

WOODLAND DAVIS AEROMODELERS

2017

August

Newsletter



Prez Sez: As I sit down to write this report from my president's chair, we are in the midst of another heat wave and it's going to hit 110 today. That's going to limit the flying a bit this weekend, but get out early and bring some water and enjoy as much as you can. I also want to talk a little about the field and what we've overcome this year, and what we have left to do. The rains that soaked us in January forced our hands and that has resulted in a new runway surface that should be a significant improvement over the old one going into the coming years. It was built using lessons learned from the previous effort and was done with less man hours, but with costs. Those costs were significantly offset by help from AMA and our members who stepped up to make contributions to the club to get the new runway on the ground.

We have also re-fitted the lunch shade area, rebuilt the south taxi-way with new soil materials, mixed and regraded so that we don't have the water ponding in those areas. Great work by all who have stepped up. A big thank you. We have much left to do. The pylon surface remains to be completed. We have imported dirt to this area to amend the grading in that area, but it still needs to be mixed, compacted and graded. John Eaton has been carrying the workload on this, and we will be scheduling work once the weather cools this coming month to finish the grading and put down the pylon runway may. Additionally, we need to pull the fabric up on the north taxi way and amend the grading in this area and we also have intentions to get more irrigation on the far side of the grass runway to improve that surface. The runway also still needs to be striped and we have recently identified a need for some additional safety fencing at the field to protect pilots and startup operations. All of these tasks take effort, and leadership. Please consider stepping up to take on projects around here, and when we have work parties, please step up to help. This may sound like a broken record, but the work does need to get done, and if we don't have the resources to complete work, we may have to

change our model so that we can contract out the services that we need to have done. Please give that some thought.

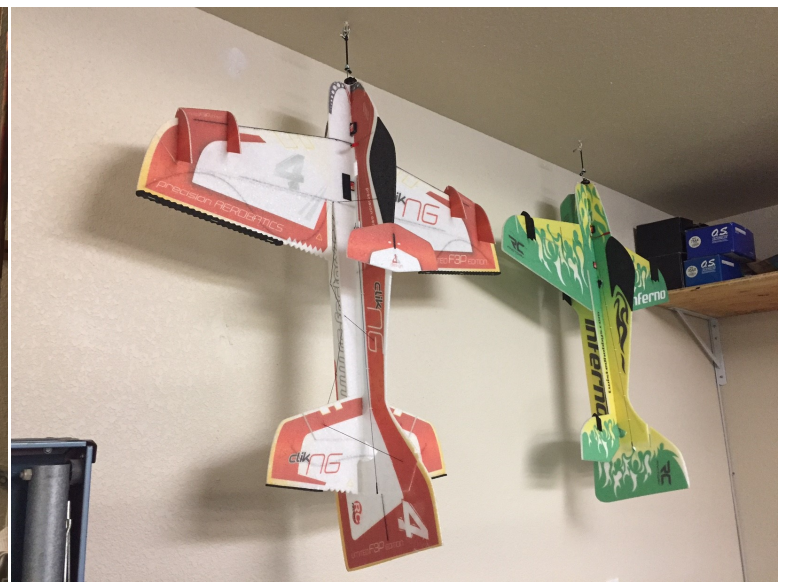
I've been re tooling my work shop in my garage. I have been working in a one car portion of my garage that I walled off several years ago. This summer, I finally convinced my significant other that I NEEDED the larger two car space for my modeling and other home improvement activities. I didn't think this was ever going to happen, so I was dumbfounded when it finally did. I've epoxy sealed the floor, repainted all the walls, insulated the attic space above, installed a new bench with all of my tools and some heavy duty drawer storage systems. Pegboards, workbench, airplane storage have all been re arranged. The near end result is shown in the

**NEXT WDA CLUB MEETING TO BE HELD at
the Woodland Library, Leake Room, 7pm
Board meeting at 6pm**

**Cover photo: Ken Martin's Hangar 9 Carbon Z T-28
and CARF-Models VALIANT F3A pattern plane.
Both are electric powered**

This month:

- | | |
|--------------------------------------|-------------|
| • Prez Sez | Jeff Lovitt |
| • Meeting Minutes | Mike Frint |
| • Livermoore Warbirds event | Monty Welch |
| • Heli Scale Masters | G. Martinez |
| • Modeler's Corner | R. Geertson |
| • Event Calendar and event flyers... | |



photos. In the course of moving, you realize all the crap that we keep around, especially being a scale model guy. We keep everything in case it could be made useful. I've thinned that herd down quite a bit, because you can't keep everything- especially when you haven't touched stuff in 15 years. Anyway, have a look and let me know if you have questions.

All for now.... Jeff



August 19, 2017 General Meeting Minutes

Board members/Officers present: Jeff Lovitt, John Eaton, Mike Frint, Kerry Roberson, Forrest Barton, Mike O'Kane, Doug Vice. Absent: Rich Geertson, Chris Dellinger, John Lett, Linda and Monty Welch.

A work party started at 8 a.m. at the flying field. A break was taken to have the General Meeting. It was called to order at 1041 hours.

There were 20 members present. No guests or new members.

Last month's minutes reviewed, motion for approval, 2nd and passed.

Officer reports:

President: Jeff briefly discussed the Board meeting about the field layout, John Lett's presentation and the discussion that followed. We have temporarily tabled the topic as we are putting the field layout in a CAD program so that we get the dimensions correct. He reported that we will add a boundary fence at the pilot's station line. Also, the Helicopter Scalemasters are coming up next weekend. Jeff also mentioned that the gates at the entrance are being left open. (John Eaton added that the gates should not be left loose when open. Please tie them off with the chains to the poles when you open them. The field needs to be secured when not in use. We could lose the field even).

Vice President: Rich was absent.

Secretary: Mike pointed out that today was National Aviation Day and Orville Wright's birthday. Last week was National Model Aviation Day. He also asked if any more meetings will be at the field. It was stated that we will go back to the library for September.

Treasurer: John reported the club's treasury status. We have had some good donations (mostly from club members) that almost match what we have spent.

Chair reports:

Membership: John reports we have 106 paid up members.

Safety: John Lett was absent.

Field Chair: Doug Vice discussed the repairs to the field will include the south startup area then eventually the north startup area and then the pylon pad. Any safety barrier changes are still being decided. He reiterated please do not move the safety barriers, talk to the club officers first. Thanks.

Mike O'Kane added that some of the helicopter pilots were coming in on Wednesday and asked that we not do mowing on Thursday.

A very short discussion about the field design ensued. Runway access with a new pilot's station fence in place was questioned. The Board is still looking at how to make any changes. The meeting continued.

Newsletter: Rich was absent.

Points: The Welch's were absent.

Website: Kerry said the points are up to date as of two weeks ago. He is always looking for articles. He posted Mike's photos from the drone event on the website. He said that the University of California had eight instructors with about ten students each. There were people from all over the state in attendance. Editor's note: Kerry was the main host and representative for the club for this event.

Kerry also flew a couple of demo flights with two different airplanes.

Jeff added that the UC folks provided their own insurance and gave the club approximately 700 dollars for use of the field. Doug Barton added that a smaller group of three people came out from UC Davis one day and used the field also.

Old Business:

See the above.

New Business:

Discussion about field maintenance equipment, mostly mowers occurred. Jeff and John were suggesting that we probably need to increase the equipment so that less laborers are required to get the job done. It seems more time is being spent doing repairs than mowing. John suggested budgeting ten thousand for more equipment. Time or money, he says. Bill F. suggested selling old equipment on Craig's List and then getting another pull-behind type mower. We need one designed to cut in rough areas and it must fit inside the Connex boxes. John says the problem with this type of soil is that we can't disc it or it just turns into dirt clods. He also said there is a large amount of thistle this year. Jeff says we should do some research and not allot money at this time.

Event reports: Nothing to report

Upcoming Events: Forrest says he tries to post WDA and NorCal events on the website.

WDA Indoor Flying: To be held Saturday Aug 19. Starting two hours early this time. 6 p.m. at the arena.

Control Line: Goyet Stunt Fest-To be held on August 26-27.

Helicopter Scalemasters: Thursday through Saturday August 24-26. Again, this is a benefit for the charity Autism Speaks.

Toilet Seat Award: Not brought up.

Show and Tell:

Ed Morgan displayed his completed Online kit built, one-sixth scale Piper PA-38 Tomahawk. He used a .70 size four-cycle engine. The model has a 65 inch span with 650 square inches wing area. Ed brought the plane to a prior show and tell when it was under construction. He converted it to have dual aileron servos. The box says it should weigh seven pounds but Ed says it is more like eight pounds. One problem he has had is propeller clearance and a flexible nose gear. He started with a 13x6 prop but after losing 3 props he went to a 12x7. It is covered with UltraCote and uses Duplicolor Auto Lacquer from a rattle can. He said the kit was very similar to the old Royal or CraftAir kits, had lousy instructions and bad die-cutting. He definitely does not recommend this kit to a beginner. He has four flights so far and says it flies great. (see pictures NEXT PAGE)

Other: Bill F. had some comments. He talked about the fire tools and tactics. He recommended that if you do fight a fire that you work from inside the burned area (firefighters call this "in the black") and drag any burning material into the black portion. He recommend rubbing out a fire and not beating it with a shovel. Bill also stated again, take your dead batteries home! He also wanted to know who had keys to the connex boxes. He found them

unlocked one day. The club does not want to rekey the locks as this is expensive. Sheldon B. asked if we could discuss the training program at the next meeting, including the possibility of purchasing a laptop and a Real Flight or Phoenix simulator program.
Meeting adjourned 1129 hours.
The work party continued.



Ed Morgan's Piper Tomahawk

August 14, 2017 Board Meeting Minutes

Board Members/Officers present: Jeff Lovitt, John Eaton, Mike Frint, Forrest Barton, Mike O'Kane, John Lett, Kerry Roberson, Doug Vice. Absent: Rich Geertson, Chris Dellinger, Linda and Monty Welch.

Meeting called to order at 1809 hours at the Woodland Library. 13 persons present.

Old Business:

The meeting started with a presentation by Safety Officer John Lett regarding the fence issues. He broke the situation that occurred at the field into two parts. 1. An unsafe act occurred (the crash). 2. The fences were taken apart. As the Board had asked John to look at the field design, he presented a slide show with photos of the field. Discussion then ensued about redesigning the field layout. The discussion entailed

subjects such as type of fences to be used, issues of flying propellers, jet and propeller blast, runway access and ways that runaway models could impact persons at various locations. The board was considering a continuous fence along the pilot stations. Fences should be about four feet high. One suggestion was "tennis netting" style. An idea mentioned is a style used at other clubs with a bent pole with netting hanging down and loose at the bottom so that there is some give to the fence and also provides access through the fence by lifting up the lower portion. Location of access points to the runway requires some thought. Several ideas were presented. It was decided that we can't figure out the distances clearly from photographs so the measurements will be laid out in a CAD program and revisited at a later meeting. Doug Vice made a motion to run a fence from corner to corner, taxiway to taxiway, four feet high along the pilot stations and to replace the old fence like it was before. Kerry seconded and the motion passed with no opposition.

John Lett then showed an example of a new document he proposes the club use called the "Unsafe Act Report Form." He also pointed out that nowhere in the club rules does it say someone can't alter the field. Also, no penalties except suspension or expulsion are mentioned in the rules either. Forrest mentioned that the bylaws mention disciplinary action but there is no process specified. John Lett stated that the Board needs to document things and show that we have done something when problems arise. Jeff stated that he thought the apology from the member that took the fences apart was sincere and that we are to "move on."

New Business:

A work party is to be held along with the general meeting on Saturday August 19. We will put the south startup area back together (with old fabric) and put up the awning on the shade structure. Also, the trash needs to be dumped and the pit areas blown clean. As far as putting back the old fencing, Bill F. stated that we only have poles, no netting or fence material. The field will be closed Saturday morning. We had previously talked about needing more fabric. A motion was made by Forrest to buy two more rolls of runway fabric. It was seconded by Doug Vice and passed with no opposition. Doug Vice wants to put out a questionnaire so that he can get together a few members on short notice when needed at the field. This would be for work not requiring a full work party. On that subject, John Eaton stated that the club may need to invest more in equipment or farm out some jobs as members are not available. We have members that live farther away, are older or have to work.

John Eaton gave a short treasurer's report. He stated that we have 106 members.

Website Editor Kerry Roberson asked about getting e-mails to and from members. We have many members that don't have an e-mail address on file. Could members please provide him with those? Thanks.

John Eaton brought up the fact that some people using the field are not even members. This is a problem. We want them as members. It was brought up that club members need to wear their ID's when at the field.

Meeting adjourned at 2007 hours.



August 19th: Monty Welch wins Best Warbird at Livermore warbird event with his Dornier 335!



Monty also campaigned his Douglas SBD Dauntless



“The Dornier 335 is an ESM kit from VQ models. It has approx. 83" wingspan. 2 engines: front DLE 35 and rear is a DLE 20. The Landing Gear is from Sierra, guidance provided by Futaba. A very easy plane to fly, very responsive, but not overly so. Only difficulty is landing because the lower rudder only has about 1.5" of ground clearance. I have not yet dragged it ... so that's a good thing!”

Helicopter Scale Masters 2017 Report

On August 24th-26th, 2017 we had our seventh International Helicopter Scale Masters event. What a BLAST we had! This year we had overseas participants coming from Germany and Chile. From the States we had registered pilots coming from Oregon, Nevada, Washington, Arizona, Louisiana and California. We had 21 registered pilots. The weather was HOT as hell and the action at the flight line was non-stop despite the heat. This year we had some amazing scale helicopters at the event. Several of them, turbine powered and some incredible electrics too. One specific helicopter was awarded several times. This model belongs to my good friend Daniel Lowry. Daniel brought to us his new Vario CH47 Chinook tandem rotors, simply amazing! The scale details and the flying of the Chinook was superb!



We also had several full size helicopters coming and landing at our field. I brought as a pilot in command on August 24th a Robinson R22 with my copilot Romano who came from Chile for the event. We flew from Santa Rosa (KSTS) direct to WDA field flying over Lake Berryessa. On August 25th I also flew in a Robinson R44 with Romano to our field. Once we arrived to the field we gave rides to many of our good friends, total blast! At the end of the day I had a vapor lock on the R44 during the extreme heat at the field preventing my departure schedule at 5:00pm, so I was literally stuck. I call my friends at Helico Sonoma and in about 30 minutes a Robinson R66 turbine arrived to the field to assist us. Alec who is our instructor and AMP assist us to get running the R44. Thank you so much Alec and Steven



the owner of the beautiful R66. At about 7:00pm the R44 and R66 helicopters in route back in formation to Santa Rosa. What an amazing day and adventure!

On Saturday August 26th we had the Robinson R66 and R44 helicopters coming to the field information as well as the legendary Huey UH-1C from our

friends and brothers at Hueyvets. The legendary Huey UH-1C from the EMU 309 Vietnam unit fully restored as when it was flying in their unit during the Vietnam War. The Huey also performed some low passes that got all of us inspired for the next project. This is the six year we had support for the EMU 309 group at HSM and I have say the owner, pilots and crews are the nicest people. The Huey is based in Hayward so it took about over an hour of flight time to come to our field.

We had some amazing prizes that were given at our event for some of the awards.

Helicopter Scale Masters 2017

Awards:

- Best Fire/Rescue Helicopter Flight Demonstration: Tyler Grey**
- Best Military Flight Demonstration: Gonzalo Martinez**
- Best Paint Markings: Jim Davey**
- Engineering Excellence: Karl Hewlett**
- Best Scale Flight: Thanh Cung**
- People's Choice: Daniel Lowry**
- AI Wert Excellence: Rick Jow**
- Best of Show: Daniel Lowry**
- Outstanding Support: Hueyvets**
- Outstanding Support: Helico Sonoma**



I want to say thank you to all our sponsors for the event with their generous donations of resources and for the top prizes. We had the following sponsors this year: Vario Helicopters Germany, RC Aerodyne, Starwood Models, Graupner USA, HueyVets, and Helico Sonoma.

I also want to say thank you to all the pilots attending HSM! I was so pleased to see some new and fantastic participants coming this year! We have forged some incredible friendships and more to come.

I also want to extend my warmest thank you to our club, Woodland/Davis Aeromodelers! And to all the fantastic support from our volunteers! All logistics performed spectacularly and the dinner on Saturday was superb! Without your volunteer support this event would be impossible to run. Thank you so much!

We are still finalizing the numbers we got from the event. I am so thrilled that we already surpassed \$4,500 on corporate and personal donations. All donations were given to Autism Speaks charity. Since I started HSM in 2011 we already given to Autism Speaks close to \$80,000.

Warm regards and Thank YOU,

Gonzalo



Goyet Control Line Stunt Fest of Aug 26th

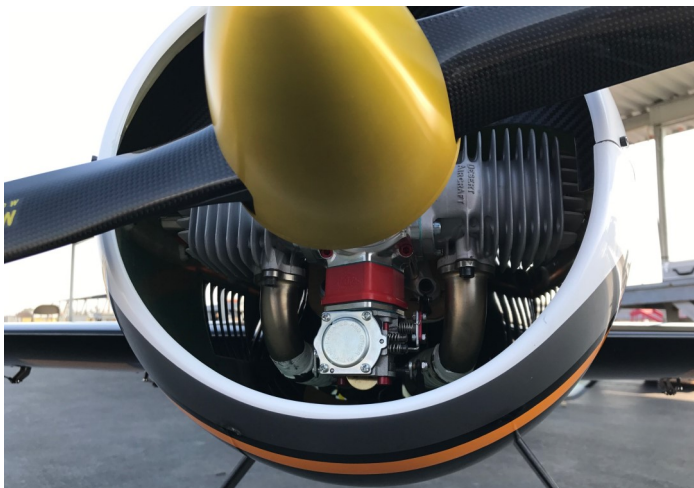


Work

Party

Aug 19th



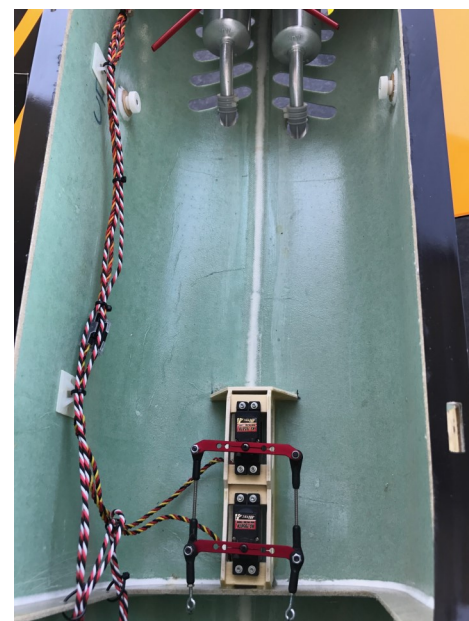
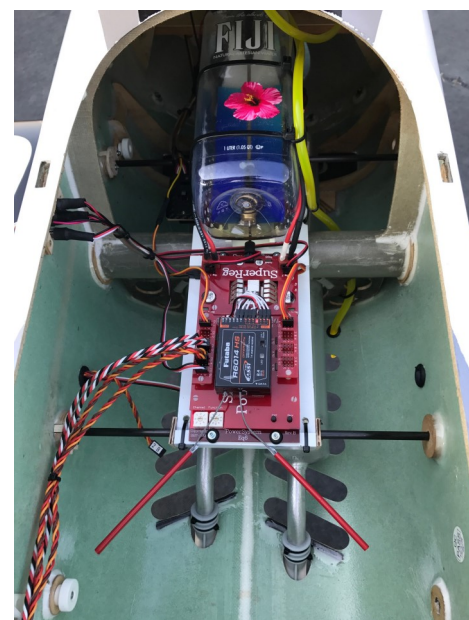


Modeler's Corner

So this month, rather than building, I was FLYING... or more accurately, MAIDENING a couple of "new" aircraft. Actually, the Byron Gee Bee has been finished for a YEAR, but I only recently decided to fly it. The CARF SU-31 was just completed. Both maidens were a success! The Gee Bee, as expected, is a handful... *but I have flown worse*. The CARF SU-31 is simply a magnificent aerobatic machine.

It features a 2.75 meter span, DA120 on canisters, Smart Fly power expander and high quality Hitec digital servos.

R. Geertson



BYRON GEE BEE R2: FIBERGLASS FUSELAGE, BUILT-UP AND GLASSED WINGS (SCALE 75" SPAN). NEAR SCALE STAB SPAN. SAITO 61CC 4 STROKE GASSER SPINNING A BIELA 22X10. HITEC SERVOS. KIRBY'S CUSTOM VINYL MARKINGS. 25 POUNDS.



Gee Bee post mortem.... The consensus from my first two flights was that my Byron Gee Bee was "nose heavy." I removed the 4 ounce Harry Higley 'ultra heavy hub.' I also switched to higher speed digital servos on the elevator and rudder; reduced throws on ailerons and elevator... After two successful flights last weekend, I was very confident this next outing would be a 'lark'..... Such was NOT the case. Shifting the CG aft was the worst thing I could have done... the plane was almost uncontrollable and was flying as badly as any Gee Bee I have ever flown (and believe me, I have flown them in every configuration you can imagine!) After probably 10 landing attempts, I was mentally exhausted and just committed to a landing. Attempting to establish any kind of controllable descent was futile. The plane had a mind of its own and about 10 feet off the runway, rolled over and died... The damage is extensive, but repairable, although at this stage of the game, I have no interest in retaking that hill... Such a shame. Oh well, live and learn...



2017 Events Calendar

WDA Sanctioned Events

Sept 16	Swap Meet
Sept 16-17	Meet n' Meat XIX (Controline)
Oct 1	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
Oct 14	UNIVERSITY AIRPORT (Cal Aggies in Davis) Annual OPEN HOUSE

Woodland/Davis Aeromodelers

One day only

Sunday Oct. 1st

Golden Age Fly-in

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

- * Pilot's Choice award for *Best Golden Age*
- * \$10 Landing fee benefits the club
- * Pre WWII Old Timers also welcome



Richard Geertson (707) 693-9537 geertson@sbcglobal.net

UNIVERSITY AIRPORT (KEDU) 15th Annual OPEN HOUSE

SATURDAY OCTOBER 14nd 2017 ~ 10 AM to 2PM



Where: West Campus, off Hopkins Road, south of Hutchison Drive
What: 400 to 500 people. GREAT FAMILY FUN
Lots of aircraft, Unique Cars, bikes, helicopters
Purpose: Let the Davis community know the airport exists.
FOOD & soft DRINK AVAILABLE



Free Sign-ups for a **Drawing** for a **FREE INTRODUCTORY FLYING LESSON**

Contact: Bill @ 530-219-0664

WDA Officers and Board

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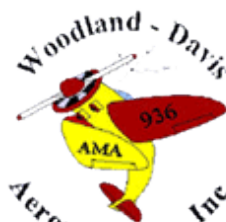
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Sept. 11th at 7pm
Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



WOODLAND/DAVIS AEROMODELERS
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