accessible. Jeff said that a backpack style water pump can be purchased for about 175 dollars but worries that it would be stolen. Mike F. mentioned that Bill from the Thursday field crew already thinks that a couple of fire extinguishers have "walked away." Jeff said that board members should be notified by phone if an emergency occurs at the field. The club safety officer (Carlos) needs to be alerted and a report made. Rich proposed having a cart with tools and water available in case of fire with fire department phone numbers affixed.

John gave a quick treasurer's report. We received a five hundred dollar donation. Two new members joined. Our funds were down because he paid the annual rent for the field.

Mike F. asked if a plaque will be added to the field in honor of Cy Jannke who recently passed away. Cy was a long time member that did alot for the club. Forrest made a motion to purchase the plaque; Jeff seconded, and the motion passed with no opposition. John said these come from All-Action Awards and that he will take care of it.

The club meeting will be held at the field on June 17. Mike F. and Forrest stated that they would not be there. Monty Welch said that hotdogs will be cooked.

Meeting adjourned at 1927 hours.



# Modeler's Corner

While the 1/5 scale Jerry Bates Wildcat really is NOT my primary project objective, I at least wanted to resolved a couple of big 'un-knowns' that had kept me up at night wondering... Scale exhausts and the conversion of Robart Air operated Wildcat retracts to electric.

***By the way, the picture to the right is an artist's rendering of a purported combat encounter in which Major Greg "Pappy" Boyington was at the controls of a Wildcat. I have read the Black Sheep/Boyington biography and Autobiography, and while there is a brief mention of Boyington flying a Wildcat 'for practice' in the South Pacific, no mention of this combat scenario can be found***



After having my retracts a few weeks I contacted Robart and they did confirm the original drive chains and gears were in fact, a mis-match, and will be sending me new drive gears to match the drive chain pitch. They did not have an ETA on when my gear would be completed.

The exhaust collector ring was a bit more of a project than I had anticipated (aren't they always?), but I am hopeful the finished product will be worth the extra effort.

The pictures I am providing show some of the required necessary to create the exhaust mock-up. As I described last month, despite recessing the firewall and extending the engine on stand-offs, there still was not suffi-



cient clearance between the collector ring and fuselage front. So...out came my trusty Saber Saw! Hey, this is NOT the first time I have used a saber saw on the nose of a plane! First, the firewall anchor points had to be moved outward, plus I increased the number of hex head bolts that would hold the firewall halves in place. Next was cutting out the two exhaust stack reliefs in the scale locations. After cutting away a sizeable portion of the front fuselage 'lip' I was able to finally mount the engine without the collector ring hitting the fuselage front.





Once the reliefs were created, I then found that fairly large portions of wood also needed to be removed from the firewall halves to create the clearance required for the exhaust stacks.

Thanks goodness for Dremels and carbide sanding drums!

Once I had the necessary clearances, I made the dummy exhaust stacks from thin walled PVC pipe, painted them silver (just for effect)

and used CA glue to attach them to the KELEO collector ring.

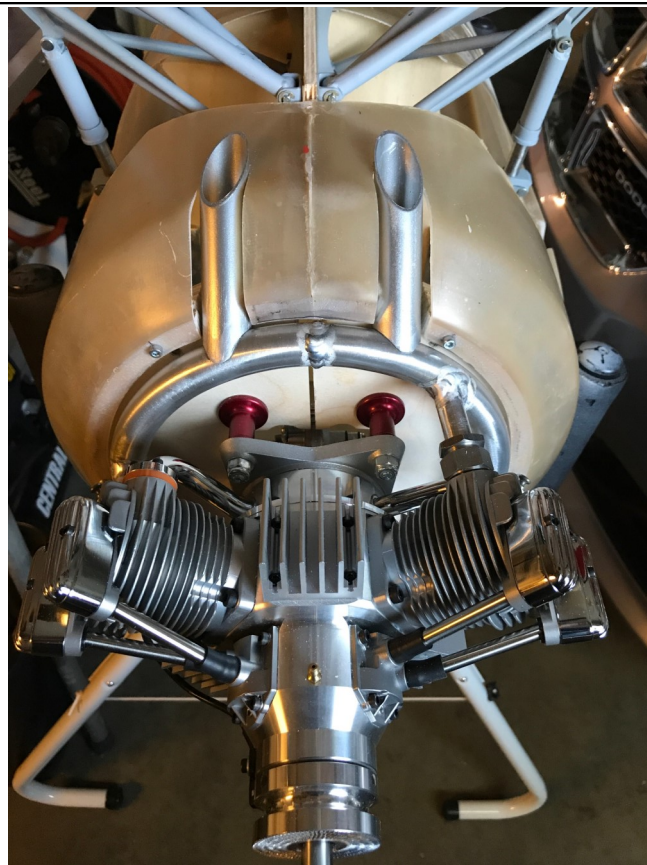
I carefully removed the engine and collector, VERY CAREFULLY packaged the mock-up exhaust and shipped it to KELEO.

Well OF COURSE, the ring arrived with one stack broken off! But thankfully, Kelvin had no problem locating it back into position to create the actual stacks from metal.

As of this writing the stacks have been welded on, the entire collector powder-coated, and KELEO is shipping it back to me.

Can't wait to hear the engine with this exhaust system!

*Rich Geertson*



**Remember my CARF P-47D Thunderbolt? Well the guy who bought it from me years ago, NEVER FLEW IT, and has decided to sell it. That means the plane has all of 8 flights on it. Everything was purchased NEW for the build, except the Moki 250, which was used. He upgraded the Moki with a Rainbow Electronics Ignition, electric fuel pump, and PowerBox smoke system.**

**He is asking \$10,000 Seller is Thomas Joyce, located in Idaho. [supermod56@yahoo.com](mailto:supermod56@yahoo.com) (208) 615-1742**



<http://carf-models.com/en/products/p-47-razorback>

# Master Series - 2 Stroke GAS Engine Break-In

(worth a reprint)

By Pat Roy a.k.a. Tired Old Man



Two items important to remember with any engine: The needle settings required to get most any engine started is between 1-1/2 to 2 turns open on both needles. The second is never try to tune or adjust a cold engine. They must be warm for a needle or idle setting to be effective. Otherwise the effects of changed settings alter as an engine warms up. I prefer to start with the high needle. Others prefer starting with the low.

Start and warm up the engine then run it up to peak rpm. Now adjust the high needle for max rpm. Not a little lean or a little rich, but peak. Now bring the engine back to idle and let it cool off. You may want to shut down for a little while for more cooling. Next run the engine somewhere between 2,500 and 3,000 rpm. Hold it there and adjust the low needle so that the engine increases rpm until it falls off. Back the low needle up until the engine again increases rpm, then falls off because it got too rich. Adjust the low needle back to the point on max rpm. All of that with the engine at that initial throttle position required to obtain the 2,500 to 3,000.

You do not want to be using the throttle when adjusting the low needle. Run the engine up to max rpm with the throttle to clear it out, then once again peak the high needle at max rpm. then back to idle for a few moments for cooling. Shut it down and let it cool. After a cooling period start the engine and let it idle for a few seconds. Now quickly advance the throttle. Did it bog or sag? Adjust any of that out using the low needle. Now go fly and note any fine tuning that may be needed during the flight. Sags on a long up line? Take a little off the high needle. Really fat and burbling in mid throttle level flight? Adjust the low a little leaner. Very small adjustments on either needle for flight adjustments. Bear in mind that a couple of engines will burble no matter what you do.

**On to break in.** You can't really break an engine in until you have it tuned. Sloppy rich does not break in an engine. What you want to do is perform heating and cooling cycles without reaching excessively high cylinder temps. By excessively high I mean above about 300f. They can handle that just fine if you don't keep it that high. Preferable would be about 250f-275f. Anyone tells you their gas engine runs fine at temps below 200f doesn't know what they are talking about. You can't build a fire without increasing heat output. A temp gun is almost the most useless piece of equipment you can have in a flight box. The most useless would be a glow driver in a gasser field box. They make you think you are seeing an accurate temperature. Wrong!! That temp can be off 100 degrees or more, especially if the gun is being used just after landing to check an engine. Accuracy comes with expense. You need a thermocouple and a data logger. Use one on the ground with the cowl off if you want but expect a lack of accuracy. Never use one with a cowl over the engine. Aim it at the base of the spark plug for about the best reading you will get. So tune the engine. Now run the engine in 10 to 15 minute time periods, cycling the engine between a high idle rpm of about 2,000, running up to peak rpm for a few moments long enough to warm it up. Then back it down to cool. Do this for about a tank of gas.

Now if you're a realist you'll be able to figure out that what's going on here closely approximates what takes place in every flight. Those people will tune their engine on the ground then go fly for the break in. They just won't be doing any hovering, torque rolls, or long verticals until they have a few gallons of gas through the engine. Those will also be the smart people.

**Oil Ratios** There's only one reason for running lean oil ratios. You're effin lazy and don't like cleaning the bottom of your plane. Why would anyone want to use less lubrication when more has always been better? I suppose there are other activities best done wet that you would like to try dry as well... 50-1 is about as lean as you want to go. The engine still stays relatively clean and cool when tuned correctly. Lean oil mixes do strange things to the chemical makeup of oils when they get hot. Hard carbon, ash, glazing, all kinds of things you don't want or need. 32 to 50-1 works for everything. They run smoother, cleaner, stronger, and last longer.





**INDOOR FLYING IS BACK!!!**

# Indoor Fun-Fly

**Saturday 22 July- NorCal Indoor Sports**

The Woodland-Davis Aeromodelers will be holding a night time indoor fun fly. We have found a new home at Norcal Indoor Sports in Woodland. The event will be on the main hockey rink which has almost 30' ceilings. So there is plenty of room to fly whatever you want. We will be limiting indoor Heli's to 250 size NO bigger please. \$5 entry to the event with a valid AMA insurance card. Will be flying 8pm-Midnight. For those with a GPS the address is below. Otherwise use the directions provided or see their web site at <http://www.norcalindoorsports.com/directions>. As always spectators are free and welcome. This month will have introductory flights for kids 8-16 as time permits. There is a full snack bar on site. We look forward to seeing everyone there.



## From Sacramento:

Take I-5 N

Take the Main St exit toward CA-113/Woodland

Turn left at E Main St

Turn right at Pioneer Ave

Turn left at Tanforan Ave

## From Davis or Vacaville:

Take 113N

Exit 113N/ East St. Turn Right

Turn Right on Churchill Downs

Turn Right on Santa Anita

Turn Left at Tanforan Ave



For information contact  
Forrest Barton  
Phone: 530-383-9019  
E-mail: CBarton328@aol.com

Date: July 22nd 2017  
Time: 8:00pm -Midnight

*Web Site:*  
[www.WDARC.org](http://www.WDARC.org)

Address:  
NorCal Indoor Sports  
1460 Tanforan Ave  
Woodland, Ca 95776



# 2017 Events Calendar

## WDA Sanctioned Events

July 8, 9	Pattern contest
July 29-30	Chumley Memorial ARF Off (U Control)
Aug 24-26	Helicopter Scale Masters
Aug 26-27	Goyet Stunt Fest (Controline)
Sept 16	Swap Meet
Sept 16-17	Meet n' Meat XIX (Controline)
Sept 30	Golden Age
Oct 6-8	Float Fly #2 Lake Minden
Oct 14	Old School R/C Jamboree
Jan 1	Chilly n' Chili 2018

## Non WDA Sanctioned Contest

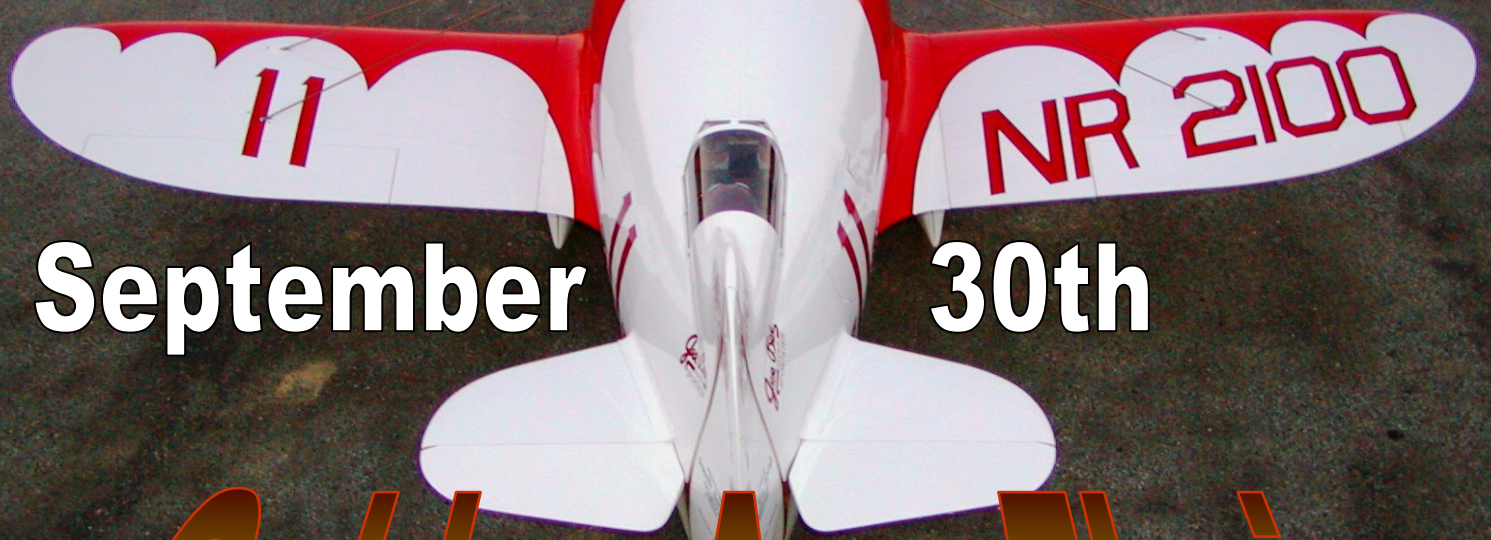
Sept 8-10	SAM 27 Crash & Bash - Schmidt Ranch
Sept 22-24	26th Annual Lake McSwain Float Fly
Sept 30	Thunder over Roseville - AMOS
Oct 23-27	2017 Sam Champs- El Dorado Dry Lake

## Full Scale worth keeping in mind...

Sept 9, 10	California Capital Air Show
Sept 13-17	Reno Air Races



# Woodland/Davis Aeromodelers



September

30th

## Golden Age Fly-in

**Aircraft MUST HAVE BEEN IN PRODUCTION  
PRIOR TO WWII**

- \* Pilot's Choice award for *Best Golden Age*
- \* RC assist Old Timers also welcome
- \* \$10 Landing fee



CD: Richard Geertson (707) 693-9537

[geertson@sbcglobal.net](mailto:geertson@sbcglobal.net)



# WDA Officers and Board

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**WDA website**  
[www.wdarc.org](http://www.wdarc.org)

**Woodland Davis Aeromodelers**  
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Davis, CA



# WDA Cabinet

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## SNACK SHACK

Ben Ponzo (916) 947-7468 [bennet\\_508@hotmail.com](mailto:bennet_508@hotmail.com)

# Flight Instruction

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⇒ Carlos Reyes (650) 243-8894  
[carsii@hotmail.com](mailto:carsii@hotmail.com)

## Jet Turbine Instructors

⇒ OPEN

## Helicopter Instructor (Only):

⇒ OPEN



**Club Meeting: JULY 15th AT THE FLYING FIELD 10:30AM**  
Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



WOODLAND/DAVIS AEROMODELERS  
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800 COLLIER DR.  
DIXON, CA 95620