

WOODLAND/DAVIS AEROMODELERS

February Newsletter 2019

Prez Sez:

January flew by and February is here, time really does fly by when you get cold...or is that old? I am told, (I was out of town) that the Chilly and chili event was kind of a weather wash-out; it was cold, but people turned up and the food was good; the flying, not so much. There was an unofficial chilly and chili fly-in on the really nice weekend of the 25th, 26th and 27th. Several members came out in their RV's for the weekend and the Bay Area guys showed up for lots of good flying and pot luck chilly. If you missed it, shame on you.

We had a large turnout for the January meeting, the club voted not to pursue the free building from the Life Point Church in Woodland, mainly from concern over mold issues.

The University of Davis Aero department is interested in developing a teaching program involving the club and may be looking to invest in some infrastructure for the club. The board is in discussions with the university rep.. further info to follow.

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 2019 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 2019 cards. After this meeting you need to be a 2019 member to use the field.

Kerry

NEXT WDA CLUB MEETING
Woodland Library, Leake Room
Monday Feb. 11th @ 7pm
Board meeting @ 6pm

Prez Sez	Kerry Roberson
Club Meeting Minutes	Mike Frint
Board Meeting Minutes	Mike Frint
What's on the Building Board?	
Monty Welch's F4D SkyRay	
Rich Geertson's Xtreme Decathlon	
2019 Event Calendar	

January 14, 2019 General Meeting Minutes

Board Members/Officers present: President: Kerry Roberson, Vice President: Doug Vice, Treasurer: John Eaton, Secretary: Mike Frint. Board Members: Doug Barton, Sheldon Berkowitz, Mike O'Kane, Danny Winters. Safety Officer: John Lett. **Absent:** Board Member: Chris Dellinger.

The meeting, held at the Woodland Public Library, was called to order by Kerry Roberson at 1914 hours. Twenty-eight members were present. No guests or new members. One member returned after a couple of years absence, Richard Gebhart.

A motion was made by Sheldon B. to approve last month's minutes. The motion was seconded, voted and adopted. Two persons voted NO.

Officer reports:

President: More bogus e-mails have been received by members. Just a reminder that if you receive an e-mail that says "Contact me now" or such that it is SPAM and to ignore it. Kerry added that he hopes that all future meetings are as well attended as this one.

Vice President: Welcomed Kerry as the new incoming President.

Secretary: Nothing to report

Treasurer: Money came in for membership dues. Money went out for the porta-potties and two thousand for the P. G. and E. deposit. A lot was spent this past year on field improvements.

Membership: John is busy processing membership applications, even during this meeting. Currently 56 members are paid up.

Safety: The neighbor down the road complained about fireworks at the field on New Year's Eve. The guilty parties confessed and said it won't happen again. This led to a discussion about model rockets at the field. The safety rule intent is that rockets not be launched from onboard a flying model. Ed M. pointed out that the club has allowed rocketry at the field in the past and AMA even encourages it. Jeff L. said we need to add the allowance for rockets to our by-laws. John Lett asked if he should write a report on the 2018 safety audit. (answer?) Sheldon B. asked if we should add some chewable aspirin to the first aid kits. Previously the club had decided to not have meds in them because they expired or otherwise went bad. Robert K. asked about the address signs. The address is on the sign in the R/C pit area. (Don't know about the C/L pit side.) John

Lett said he told the Davis firefighters and police about the location and they came out to the field.

Chair reports:

Field: No work party planned. Field Chair Doug V. said he has not been to the field recently. Robert K. reported that it was very wet walking in after the rains. Jeff L. reported that the runway was okay. Part of the startup area on the south R/C side was torn up and Stein B. has already repaired it.

Newsletter: Rich was absent.

Website: Kerry reported that the site is up to date. He thanked the secretary for the sunset photo. If have anything interesting send it to him.

Points: Stein Buer has taken over.

Old Business: Mike O'Kane donated some barrels for the runway centerline indicators. We need a volunteer to paint them red and white. Water pumps/electrical-Doug Vice is to work on some electrical plans for the field. Doug says the extra water will prevent cracks in the field which will save landing gears and ankles.

Old/New Business: Purchase of portable classrooms from Lifepoint Church-This was continued from the Board meeting. The Board wanted to know if the members were interested in these free portable buildings. We have until March. The club was investigating three buildings. Also, at the same time we are in discussions with UC Davis to use the field and they may want to build their own building. A big discussion followed. Primary concerns from the members were more costs, more work projects, theft, homeless coming in, more electrical power needed and liability from possible mold issues. It was also pointed out that we don't own the land. Benefits of said buildings are to make a clubhouse/meeting/eating place and to get inside from the weather. Possibly we could attract more members by making the field nicer. Forrest made a motion that we continue discussion with UC Davis. The motion was seconded by Stein B. and passed with one NO vote. Robert Kozlowski made a motion that we abandon pursuing the church buildings. The motion was seconded and adopted with 14 Ayes, 10 Noes and 4 abstaining. Doug still expressed interest in the smaller building. To allow that we needed a motion to rescind Robert K.'s motion. John Eaton then made a motion to rescind Robert's motion. This was seconded and adopted with 18 ayes, unknown Noes and unknown abstaining. Doug Barton then made another motion to continue investigating the small building for the control line field, but

to exclude the larger buildings. This motion was seconded by Danny W. and adopted with 24 ayes, 2 noes and 2 abstaining.

Event reports: Forrest gave a report on Chilly and Chili. Cold and windy. Forrest put the first flights on his F-14 model. Lawrence Tougas (AMA District Ten Vice President) was in attendance. Jeff Lovitt passed his transmitter around and let several people fly his Phoenix 7 ARF pattern plane. There was good food, the pre-event food coordination worked well. We need to do this every year.

Toilet Seat Nominations: No nominations.

Show and Tell: None. Ed Morgan brought some free stuff and magazines for members to take home.

Auction plane: Kerry has a donated trainer model that will be auctioned off next month. It is a Top Flite Sierra. It has a O.S. .40 with rear needle valve and appears well built. (didn't see any radio gear.) Highest bidder gets it at the next meeting.

The meeting was adjourned at 2028 hours.



January 14, 2019 Board Meeting Minutes

Board Members/Officers present: President: Kerry Roberson, Vice President: Doug Vice, Treasurer: John Eaton, Secretary: Mike Frint. Board Members: Doug Barton, Sheldon Berkowitz, Mike O'Kane, Danny Winters. Safety Officer: John Lett. **Absent:** Board Member: Chris

Dellinger.

Prior to this the Board held a closed session from 1739 hours to 1817 hours. This meeting, held at the Woodland Public Library, was called to order by Kerry Roberson at 1818 hours. Twelve members were present. More members came in during the second half resulting in a total of twenty-two. No guests or new members.

Membership: John said we have fifty members paid up this year. The renewal process is a little slower this year.

Old Business: Power/electricity improvements-We are waiting for P. G. and E. to send a representative to the field. We have to pay a two thousand dollar deposit to get the process started. A delay of at least six to eight weeks is expected. Doug V. (an electrician himself) wants to walk the field to come up with ideas for the wiring design along with Ken Hook who has been our electrical guy through the years. Runway centerline markers-Doug B. put some orange delineators (traffic cone like) at the far ends of the runway. Mike O. has donated a couple of 55 gallon barrels that will be installed in these locations. Shade Structure: nothing new. Other: John has the memorial plaque for Milt DeGroot but it has not yet been mounted at the field. He asked for a volunteer to install it. The club secretary will do it. We will wait for warmer weather. Boat Trailer-We still need to purchase one. The previously approved dollar amount is likely not enough. A short discussion ensued.

More Old Business: Church buildings acquisition and UC Davis use of the field. More discussion about adding the portable buildings ensued. Primary concerns are costs and mold. Otherwise, to decide which of the buildings we would want. Some have running gear (wheels) and they are different sizes. Kerry wants a cost breakdown. Also UC Davis may want to use these buildings and/or the field itself. John said he might need ten days or so to discuss this with UC Davis. This issue was further discussed during the general membership meeting.

Event report: Chilly and Chili-Well attended, good food, the food coordination worked well. We need to do this coordination every year. Windy and cold, the day ended early.

New Business: Work Party? A work party is not needed at this time. The runway centerline marker barrels will need to be painted red and white. Windsock-This issue is not dead after all. We are still working on this and will come back to it.

Meeting adjourned at 1859 hours.

What's on the Building Board?

Monty Welch has begun construction of an F-4D Skyray..

It is a Mark Frankel kit. Fiberglass Fuselage and no precut wood parts. Foam wings to be covered with sheet balsa. 62" wingspan. Equipment list consists of P-80 Jetcat turbine, Century Jet landing gear, 14Ch Futaba radio, Dynamic models cockpit kit.



Construction pix to follow in the March WDA Newsletter!

Douglas F4D Skyray

The **Douglas F4D Skyray** (later redesignated **F-6 Skyray**) is an American [carrier-based fighter/interceptor](#) built by the [Douglas Aircraft Company](#). Although it was in service for a relatively short time (1956-1964) and never entered combat, it was the first [carrier-launched](#) aircraft to hold the world's absolute speed record, at 752.943 mph,^[1] and was the first [United States Navy](#) and [United States Marine Corps](#) fighter that could exceed [Mach 1](#) in level flight.^[2] It was the last fighter produced by the [Douglas Aircraft Company](#) before it merged with [McDonnell Aircraft](#) and became [McDonnell Douglas](#). The [F5D Skylancer](#) was an advanced development of the F4D Skyray that did not go into service.

Design and development

The XF4D-1 prototype aboard [Coral Sea](#), in October 1953.

The Skyray was designed to meet a Navy requirement issued in 1947 for a fighter aircraft that could intercept and destroy an enemy aircraft at an altitude of 50,000 ft (15,240 m) within five minutes of the alarm being sounded.^[3] The Navy also wanted an aircraft that followed the designs and research of the German [aerodynamicist Alexander Lippisch](#), who moved to the U.S. after World War II.

The F4D Skyray was a wide [delta wing](#) design with long, sharply swept, rounded wings. The design was named for its resemblance to the [manta ray](#).^[4] The thick wing roots contained the air intakes feeding a single [turbojet](#) engine. Fuel was contained both in the wings and the deep fuselage. [Leading edge slats](#) were fitted for increased lift during takeoff and landing, while the trailing edges were mostly [elevon](#) control surfaces. Additional pitch trimmers were fitted inboard near the jet exhaust, and were locked upwards on takeoff and landing.

The [Westinghouse J40](#) turbojet was the intended powerplant, but Douglas took a conservative view and designed in contingency options for other power plants. The J40 proved troublesome and was eventually cancelled, and the Skyray was fitted instead with the [Pratt & Whitney J57](#), a more powerful but larger engine.

Production aircraft were not delivered until early 1956, while the [United States Marine Corps](#) received their first in 1957. In total, 419 **F4D-1** (later designated **F-6** in the [unified designation system](#)) aircraft were produced.

Its unique design also played a part in making the Skyray one of the best-known early [jet](#) fighters. It was affectionately known as the "Ford" (after the "Four" and "D" of its designation).^[5] In 1953, [Edward H. Heinemann](#) was awarded the [Collier Trophy](#) in recognition of his design work on the F4D.^[6]



APQ-50A radar of an F4D-1



A F4D-1 of VF(AW)-3 in flight over San Diego.

Operational history

In April 1956, VC-3 was the first squadron operational with the F4D-1.^[7] This unit was later redesignated [VFAW-3](#) and assigned to [NORAD](#), as the only [United States Navy](#) fighter squadron in what was predominantly a [United States Air Force](#) and [Royal Canadian Air Force](#) organization. VFAW-3 was permanently based at [NAS North Island](#) in San Diego.

The [U.S. Marine Corps](#) also flew the Skyray. When the [Department of Defense](#) adopted a uniform aircraft designation system patterned on the U.S. Air Force aircraft designation system in September 1962, the F4D was redesignated as the **F-6A Skyray**. In addition to multiple Navy and Marine Corps squadrons, Naval Air Reserve and Marine Air Reserve squadrons VF-881, VF-882 and [VMF-215](#) also flew the Skyray. The last operational squadron was [VMF\(AW\)-115](#), which flew the Skyray until February 1964.

The Skyray was designed exclusively for the high-altitude interception role, with a high rate and angle of climb. It set a new time-to-altitude record, flying from a standing start to 49,221 feet (15,003 m) in 2 minutes and 36 seconds, all while flying at a 70° pitch angle.^[8] As a dedicated interceptor, the F4D was unsuited to the multi-mission capabilities soon in demand, so it had a short career in Navy and Marine Corps service, the last aircraft being withdrawn from service in 1964. Four aircraft were used by [NACA](#) (soon to be [NASA](#)) until 1969.^[9]

Under the new [1962 United States Tri-Service aircraft designation system](#), the F4D-1 was redesignated the **F-6A**. The **F4D** (old designation) should not be confused with the **F-4D** (new designation) – the latter being the "D" variant of the [McDonnell Douglas F-4 Phantom II](#) operated by the U.S. Air Force.



FINALLY reaching the end of my Xtreme Decathlon build, although the prolonged completion is of my own doing... too many self-imposed distractions.

I intend to show it at the February WDA Meeting for Show N Tell. Built from Wendell Hostetler plans at 33%, it has a 120" wing span and weighs 32 pounds ready to fly.

Power is a DA120 with stock mufflers; Biella 28x12 prop and TruTurn spinner. The airplane features Navigation lights and a Sullivan Skywriter smoke system. Fuel tank is a 32 ounce RotoFlow; Smoke tank is a 50 ounce DuBro. Futaba receiver and Hitec servos are all High voltage; batteries are ThunderPower LiPo's. I used the complete Stits finishing system to cover and paint the aircraft. It has not yet been flown. The biggest hurdles yet to overcome (as of this writing) are the windshield and windows.

I will also bring my Xicoy Aircraft balancer to demonstrate for Show N Tell. This electronic balancer allows you to balance your aircraft exactly like they do the real thing... or were you under the impression they find some really, really big guys to suspend the full scale jobs with their fingers under each wing tip..?



Rich Geertson



Landings are like farts....



If you have to force em they are probably crap!

2019 Event Calendar

NOT COMPLETE... SUBJECT TO CHANGES!!

<u>Date</u>	<u>Site</u>	<u>Event</u>	<u>Name</u>
Apr 5-7/2019	Woodland	Jet Fly	Norcal Afterburner
May 3-5/2019	Lake Minden	Float Fly	Woodland Float Fly #1
May 9-11/2019	Woodland	Heli	Helicopter Scale Masters
May 18-19/2019	Woodland	Pylon	Fred Burgdorf Memorial
Aug 24-25/2019	Woodland	U/C Stunt	Goyet Meet
Sept 7-8/2019	Woodland	Pattern	Pattern Spectacular
Sept 21-22/2019	Woodland	U/C Stunt	Meet n' Meat
Oct 4-6/2019	Lake Minden	Float Fly	WDA Float Fly #2
<u>Date</u>	<u>Site</u>	<u>Event</u>	<u>Name</u>
Mar 30-31/2019	Gold Country Flyers	U/C Combat	Gold County Combat Dual
Mar 30-31/2019	Travis AFB	Airshow	Travis Air Fair
Apr 13-14/2019	Davis	Glider	2019 SVSS Spring Fling
Apr 26-28/2019	Los Banos	Aero Tow	Los Banos Scale Aero Tow
May 4-5/2019	Oakdale	IMAC	Oakdale IMAC Spring Fling
May 4-5/2019	Watsonville	Slope Soaring	Sunset Beach Camp n' Fly
May 12-19/2019	Camp Far West	Float	Camp Far West Float Fly
May 23-27/2019	Atwater	Giant Scale	Castle 2018 22st/5th Annual
June 20-23/2019	Livermore Heli Ranch	Heli	Rotorfest 2018
20-Jul-19	Sac- Rats	Warbirds	Warbirds
17-Aug-19	Livermore	Warbirds	
Aug 24-25/2019	Sac-Rats	WW1	Waldo Pepper
Sept 11-15/2019	Stead Field	Air Races	Reno Air Races
Sept 20-22/2019	Snelling, CA	Float Fly	28th Lake McSwain Float Fly
Sept 21-22/2019	Lemoore NAS	Airshow	Lemoore Open House



Join us for the
**7th Annual
Central Coast**



Giant Scale Fly-In

July 25th - 28th, 2019

Hosted by the Tri-Valley RC Modelers of Santa Maria, Ca.
AMA Gold Leader Club #170

The facts:

- ♦ Landing Fee: Only \$25.
Includes: Parking, lunch on Saturday, and a raffle ticket;
- ♦ Dry camping for \$10/night;
- ♦ Pre-register @ rcflightdeck.com;
- ♦ Only giant scale planes until 5pm;
(Mono 80", Biplanes 60");
- ♦ Proof of current AMA required;
- ♦ Early arrival by pre-arrangement.

The fun stuff:

- ♦ World Famous Santa Maria Style BBQ dinner on Saturday night;
- ♦ Beautiful Santa Maria weather;
- ♦ Food & drinks available daily;
- ♦ 500' paved runway, expanded pit area, shade, and electricity;
- ♦ Open flying after 5pm;
- ♦ Outdoor Movie Saturday Night;
- ♦ Pilot's Raffle.

Qs? Call Chuck Barnes (805) 886-7921 or email Cdbarnes10@comcast.net



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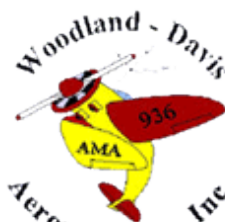
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



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



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