

WOODLAND/DAVIS AEROMODELERS



March Newsletter 2017



Prez Sez:

The biggest priority on everyone's mind lately has been when we will be able to get the field repaired so we can get back to flying and fun. We finally got a few weeks with some blue sky and light breezes and that went a long way toward drying things out. We had a great work party Saturday with 28 members present to help get the old fabric off the runway and pull out all of the old stakes. Fabric is delivered on site and we have stakes ready to go. The rains this weekend will slow things down again, but we will be doing a work party day soon to repair voids and holes in the grading and re-roll the runway to make it ready for the fabric placement. Thanks to everyone who has gotten involved so far to get this done.

The fundraising is underway to offset the cost of these repairs. Many have included a donation on top of their dues to help take a bit out of the repair bill, and some others have made generous contributions or have called or emailed me to let me know their willingness to commit. If you have done so already, let me just say thank you once again. Those of you who have made commitments, please send funds to the WDA business post office box or hand off to John Eaton directly. I hope to have an update on the fundraising from John at the upcoming meeting.

We are shuffling the events around a bit. Robert's pylon race was swapped with another event down south so his April race will occur in late May. The scale contest is in May as well as of this time. We will have to wait and see if we can get the field together in time. The rains are our biggest enemy. The next step to get the runway re rolled involves heavy equipment and the grounds must dry out enough to accommodate. If not, we will be waiting our time and causing more harm than good. Watch the website forums and the club email list for updates on work party dates and schedule of planned events so that you can come prepared.

That's all for now. I sure hope everyone is at least cranking out some new models for this season with this extra bench time. I have a few things going on myself. Looking forward to a full slate of show and tell projects at the next meeting!

See you at the field or at the meeting!

Jeff Lovitt



This month:

- | | |
|-------------------------|-------------|
| • Prez Sez | Jeff Lovitt |
| • Work Party | March 4th |
| • General Mtg. Minutes | Mike Frint |
| • Board Mtg Minutes | Mike Frint |
| • Modeler's Corner | R. Geertson |
| • Events 2017 | F. Barton |
| • High Sierra RC Jets | |
| • Rotors Over Roseville | |
| • WINGS OF VICTORY | |

MARCH 4TH WORK PARTY PARTICIPANTS



Jim	Adams
Forrest	Barton
Doug	Barton
Steve	Bruce
Jeff	Carpenter
John	Casey
Hoby	Clabaugh
Jim	Clabaugh
Pete	Cunha
Wayne	Dickey
John	Eaton
Bill	Friedrich
Mike	Frint
Rich	Geertson
Aric	Geertson
Ken	Hook
Eric	Mills
Ed	Morgan
Ben	Ponzo
Carlos	Reyes
Kerry	Roberson
Jim	Saare
Doug	Vice
Daniel	Vice
Monty	Welch
Art	Williams
Keith	Young



Woodland Davis Aeromodelers

General Meeting

February 13th General Meeting Minutes

Members present: X Jeff Lovitt, X Rich Geertson, X John Eaton, X Mike Frint, X Linda Welch, X Kerry Roberson, X Forrest Barton, Chris Dellinger, X Mike O'Kane, X Doug Vice, X Carlos Reyes
Meeting called to order by Jeff Lovitt at 1912 hours.

Jeff mentioned that the wooden box containing the club's custom made gavel was stolen from his car recently.

Last month's minutes reviewed, motion for approval, 2nd and passed. Recognition of guests and new members. No guests and no new members present tonight. 23 members present.

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

OFFICER REPORTS:

Vice President: Tonight, Carlos Reyes has volunteered to be the new Safety Officer and Doug Vice has volunteered to be the club's new Field Chair.

Treasurer: John Eaton reported the club's treasury status. The club received eight hundred dollars from the Scale masters contest, some members have paid extra dues to go towards field repairs. He also noted that the P.G. and E. bill was up. P.G. and E. rates have increased dramatically.

Secretary: An article about the Scale Masters event was in the February issue of Model Aviation. Robert Holik appeared in the January issue. Corrections to the February newsletter: Ken Rumsey is not the Field Chair anymore and the swap meet was incorrectly shown as September 17 on page 6 when it should be September 16.

President: Thanks again to Carlos and Doug for stepping up tonight.

CHAIR REPORTS:

Membership: John Eaton reports that so far we have 79 paid up members for 2017. He reports that it is no longer required to send a copy of your AMA card since he can check this online. **Most importantly**, when mailing your dues, **SEND A SELF ADDRESSED STAMPED ENVELOPE with your payment.** It's really a hassle when you don't.

Safety: Carlos Reyes is the club's new safety officer. No safety issues came up this month. Thanks Carlos!

Field Chair: Doug Vice has stepped up to be the club's new Field Chair. Thanks Doug!

Newsletter: Rich asks that members **PLEASE** send him articles or you will get to read about HIS projects and interests. Ha, ha!

Points: Linda Welch reports that all is up to date.

Website: Kerry reports the website is current. Last month he added a section for the club minutes to be posted online.

Old Business:

Ed Morgan asked if the flying field is still closed. YES, it is. See New Business.

Swap meet: September 16. Mike O'Kane to run it with John Eaton to help.

Event Calendar: The event calendar is subject to variations depending on field conditions.

New Business:

Field conditions: The flying field is still closed. Jeff reports that feedback to his e-mail about replacement versus repair is that all respondents are in favor of replacement of the runway. Some donations have come in.

Motion: A motion was made by John Eaton, seconded by Ed Morgan, **to appropriate twelve thousand dollars to replace the runway with new geotextile material.** (Same type of fabric material as the current surface-also known as geotex or some members know of one brand named "Petromat")

Discussion: The use of a alternative material known as POLYPAVEMENT was brought up. This is a non-starter. The cost alone would be in the neighborhood of forty-five thousand dollars. It falls apart in bad weather, dusts off and is hazardous to turbines. A club in Orange

County used it and told our club, NEVER AGAIN.

Jeff said that we will probably need at least three work parties and lots of manpower. John stated that we need at least three weeks of dry weather. He also said the runway needs regrading and rolling. If you somehow manage to get out to the field, stay off the runway!

Doug Barton stated he would like part of the spare rolls of geotextile material, maybe 200 feet, for the control line circles. Jeff mentioned that someone wanted some of the old runway mat but that no decision has been made on what we will do with it yet.

Ed Morgan asked if we need to move or cancel events. Monty Welch said that the AMOS club has been real friendly and that maybe we could move the 49er Qualifier to AMOS field.

Bill Friedrich asked if the shade structure repair is included in this motion. The answer is NO. The shade structure is secondary to the runway.

Ben Ponzio asked about putting in ASPHALT. This too, is a non-starter. Number one, the cost would be very high, likely more money than the club possesses. Number two, our lease would not allow us to put asphalt down. If we lose the lease, the club would have to tear out that very expensive asphalt.

Then discussion turned back to geotextile material. The perimeter is what failed, so the plan is to bury the edges to prevent wind from lifting the edges again.

The motion passed with no opposition.

Monty Welch asked if there were ways to recoup some of the costs. The answer is yes. John stated that some donations have come in and that some members have paid extra in their dues. We still need more. Given the expected life span of the geotextile material is about ten years, John believes that we should be saving about a thousand dollars a year for runway replacement. John also mentioned that we actually have about 105 members but each person pays a little different amount depending on what membership tier they are in. John stated that donations are being listed in a different category in the accounting statements and not being listed in the general fund.

Bill Friedrich asked about AMA relief funds. Yes, we are applying for the maximum 500 dollar amount from the AMA Disaster Relief Grant program. Forrest brought the application in tonight and Jeff Lovitt signed it. It will be sent to AMA. Also, there are no relief funds available from the state or federal government until the feds declare a disaster. Someone mentioned that the state does not provide funds for private persons. Doug Barton said that he will re-search if that applies to non-profit organizations.

Jeff reiterated that the weather is the key issue for now. He estimates that at least twenty people will be needed just to remove the old runway mat. Once removed, the runway substrate will be reassessed. So, the field issue is on a week to week basis. John mentioned that we will probably need some sterilant to keep the weeds down too.

Break time from 1953 to 2009.

Event reports: The ProBro event was held the first weekend of February. Attendance was light. A starter was left at the field. Monty Welch has the phone number if you found it.

WDA Indoor Flying: February 25th, 8 pm to midnight.

Float Flying: April 28-30 at Lake Minden

Other: Forrest said that Jim Adams at VVRC wants to bring back the interclub fun-fly events. These are usually events where 40 size Ugly Stik and trainer types compete in various events. He also mentioned the Castle event during Memorial Day weekend. If you are planning to attend and want to camp onsite to let somebody know.

Show and Tell: Carlos Reyes brought in a Nick Zirolu Turbinator fuselage he started back in 2008. The project languished until recently. He is assembling it from a LDS laser cut kit. It is real strong but does have some fitting problems in various places, maybe 5 percent of the parts. The instructions need a rewrite. He says you have to read ahead to go back again. He found a 100 ounce fuel tank that fit perfectly, plans on using a 18 pound thrust turbine, and

Monokote in a orange and white test scheme. Some modifications of his own include using Jet Legend T-45 Goshawk landing gear.

Mike O'Kane brought in a Vario MD-902 Explorer scale helicopter project. It uses a Kontronics electric motor pulling about 6500 watts on two 6S-5000 batteries. That should give him about ten minute flights. The five bladed rotor's speed will be about 1350 RPM with an approximately 2 meter blade diameter. It should come out about 22 pounds ready to fly and Mike plans on putting it in CalStar colors. Interestingly, the manual has almost no words in it, only drawings. It has a functional NOTAR system (no tail rotor) and as such has a huge fan to push all that air to the tail.

Meeting adjourned at 2040 by Jeff Lovitt.

February 13th Board Meeting Minutes

Members present: X Jeff Lovitt, X Rich Geertson, X John Eaton, X Mike Frint, X Forrest Barton, Chris Dellinger, X Mike O'Kane, X Doug Vice

Meeting called to order by Rich Geertson at 1814 hours.

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

Old Business:

A vote was taken to make previously discussed changes to the club by-laws and field safety rules final. There was no opposition.

New Business:

The AMA funds we were going to apply for to obtain a sump pump has been tabled for the time being.

Carlos Reyes is the new club Safety Officer.

After a discussion of the duties of the Field Chair, Doug Vice volunteered to be the new club Field Chair.

Related to that: We need to put a list out at the field, like we used to have, for jobs that members can do to accumulate points.

Work party items discussed: connex boxes need to be organized, get more gravel, burn permit eventually.

We still need to plan for the Vacaville Library project in November.

Mike O'Kane volunteered to run the swap meet. John Eaton volunteered to help.

Helicopter Scale Masters was discussed. We will need grass areas to land four full-scale helicopters on Saturday only. The landing zones may conflict with the control line event that day. The area west of the south control line circle may be used. Mike O'Kane and Doug Barton will get together on this issue. Mike mentioned that the model helicopter pilots would like more green grass around the runway. John suggested this will only be possible by being able to keep the top two feet of soil wet.

Field repair funds: The club would be unable to obtain disaster relief funds unless the federal government declares a disaster. Forrest brought the application for five hundred dollars of AMA funds for Jeff to sign and it will be forwarded to AMA. Discussion on partially opening the field took place. The ProBro event was allowed to take place but some fliers did not stay in the areas they were told to use. The control line areas were under 15 inches of water and some of the logs have floated around. It was decided that the field is still too wet. More

damage is likely so the field will be left closed.

More field repair fund discussions: Jeff has received no negative responses so far to his e-mail about replacing the runway versus attempting repair. A discussion of assessments was held. So far we have some donations. Given the amount of time the runway has lasted the first time, the club should probably set aside a thousand dollars a year for runway replacement.

Discussion of actual technique of runway replacement: Ideas were suggested about stapling the center joints, using the screws and washers around the perimeter. and sewing the joints. One idea was to overlap the seams. Another idea was to not use the messy glue this time. Road crews use this geotextile material and sew the seams together without using glue. The club needs to find a source for this type of sewing machine.

Timeline discussion: We cannot have work parties yet and a timeline cannot be established because we don't know what the weather is going to do. More investigation is needed as to what technique we want to use. We also need to gather materials to complete the task. The substrate condition is the biggest issue at this time. We are unsure if the field will be ready for the pylon race event in April. Robert Holik said he would have to reschedule or cancel. One problem he would have is getting trophies with the correct date engraved on them. John Eaton has the screws and washers in his care that the board approved at the January 28th meeting at the field. John has also arranged for use of a scraper and roller.

Meeting adjourned by Rich Geertson at 1905.



Walter Good launches Guff at the 1947 Nationals. Bill is at the controls; his feet are behind Walt.



OK first, some RC pet peeves... this list is NOT comprehensive! Tower Hobbies... I have been shopping at Tower Hobbies since they began advertising in RC Modeler magazine. I am a "Gold Tower Club Member" and on the "Tower Advisory team." (no longer in good standing after this little diatribe :)

Modeler's Corner

They have been a GREAT RC product resource over the years! That said, for the last decade or so, Tower has whittled down their inventory so much that serious builders (a.k.a. "modelers") are having a very difficult time finding the products we need to support our habit, ur, uh, hobby! Plug n play foamies and drones of every conceivable type have crowded out many of the fixed wing models. Kits and accessories are growing evermore scarce. This isn't unique to Tower, but they seem to have embraced the "toy end" of the modeling spectrum more so than other large distributors. But what REALLY gets me steamed is their glue... The effectiveness and shelf life of their CA glues AND their epoxies is increasingly disappointing. There have been too many bottles of CA that have thickened prematurely; even when "fresh," I have found Great Planes CAs to be slow to kick off. I have had several bottles of Great Plane epoxies harden on its own, rendering the two-part glue, unusable. Tower is good about returns, but the cost to return bad glues equals their value! Honestly? I have had excellent results with the glues at RC Country in Sacramento. Not sure if they're a superior formula or simply kept fresher, but the results are superior. Yup, a bit more expensive, but what is it costing me to ship back bad glues to Tower or to throw them in the garbage, unused?



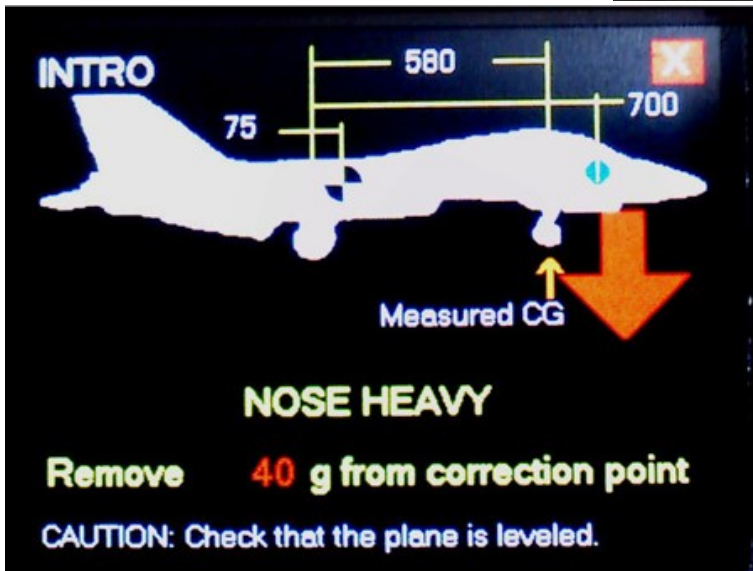
Another pet peeve is balancing and weighing large models. A number of years ago, I purchased an EZ-Balancer. This well-made aluminum balancing unit works as advertised. However, I had to make much wider spreader bars for some of my models and also found that the unit was not elevating the models high enough, even with vertical extenders, so I would have to use wood blocks to elevate the entire unit so that the model was suspended. Then there is making sure the model is centered and that both supports are exactly the same distances from the leading edges... none of this is terribly difficult, just tedious. How much weight was necessary to balance was a process of trial and error... How about WEIGHING a large model? I acquired a good electronic fish scale, but a means of suspending the model is still a challenge. Ropes? Straps? Have you tried holding up a 30-40 pound model at arm's length? It's a hernia just waiting to happen! And damage can occur if the model isn't supported properly.

Along comes this nifty little unit made by Xicoy Electronica out of Barcelona, Spain. Chief Aircraft sells them. The device consists of 3 digital weight sensors ("pucks"), a central processor/display unit, and 3 long extensions. The unit operates on 5v to 9v DC power.

By placing the pucks under each wheel, then entering the distance from the main wheel sensors to the nose or tailwheel sensor; distance from the main wheel sensors to the desired CG; and the distance from the main wheels to the desired weight location for balancing, the unit calculates the actual CG location and displays the weight necessary to achieve the desired CG. In addition, the unit will read out the weight of the model. All of this without ever having to lift the model more than 2 inches or having to suspend it in any way. The only caveat is making sure the model is LEVEL. The display unit allows naming and storing your models. It can also be augmented with angle meters (for measuring control surface deflections) and a blue tooth unit to send values to a Smart Phone (at extra cost). Software updates are also available.

So...upon receiving this new "miracle" weight and balance device, I found that it wasn't QUITE as plug n play as I had hoped... accurate measurements must be made for its calculations to be accurate, and while that may sound like a no-brainer, this requires some guesstimations to determine the distance between the main gear axles and the CG. Original plans can be a big help here. You also must enter the distance between the main gear and where you WANT to add any needed weight. That's another guesstimate, BUT the instructions state that this measurement is less critical than distance of nose (or tail wheel) to mains, and mains to CG.





My unit had the latest version of software installed and I followed the boot up and calibration instructions.

Using my Taurus as the test model, the indicated weight was very close to what I had measured with a fish scale, but I will assume, MORE accurate. The CG came out at just a bit nose heavy with the unit stating I should remove 40 grams from the indicated correction point. I then used the Xicoy to check my Gee Bee and also my Decathlon in the same manner.

It can store up to 100 aircraft and provides a Micro SD slot for data backup and firmware upgrades. The maximum model weight is 40 kg / 90 lbs, Resolution is 1 gr/ 0.03 oz and CG position precision 1 mm/ 0.05 in. Thus far, I am impressed, and no back strains or damaged models!

Rich Geertson



2017 Events Calendar

Apr 22-23	Fred Burgdorf Memorial Race
Apr 28-30	Float Fly #1 Lake Minden
May 13-14	49er Scale Master Qualifier
June 24-25	Wings of Victory
June 24-25	WDA Stunt Fest (Controline)
July 29-30	<u>Possible</u> 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

Apr 28-30	2nd Annual Rotor Rally - Turlock
May 17-21	Camp Far West Float Fly
June 10-11	IMAC West Coast Challenge - Lodi
June 10	Warbirds over Roseville - AMOS
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

**WDA Meetings are held on the 2nd Monday of every month at the
Woodland Public Library in the 'Leake' room
250 1st St, Woodland, CA 95695**

- Board Meetings go from 6pm to 7pm (members are welcome to attend)
- General Club meeting 7pm to 8:30pm

WDA General Club meetings are open to the public.

Members and those interested in joining WDA are encouraged to attend!

Bring your latest project for Show N Tell and let us see what you are up to!

AIR FRAME FOR SALE

Extreme Flight Extra 300 EXP 91"

Comes with two cowls - one cut for DA70, other for 60cc single

B&E Graphics package

Miracle Switch/fueler. All EF linkages, rods, pull/pull cables are still installed.

Will include 4" CF spinner drilled for DA60 and 70.

Includes factory wing and stab bags, side force generators, instructions.

\$450, local pick up only. Richard Geertson (707) 693-9537





HIGH SIERRA RC JETS

**APRIL 8-9 2017
AT THE RRCC
FIELD
RENO, NEVADA**

Runway is 620X70 newly paved with a small cross runway (290X50).

Covered area, a lot of workbench space BUT no power

\$20.00 for both days, or \$10 for one day for non-members to fly.

It's out of town so no worries about noise, smoke, etc.

Dry camping is allowed at the field, and there are plenty of Casino and other hotels within 15-30 minutes of the field. There is food and a store about 10 minutes away.

One hole campground type toilet on site.

The best address I have is 9075 Eagle Canyon Drive, Sparks, NV 89441 That should get you to the entrance to the Indian Colony on your gps or phone maps. Once you enter the Indian Colony, continue on the main road through the indian colony until you come to the dirt road. Stay to the left as you enter the dirt road and follow that until you cross the cattle guard. After crossing the cattle guard take the main dirt road to the left. Do not follow the power lines. The main road is well taveled, and usually reasonable for even cars. Follow that road about a mile and the field will be on the right. You will see the windsock as you approach. Please watch for speed limit signs on the Indian land.



desertlakesflying@yahoo.com

39°42'6.03"N 119°45'58.45"W

Photo by Vlatko.com



Model R/C Helicopter Event

Saturday May 13th 2017 starts at 9 :00AM

Location

AMOS Flying Field at the Corner of E Catlett and Fiddymment RD

Down the street from the Thunder Valley Casino

Flying fee \$5 and Great BBQ Hamburger or Hot dog Lunch \$7

Pilots must have Valid AMA insurance

Helicopter and Multi Rotor Help Desk for Beginners

3D Stunt and FC3 Scale flying styles

3 flying areas within the field

Multi Rotor Demonstration

Contact: Basil 916-410-2791 or Geordan White 916-521-8590

Volunteers Needed

See: www.amosrc.com for directions to the field

Wings of Victory

WDA Airfield
42875 County Road 29, Davis CA
GPS N 38 35" 18.24 W 121 42" 18.72

June 23rd-25th 2017



★ **Awards for Best Jet and Best Prop** ★

\$25.00 Registration Fee per pilot with multiple aircraft.

Turbine Waiver required. Includes Lunch.

See more details at www.wdarc.org

No hook up RV/Camping - Restrooms - Snack Shack - Close to other amenities

Warbirds of all types and eras welcome, gliders to jets so long as they are in warbird markings.

Kids and Adults of all ages are welcome to come and watch this awesome event.

A \$5.00 per vehicle donation to support our club is requested at the gate.

**For more information contact Monty Welch 707 365-6283 loon12@aol.com
or Jim Adams 707 761-5051 vpwoodland@sbcglobal.net**

To register make checks payable to WDA and mail to 918 Third Street, Woodland, CA 95695

WDA Officers and Board

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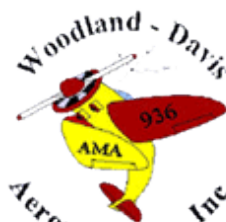
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WDA Cabinet

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SNACK SHACK

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⇒ Carlos Reyes (650) 243-8894
carsii@hotmail.com

Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Meeting: Monday, Mar. 13th 7:00PM

Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



WOODLAND/DAVIS AEROMODELERS
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DIXON, CA 95620