

WOODLAND/DAVIS AEROMODELERS



Feb Newsletter 2018

PREZ SEZ:

Well another month has gone by. I sit here taking a break from cleaning up the shop after working hard all month. Not on an airplane mind you no rather a "Pinewood Derby" car. I have not been able to really engage Daniel my son in working in the shop on planes with me. Then if we go out flying he will fly a bit and then grow tired of that and be ready to go home. However he is in the cub scouts this year and was very excited to build his race car. Great anything to get him away from all the tech stimulation he gets. For those of you not aware a pinewood derby car starts life as a block of pine 7" long by about 2 1/2" wide with 2 slots pre-cut for axles. The only other thing you get is 4 wheels and 4 brads that act as the axles. So we did a little research on some tips to building and tuning a car and got starter before Christmas. Daniel drew a concept for what he wanted and then made a set of templates for cutting the profile. Then he decided he wanted fenders so we added balsa blocks and started shaping filling and sanding...lots of filling and sanding. We would try and do a little each day to no burn him out and keep things moving. After the car was all shaped then we started sealing the wood with a couple coats of dope..then more sanding. After that came primer...and you guessed it more sanding. We headed down to the local Osh and I let him pick out the color of spray paint and he chose Lagoon for his color. So that afternoon a couple coats of color when on. Then some more color sanding and a final coat a couple days later. Then came the decorating he wanted some windows, racing stripes and a number. He wanted to be number 8. When I asked "why 8?" he gave me a blank look of disbelief that I would ask that and said so matter of factually "because it's my age dad". So we used some monocoat trim sheet and got everything on but the number. As a treat I took him down to the local board shop here in Woodland,

Sord. They have a full graphic design department, including a vinyl cutter. We told the designer we needed an 8 for his car. And before we knew it there was on the screen and a couple minutes later we had two number 8's ready to take home. Once the vinyls were transferred on it was time to weight the car. The car can't be over 5oz in weight ready to race. It is also preferred to get as much weight as you can aft and have the car balance about 1"-2" in front of the rear axle. So out came the Forstner bits to drill out the bottom. To both lighten up the front and make pockets in the back for lead. We got the car up to weight and it CG'ed right at about 1.5" so we were looking good. His race was the last weekend in January and Daniel did well all the time he spent sanding paid off that he won best looking car in his division and the time prepping and tuning the car paid off

NEXT WDA CLUB MEETING TO BE HELD
at the Woodland Library, Leake Room,
Monday
February 12th @ 7pm
Board meeting
@ 6pm

This month:

- | | |
|----------------------------|----------------|
| • Prez Sez | Forrest Barton |
| • Meetings Minutes | Mike Frint |
| • Club Auction Plane | |
| • Castle 2018 Giant Fly In | |
| • Board Minutes, AMA Expo | |
| • Modeler's Corner | R. Geertson |



with him winning the derby winning all his heats and the final as well. It just shows that the skills we learn as hobbyist transcend to other things as well whether that be working around the house or building tinny race cars. I will try to bring the car and maybe Daniel to the meeting for show and tell. For something so simple there is quite a bit of thought and tech that goes into making a fast car. In conclusion if anyone in the area is looking for vinyl work for your model I suggest Sord they were more than happy to help us out. I thought something this small and mundane they might blow us off. But they were happy to help and even wish Daniel good luck as we headed out the door.

A reminder to everyone that you need to have your dues paid up by the next meeting with the club and AMA to continue to use the field. The combination on the gate will be changing this month. If you have already signed back up the new 2018 combination is on the back of your card. Please do not share it with others. Those that need to have it will also have it on the back of their 2018 cards. After this meeting you need to be a 2018 member to use the field.



Next Club Auction Plane



Larry Hein's Chinook Ultra-light model which Ed Morgan won in the 2011 Christmas raffle. Ed repaired the plane and updated most of the radio system components. He's flown it a couple of dozen times since then. It flies very well and handles like a trainer plane -- though it's not recommend for a beginner. It is not a trainer model. It has a 78" wingspan; 4-channel operation; powered by a Saito .50 Golden Knight 4-stroke glow-engine in excellent condition. This model comes ready to fly, except for transmitter and receiver.



January WDA General Meeting Minutes

Members present: X Forrest Barton, X Doug Vice,
X John Eaton, X Mike O'Kane,
X Kerry Roberson X Forrest Barton X Danny Win-
 ters ____ Chris Dellinger

Meeting called to order by Forrest Barton.
 Last month's minutes reviewed, motion for approval, 2nd, and
 passed unanimously.
 Recognition of guests and new members.

Officer reports

President:

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

Treasurer: John Eaton reported on Club treasury status.
 Facts and figures discussed during the meetings.

Secretary: Mike Frint absent January 2018 minutes by Mike
 O'Kane.

Chair Reports:

Membership: John Eaton reports 55+ members are regis-
 tered as of tonight's meeting. John reported the Club Member-
 ship cards has the new gate combination

Safety: John Lett is not present tonight, General and Board
 members, did not have any safety issues to report or discuss.

Field Chair: Doug Vice, Normal mowing and some mainte-
 nance, early fall routine. WDA Board is actively researching
 to purchase a Commercial Grade mower to improve reliability
 and minimize maintenance down time and cost.

WDA is looking for clean dirt to fill in along the runway edge,
 if anyone knows of a source please contact Doug Vice or For-

rest Barton with the info.

News Letter: Rich Geertson is always looking for content and
 welcome any articles you might care to send.

Points Chair: Monty Welch reports all the points are tallied
 and current, these were sent to Kerry for posting o the WEB
 page.

WEB PAGE: Kerry Roberson reports WEB page is current.

Events Reports: Forrest reported on the AMA convention in
 SoCAL, event was not as big this year as in the past. The
 AMA has decided to move the event to Pomona on November
 2nd, 3rd and 4th. This is to get a bigger venue to include more
 and grow the event back up.

Indoor Electric Flying at the Norcal Indoor Sports is back on
 the schedule check the Club WEB page for the dates.

Old Business: Pilot Safety Fence discussion of current status,
 poles are in, fence needs to be strung up. Poles were lowered
 to 42" to accommodate ADA requirements.

New Business: The Club is looking into buying a commercial
 grade mower to mitigate the mechanical breakdown of the res-
 idential mowers and improve on the time it takes to mow.
 Robert Holik presented a request to have WDA host the
 Warbird Racing Nationals at WDA, tentative event time is 2nd
 weekend in October. Motion was made and 2nd to continue
 working on hosting the event. Motion passed.

The Board is looking into UAS Drone racing, interested flyers
 associated with UC Davis and local flyers have approached the
 Club asking what is required to fly at WDA. The Board is
 reaching out to learn more regarding this type of flying and
 will report back.

Monty Welch requested an agenda item be scheduled for the
 February meeting regarding the pilot safety fence and associat-
 ed barriers at the start up areas. Forrest briefed Monty on the
 By-Law requirements and the Roberts Rule of Order the Club
 follows on how this would be handled. The item was added to
 the agenda for the February meeting.

Show and Tell: None

Motion to adjourn.

Chinook ultra-light

Technical data (nom.)	
Wing span	1985 mm
Fuselage length	1115 mm
Length o. a.	1230 mm
Wing area	59 dm ²
Stab area	13.3 dm ²
Total surface area	72.3 dm ²
Weight, ready to fly, (depending on R/C gear and equipment installed)	2900-3100 g
Total surface area loading	40.1 -42.9 g/dm ²

R/C sport power model plane

**Semi-scale model of an ultralight
 aircraft for "environmental-kind"
 four-stroke engines from approx.
 6.5-7.5 cm³, or two-stroke engines
 from approx. 6.5 cm³.**

Wing span approx. 1985 mm

R/C functions
 Rudder
 Elevator
 Ailerons
 Throttle

If you are interested in bidding on the club auction plane, please send your bids to CBarton328@aol.com. Your bid will be part of a group bidding email. Each time the bid goes up, the group will be emailed and everyone will have an opportunity to adjust their bid. The bidding will commence at the release of this newsletter and continue until the March WDA club meeting, where any final bids can be submitted. At Show N Tell, the highest bidder will be awarded the aircraft!



The Annual Castle 2018 ~ Giant Scale Fly-In Hosted by the Central California Model Flyers

HAPPY NEW YEAR EVERYBODY ! Wow how time flies. Incredible. Well consider this a SHOT ACROSS THE BOW. Castle is closing in fast. AMA sanction and insurance are in the approval process and dates are set for **May 24-27**. Same venue as last year with the large groups coming in on Wednesday. Registration will start 2nd week of February. As always you need to get a hold of Scott Malta to lock in your parking permits. Again this year all are required to show proof of AMA as well as FAA UAS numbers. I REPEAT, AMA and FAA UAS numbers and I.D. cards are required to fly your aircraft at castle. No exceptions. Otherwise "THERE'S THE GATE" and we all know what that means. Also GATE HOURS this year: opens at 7am and closes at 10pm daily. Exceptions will be for the folks that stay for the night flying on Saturday eve. Aircraft to follow the old IMAA guidelines for size. Open flying after 5pm, but flight and line boss will still control the field. This year again if we have folks that bring out U-Control I will set aside a time for them to fly as well as large helicopters. Lets get some big choppers going. Last year was pretty cool. So dust off those big birds, cycle your batteries and oil up your landing gear. Castle Giant Scale Fun Fly 2018 is coming to town. Ho! Ho! Ho!

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Chow baby, Rick Maida

January WDA Board Meeting Minutes

Members present: X Forrest Barton, X Doug Vice, X John Eaton, X Mike O'Kane, X Kerry Roberson X Forrest Barton X Danny Winters _____ Chris Dellinger

Meeting called to order by Doug Vice.

Officer reports:

President:

Vice President: Doug Vice provided the Board meeting agenda.

Treasurer: John Eaton reported on Club treasury status. Facts and figures discussed during the meetings.

Secretary: Mike Frint absent January 2018 minutes by Mike O'Kane.

Chair Reports:

Membership: John Eaton reports 57+ members are registered as of tonight's meeting.

John reported the 2018 Club Membership cards has the new gate combination.

Safety: John Lett is not present tonight, General and Board members, did not have any safety issues to report or discuss.

Old Business:

WDA Board is actively researching to purchase a Commercial Grade mower to improve reliability and minimize maintenance down time and cost.

WDA is looking for clean dirt to fill in along the runway edge, if anyone knows of a source please contact Doug Vice or Forrest Barton with the info, .

Golf cart as a mowing tractor to pull the self-powered mowing deck, needs batteries. Estimate is about \$1,000.00 which includes a charger.

Sprinklers, some areas may be capped while donation of materials are accumulated.

New Business: Board is working toward a grant application from the AMA that would provide up to 10% towards club improvement. \$\$ grant cap is \$3,000.00. Deadline is March 1st. Funding projects for consideration are a new mower, irrigation lift pump, sprinkler system.

UAS drone racing/sport flying: AMA is encouraging Clubs to consider this new type of activity at AMA Fields.

Things to consider:

First Person View- learn how this is allowed.

AMA requirements, if any.

Club flying boundaries when UAS and RC are active at the same time.

Where will activities be located on the property. What development cost would be required.

Several Board member's will attempt to attend the January 28th race at the Gibson Ranch to observe how a race is conducted and to get an idea as to what might be required from a Club to develop this type of flying at WDA. Info pending

Motion to adjourn.



This year's AMA Expo West was held January 5-7. The number of vendors and display aircraft were down a bit from previous years. BUT, even the worst day at a model aircraft trade show is better than the best day working...

The Expo has been held for many years at the Ontario Exhibition Center, but will be changing both location and dates THIS YEAR. The next AMA Expo will be November 2018 and will be held at the FAIRPLEX Exposition Center, Pomona, CA, Nov. 2nd thru the 4th.

I was impressed with the quality of this scratch-built Gee Bee Model Z. The builder created his own plans from Williams Brothers drawings. It took 3 years to complete. O.S. .75 FSR for power. He did not state whether it had flown yet.

R. Geertson



Modeler's Corner

Our very own Linda Welch (the eternally patient, understanding, indulgent and vivacious better-half of Monty) is building an 80" Albatross! There are 4 being built by Jim Middleton and Jim Utley of the Bay Area, Randy Sizemore and Linda. Park Scale models put this kit out.. it is laser cut..

1st picture is a lay-out of a small section of the parts; so many small parts!! Plane will be covered in Solartek and glassed.



Ribs being assembled in the Hor Stab build

Horizontal stab almost done



**Horizon Stab partially covered with
elevators done**



**Assembled Horizontal Stab/Vertical Fin and
elevators.**



**Left wing built and nacelle planked.. not as
bad a build as I thought it would be..**

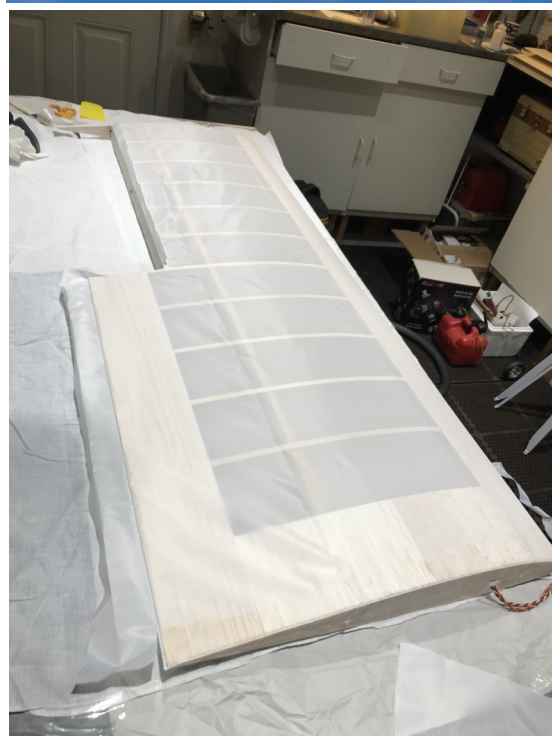


Close up of built nacelle.



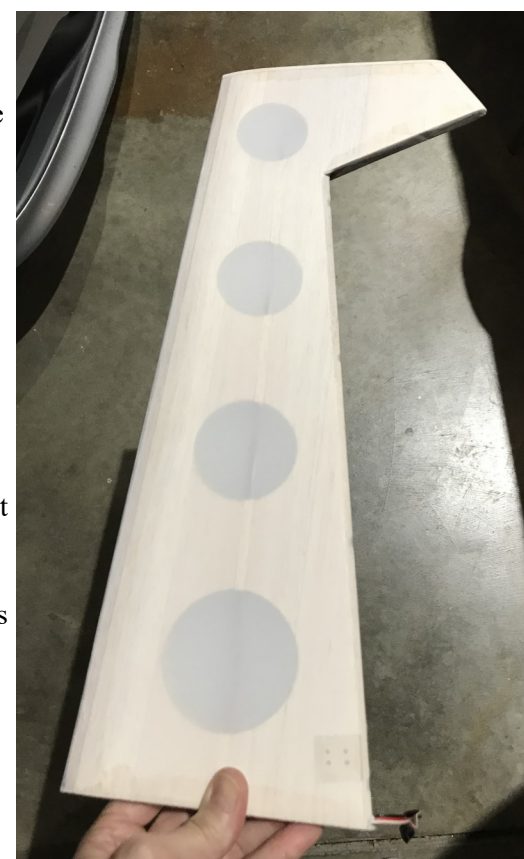
*The intrepid builders hope to have them all ready for
the April float fly at Lake Minden!*

NICE WORK LINDA!!



Covering with 'STITS lite' a.k.a. Poly lite fabric. I have often admired the scale look of Stits fabric and was intrigued enough to try it out on my 33% Xtreme Decathlon. This is actually a total finishing "system" where each product/each finishing stage is linked to the next. With every product - from the adhesive, to filler, to paints - all being M.E.K. based, the products bond very well to the structure and especially fabric to fabric, and are totally fuel proof. Application of this fabric differs from typical model fabrics like Oracover, Solartex, or the late Coverite, as all of those have a heat-activated adhesive backing; Poly lite fabric does not. Stits is applied a few inches at a time by first laying down a coating of PolyTak. The fabric is then pushed into the adhesive and rubbed such that the wet adhesive soaks through to the surface. The good folks at F&M Enterprises that distribute the Stits lite finishing system, also include a comprehensive video that takes the newbie through all covering and finishing steps, including finishing (pinking) tapes. And since Methyl Ethyl Ketone is not something you want to be in constant contact with, "Liquid Gloves" are recommended to protect the hands prior to applying the adhesive. The PolyTak adhesive dries quite fast, which is why the fabric is glued down just a few inches at a time, and progress is quick. Once dry, the adhesive can be activated with heat OR released with M.E.K. As with any new technique, my initial impression was that applying Stits was 'tedious.' However, after getting the hang of it, I can honestly state that it is much more forgiving than heat activated covering. The PolyTak adhesive is only applied along the edges. Large sheeted areas, ribs, and even the entire leading edge of the wing is left DRY. The wing is covered beginning at the bottom trailing edge... then the fabric is wrapped all the way around the leading edge and glued down at the top of the trailing edge, essentially leaving the fabric to freely float over the entire structure as it shrinks. Once the fabric is fully adhered around the perimeter, an initial shrink is performed at 275 degrees - the iron must be calibrated to attain the proper temperatures and a heat gun is NOT recommended. The final shrink is done as close to 350 degrees as possible, resulting in an absolutely drum tight finish. Poly lite fabric shrinks up to

12% and has no "grain" so it shrinks equally in all directions. It handles extremely well and goes around compound curves much easier than many other materials. After the final shrink, a product called PolyBrush is applied to all





remaining surfaces such as rib edges, stringers, sheeted areas and leading edges. This locks the fabric in place with the entire structure and assures the fabric will remain tight and bubble-free. The same PolyBrush product is then sprayed over the entire model and acts as a filler/primer for subsequent coats of product. **TO BE CONTINUED** (as this is as far as I have gotten in the process)

Rich Geertson



WDA Officers and Board

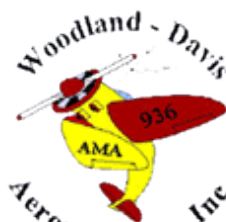
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WDA Cabinet

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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Feb. 12th at 7pm
 Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



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