

WOODLAND/DAVIS AEROMODELERS



January Newsletter 2019

Prez Sez: It is my privilege to serve as your President for 2019. I want to thank the members of the Board of Directors and club officers for their efforts to manage the club during the past year. I want to thank Forest for the great job as president last year. The club has a few ongoing projects and some new opportunities for 2019. I am asking everyone to **please** come to the January meeting to discuss an opportunity the club has to acquire a number of portable buildings from the Woodland Life Pointe church. They have 11 buildings that the club can pick and choose from, for **free** (we will have to facilitate transport of the buildings and do some maintenance on them to get them usable). Mike O’Kane, Forest and Doug Barton have looked at the buildings. We need to discuss a number of issues: Do we want the buildings, where would we put them, can we get permission to place them on the property, county Permits and what kind of cost and maintenance is the club willing to pay for. This issue really needs member input, the time frame to acquire the buildings is “soon” and will require member commitment if we want to make it happen. So **Please** fill out your renewal forms, come to the meeting to discuss this issue and renew your membership. Kerry Roberson

Editor’s note** I welcome **CONTENT** for the newsletter. Tell us what you’re building, flying, struggling with? Modeling tips, flying tips, good or bad product experiences, product reviews, new products? Buying or selling experiences? How about an article and pictures when you attend an RC event? Please submit either as a text or Word document. Pictures should not be embedded in the article, but separate; this makes my job easier ;-). Deadline for newsletter content is the 25th of each month. THANKS!

Richard Geertson

NEXT WDA CLUB MEETING
Woodland Library, Leake Room
Monday Jan. 14th @ 7pm
Board meeting @ 6pm

Prez Sez	K Roberson
Club Meeting Minutes	Mike Frint
Show N Tell	Mike Frint
Board Meeting Minutes	Mike Frint
TIPS for selling used RC, Conclusion	R. Geertson
New stuff... radials	R. Geertson

December 10, 2018 General Meeting Minutes

Board Members/Officers present: President: Forrest Barton, Vice President: Doug Vice, Treasurer: John Eaton, Secretary: Mike Frint. Board Members: Doug Barton, , Mike O'Kane, Kerry Roberson, Danny Winters. **Absent:** Board Member: Chris Dellinger, Safety Officer: John Lett. The meeting, held at the Woodland Public Library, was called to order by Forrest Barton at 1913 hours. Twenty-one members were present. No guests or new members. This meeting is our annual Christmas meeting. Doug Barton's wife did make the Costco run to get pizza and drinks. Thank You so much!

A motion was made by Art W. to approve last month's minutes. The motion was seconded and adopted.

Officer reports:

President: Nothing to report

Vice President: Nothing to report

Secretary: Nothing to report

Treasurer: Money was spent on paying for the membership cards and P. G. and E.

Membership: John is busy processing membership applications.

Safety: John Lett was absent.

Chair reports:

Field: No work party planned. Doug B. reports that there is a electrical short in the new mower. John E. reports that the water pipe has been removed from the culvert that goes into the canal. The shade awnings have suffered some wind damage again. Ed Morgan requested that we add some kind of wind sock. Ken Rumsey said we have one somewhere in storage but nothing to mount it. Discussion of ideas and locations followed. Since those windsock mounts are expensive and we don't want full-scale pilots to think we have an airport it will not be put up. We have to devise some other idea. As an example, Sheldon B. uses an old 72 MHz antenna with a flag on it that he clamps to the fence while he flies.

Newsletter: Rich was absent.

Website: Kerry reported that the site is up to date. Ed Morgan asked if the Comcast issue is fixed. It is.

Points: Forrest will track the points until the end of 2018 when Stein Beuer will take over. Forrest was going to pick up the sheets from the field on the day of Chilly and Chili.

Break for pizza and soda: 1927 to 1955 hours

Old Business: Water pump update: There were two parallel motions to vote on purchase of a pump during the December meeting. These were postponed to the January meeting because the Board is considering adding more electrical power to the field. See the Board meeting minutes.

Event reports: The Vacaville Library presentation on November 15 was mentioned. See the Board minutes for details.

New Business: Field: As mentioned in the Board minutes,

Monty W. has requested that we add centerline marker barrels off the ends of the runway. Other: Forrest is going to send out an e-mail so people can list their potluck contributions on the day of Chilly and Chili. This will avoid the duplication and lack of some foods during the potluck.

Nominations/Elections: Nominations and voting for club officers and the Board took place. Chris Dellinger, Doug Vice, John Eaton and Mike Frint said they will continue. Forrest stated that he cannot continue as President. We needed a nomination for President. Art W. nominated Kerry Roberson. Sheldon seconded the motion. Kerry accepted the nomination for President under the condition that someone takes over his Board Membership through the end of 2019. Jeff Lovitt nominated Sheldon Berkowitz. Kerry seconded the motion. Nominations were then closed. A vote took place and all officers were elected for 2019.

More: As the outgoing club President Forrest thanked everyone for their hard work this year. He hopes that everyone comes together again. (referring to some of the animosity displayed this year I believe). He said the future of the club looks good. Jeff Lovitt then thanked the Board and Officers.

Other: Doug B. reported that he got another bogus e-mail claiming to be Forrest. Watch out for those bogus e-mails that claim to be from club officers that say "contact me right away please."

Additional New Business: Purchase of portable classrooms from Lifepoint Church was mentioned. See the Board minutes. Getting new members discussion: Jeff Lovitt stated that a person he taught to fly at twelve years old is now a F-18 pilot. Forrest talked about the Provo club that is targeting the fifty-five year old and above senior community members to become new members. Sheldon added that getting grandparents involved in modeling helps. John E. suggested that making the points less expensive for younger members, up to twenty-one years old or even twenty-five years old might help. AMA/Club Relations discussion: Doug B. pointed out that the Leader Members are the ones that actually vote on AMA rules. With this, he suggests maybe we should create an informal group with other local clubs for communication in case we need it. Forrest says there are at least thirty-five clubs in District Ten.

Toilet Seat Nominations: Not even discussed

Show and Tell: After the prior meeting discussion of combat flying, Mike O'Kane and Mike Frint did a joint presentation of the Flite Test Bloody Wonder and Bloody Baron models. These models started out as being made of poster board (paper on foam) and now are made of a water resistant foam board put together with

hot glue. Lou Fox brought in a E-flite Night Radian FT electric powered glider. Flite Test in conjunction with Parkzone created the lighting package that features multiple light patterns. Jeff Lovitt brought in an air compressor that he uses to fill up landing gear air tanks. Somewhat looking like the cheap Harbor Freight air compressor this one is much nicer and not made of plastic. This one is a MasterFlow Cyclone model MF-1040 powered with a 3 cell 2250 mah LiPo. Forrest brought in his Freewing F-14 Tomcat that features two eighty millimeter ducted fans, a full lighting package and fully swinging wings. This one was a bear to program the radio as it uses a "mixing board" and has a lot of wires/servos/retracts. The mixing changes the control surface movements depending on whether the wings are swept or straight. A very impressive model.

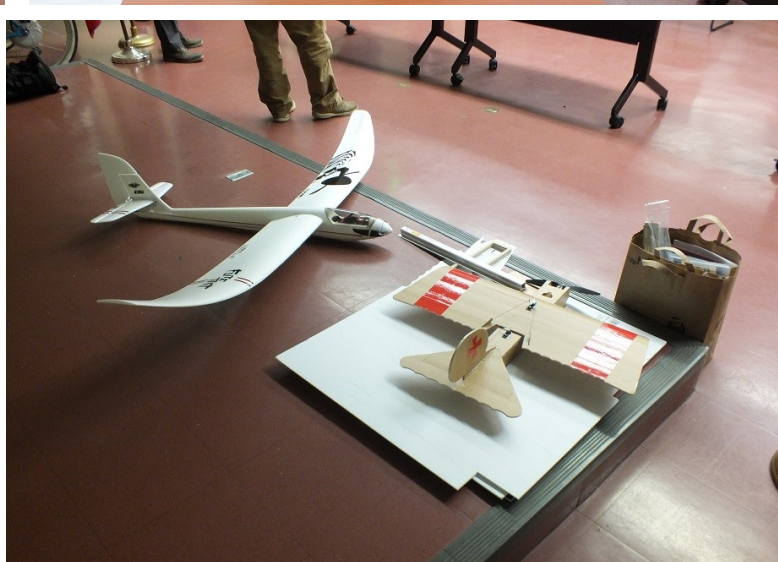
The meeting was adjourned at 2114 hours.



SHOW N TELL

**Kerry Roberson
and Mike O'Kane
describing their
Flight Test
"Bloody Wonder"
combat models.**

**Lou Fox talks
about the E-flite
Night Radian FT
electric powered
glider with light-
ing package.**



...more SHOW N TELL



Jeff Lovitt describes the battery-powered compressor he uses to fill aircraft air tanks.



Forrest Barton showing off his latest: Free Wing F-14 Tomcat model





December 10, 2018 Board Meeting Minutes

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

The meeting, held at the Woodland Public Library, was called to order by Forrest Barton at 1812 hours. Eleven members were present. Two more members came in during the second half. No guests or new members.

Old Business: Shade: Mike O. said he was unable to talk to Yolo County about the shade structure permits because they were closed for the holiday. Water supply and pumps: Further discussion ensued about power supplies. The Board is looking at getting more P.G. and E. electrical power to run the pump (s). We are looking at costs to add, possibly, another transformer, power pole and/or wiring at the field. John E. and Ken Hook are working on this. P.G. and E. would be responsible for installing a transformer. The club would be responsible for the providing the feeder wiring. Also, a P.G. and E. representative will need to visit the field with our representatives to formulate a plan of action. Adding a second meter could double our monthly cost, which is about thirty dollars a month now. We also want to know if we could shut down the second system during the winter during the times we don't need to water the grass. As far as power now, we have twenty amps to the pit and twenty amps for the snack shack. During large events we are pushing the limits of the current system. Upon further discussion, Doug B. made a motion to table the two December motions about purchasing pumps until the January meeting. The motion was seconded and passed with no opposition. Other: John received the memorial plaque for Milt DeGroot but it has not yet been mounted at the field.

Event report: Vacaville Library event November 15- Forrest reported that there were more people at this one; unlike last year. What he thought was going to be a Show-n-Tell was actually a forty-five minute presentation fol-

lowed by about fifteen minutes of Q and A. A flying display with a Clik and a Vapor model using goggles was put on. Monty Welch, Doug and Forrest Barton and Keith Young participated. If anyone else was there, I apologize for not mentioning your attendance.

New Business: Work Party? A work party is not needed at this time. Other: Monty Welch has requested that we put some kind of runway centerline markers in the field away from the ends of the runway. Monty has even offered to install these. At the old field we had barrels and these are used to align your final approach to the runway. After discussion it was decided it would be best to use redwood posts and not plastic barrels. Mike O. has some steel barrels he will donate for this purpose. Adding structures/buildings to field: the Lifepoint Baptist Church is getting rid of some temporary classroom buildings. They are giving them away for free. The Board is considering these to use as a clubhouse/meeting room or storage at the field. We would probable need permits for these. Mike O. and Jeff Lovitt are looking into this and keeping the Board advised. Mowers, etc: The Mountain Valley golf course at Gibson Road and Road 102 is closing at the end of 2018. The are liquidating equipment, including sprinklers and we may look at getting some of this. John E. is going to research this.

Event Calendar 2019: Current events planned are: Float Fly May 3-5 and October 4-6, Helicopters May 9-11, Pylon Race May 18-19, Castle May 23-27, and Pattern event September 7-8.

Meeting adjourned at 1900 hours.

My 2019 New Year's resolution is to finish building the plane from 2018 that should have been finished in 2017 after I started it in 2016 after buying the materials in 2015 to go with the plans I downloaded in 2014.

Tips for Selling your Used RC gear, CONCLUSION...

Last month I discussed what I might consider a "worst case" experience selling an item on eBay. You will recall, I sold an engine to a buyer in England who expressed dissatisfaction with his purchase and demanded a refund. Despite many messages to both the Buyer and to eBay, I was left without any options but to refund the buyer's purchase price and his shipping costs. However, because I had taken longer than 5 days to issue the refund, eBay declared the Buyer had no obligation to return the engine. Several phone calls, formal complaints, and appeals to eBay were all decided in favor of the Buyer. The initial return instructions issued by eBay dictated that I arrange for a shipping company to PICK UP the engine from the Buyer; he had NO responsibility to even ship the engine back to me! I later was told by eBay mediators both in the U.S. and U.K. that in fact, it was NOT my responsibility to arrange a courier pick-up, but this was counter to what eBay stated in print and to what the Buyer was holding me to. I even paid for postage and sent the pre-paid shipping label to the Buyer, who denied having received it. He then took things a bit too far and threatened that unless I arrange to have the engine picked up from him by December 7th, It would be "disposed of."

Rather than continue to relay what transpired between us, I thought that this month it might be entertaining for you to read the actual messages exchanged between the Buyer and me... so without further adieu, here goes:::

Buyer, November 29th: The courier has not picked up the package. Please check with your carrier and advise about pick-up date.

Me, November 29th: November 26, 2018 I sent to you the pre-paid postage for the return of the engine. Please acknowledge receipt and return information.

Buyer, November 30th: What part of carrier pick-up don't you understand? FedEx, UPS and other carriers all provide this service, but you don't want to pay for their service. You have not provided a label for pick up as requested, several times now.

Take note, if the item, that was not as described is not picked up by next Friday, it will be disposed of. This should be no surprise as you've had ample notice to date.

Me, December 4th: I have spoken live with eBay U.S. and eBay U.K. Both customer service reps confirmed I am NOT REQUIRED to arrange a Courier pick up from the U.S. for my item in the U.K. I have provided pre-paid postage to you via your personal email AND to this Message board.

The only ethical thing for you to do is RETURN MY ENGINE, sir. Are you ethical?

You are gravely mistaken if you think you can take my engine without paying for it, and I will simply go away

Buyer: no response

Me, December 6th: Dear Narinder (his actual first name),
I trust you have come to your senses and will promptly return my Fitzpatrick .61H engine. It is unfortunate you will be returning it in a damaged box, but I expect the engine and packing materials to be in exactly the same condition as when you received them: COMPLETE, Never fueled, Never fired, and PRISTINE.

You don't know who you are dealing with, nor would I expect you to, so here is a quick primer:

I am an RC modeler of over 45 years and an avid online buyer and seller for more than 20 years. In hundreds of transactions, I have established 100% excellent feedback buying and selling on RC Universe, RC Groups, Flying Giants, eBay, and 6 Facebook sites.

I am also a prolific writer, creating a monthly newsletter for a local club and contributions to a national vintage RC publication. I have written 8 product reviews for a national RC magazine and 2 assembly manuals for the largest composite RC aircraft company in the world. I regularly write and contribute to blogs on the various RC websites. Until now, I was utterly ignorant of eBay's return policy which allows unscrupulous Buyers to screw honest Sellers. I have fully refunded what you paid for the engine plus your shipping costs. I have paid both eBay and PayPal fees for this transaction. I have provided you with pre-paid shipping for the return of my engine. Please reply with shipping information no later than December 10th. Failure to do so will result in the following:

On December 11th, I will make it my life's work to inform every existing and future patron of the aforementioned media, of my horrific sales experience with Narinder Matharu and "Blazinengines."
And as I work for a company headquartered in Oxford, England, a mere 53 miles from Amersham, a visit to you will be on high on my bucket list.

Do the right thing and let me know when I can expect my engine to arrive.

Buyer, December 8th: You continue to indulge in your delusions, which are fanciful and quite far fetched from the actual facts.

A used defective item was described as new, by you. Despite evidence of defects and usage marks on the item, you continue to deny the actual facts and continue to delude yourself.

A return and refund was requested from you, but you refused. An intervention by eBay was needed for the refund. A return item pickup was requested from you, within the time frame set by eBay, but you refused to do so. You agreed to a refund, after eBay issued a refund. You deluded yourself that you had issued the refund.

You sent an expired post office label, after the deadline date set by eBay, in the hope that you could appeal and reverse the decision taken by eBay for item not as described. But there was no pick-up, because you did not want to pay for the pick-up by FedEx, UPS or other carrier.

You underpaid for the post office label. You fully well knew what the package ought to weigh. A good clue for you may point you to the fact that you sent the package. Did you calculate that the value of the defective item would be worth less than the cost of a pick-up FedEx, UPS, or other carrier?

Being that I was going to the post office, I did drop off your defective item. The post office service representative said the label had expired and it was underpaid for package weight. The decision for me was to either pay an additional amount for postage, photo attached, or to ask the local charity shop if they would be okay to accept a defective item, in the hope of a charitable sale for a good cause. The charity shop refused to accept the defective item.

Given your condition, the disconnect with facts and reality, I would suggest that you seek medical help.

Me, December 10th: Blazin,

You sound remarkably similar to the lefwing ideologues here in the U.S. who never allow facts to get in the way of their preconceived ideas. However, your wise decision to return my engine proves that even a Pavlovian dog can be taught a new trick. Clearly, you're not a stupid person.

Are you familiar with the Latin, "Caveat Emptor?"

"the buyer alone is responsible for checking the quality and suitability of goods before a purchase is made."

Is it "delusional" to state that you were responsible for examining the 10 crystal-clear enlargeable photos, 7 of which were of the engine, in my ad?

You were responsible for asking questions about the item before bidding, especially if your idea of "New In Box" meant the item had never been touched by human hands and was the result of divine conception.

And you were responsible for passing on this engine if this particular example had production "flaws" that didn't live up to your standards.

The casting marks were clearly visible in my pictures. You may be engine savvy, but ignorant to believe that casting marks are a sign of "use." It was dishonest of you to make such a claim.

The box was fully intact when it left the USA, and the engine was well-packed.

Mounting marks: I won't disagree that this engine was probably mounted for display. Does that make it "used and suitable for the trash?" Delusion or hyperbolic? Sounds like both.

As model aircraft engines are designed to be run, "using" the engine would involve fuel and fire, would it not?

Obviously that never occurred with this example.

Assuming I actually receive the engine, it will be gratifying to add this exceedingly rare Fitzpatrick to my collection.

I do apologize for under-estimating the cost of return shipping, but I've no doubt you can recover the Pound and 20 by fleecing another unsuspecting seller.

I hope you don't mind, but I have recommended to Merriam Webster that your likeness accompany the definition of "Caveat Venditor" (Latin for: LET THE SELLER BEWARE)

CONCLUSION: The delays the Seller blames on me were due to the 48 hour turn-arounds in eBay mediation responses. The 'expired postage' he claims I provided, was caused by him being unwilling to drop the engine at his local post office and allowing the shipping label to expire. Bottom line? I DID receive the engine and no further communications from the Buyer. In hundreds of transactions, I had never received Negative feedback, until doing business with this person, who gave me a scathing rating on eBay. To their credit, eBay mediators REMOVED the negative rating, restoring my record to 100% positive.

What did I learn from this experience? IF you sell an item as "New In Box," then it had better be PERFECT. As you know, some items may be decades old, but technically "N.I.B." since they have never been "used" in the manner for which they were intended. Calling the item New In Box can create problems for a Seller, as I learned the hard way. This is probably why you will see many Sellers on eBay calling an item "Used" when it appears in every way to be UNUSED. Other Sellers will state in their ad "As-is, No returns." Had I employed either tactic, my guess is this Buyer wouldn't have enjoyed so much leverage over this transaction. I will say the experience has soured me on eBay as a sales vehicle. I hope you gained some valuable knowledge from my experiences! (but wait... there's more...)

As I am not a helicopter engine collector and as I already have a Fitzpatrick .61 Airplane engine in my collection, I decided to sell (again) the heli engine. This time I advertised it on RC Groups. I did point out in the ad the mounting marks and the torn box top. I did NOT bring attention to the casting marks; just as they were in my eBay ad, these were clearly visible in the pictures.

The disgruntled eBay buyer paid \$255 plus \$35 shipping for the engine shipped to the U.K. As we all know only too well, he was VERY dissatisfied with his purchase.

This last buyer paid \$220 for the engine, shipped to him in South Dakota. The torn box negatively impacted the resale value, thus, the reduced asking price. Here is what this Buyer had to say upon receiving the engine:

Richard,

The Fitzpatrick 61 ABC-H arrived Thursday in perfect condition. I want to thank you for the excellent packaging. The engine is just as described and I am delighted to have it. If you should, by chance, ever run across the muffler for it please let me know. The mufflers are unique and fit nothing else but by the same token nothing else fits the engine. Should you run across it I would like the opportunity to purchase it from you and pay the postage. Again, it has been a pleasure doing business with you, know the engine will be well kept, and thank you.

Bill



And that's all I've got to say about that...

Rich Geertson

WARNING !! CONTAGIOUS

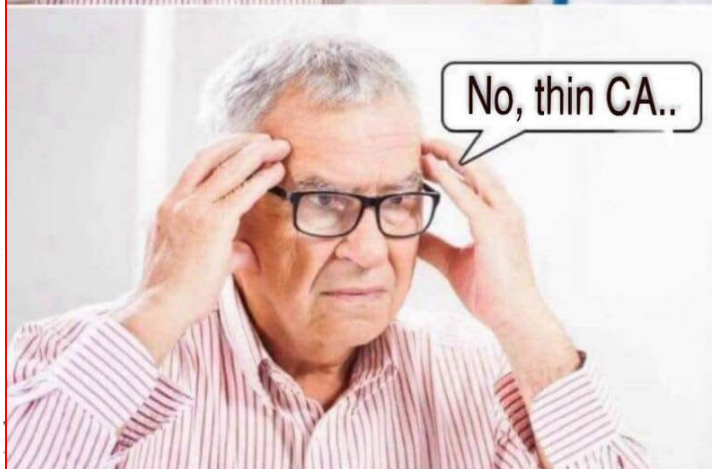
MODEL AIRCRAFT DISEASE

ADULT MALES VERY SUSCEPTIBLE

SYMPTOMS — Continual complaint as to need for a constructive hobby. Patient has blank expression, sometimes deaf to kids and wife. Always haunts basement, attic or garage. Won't do work around house. Has nose in model airplane catalogues and magazines. Often found wandering around airports wearing flight helmets and carrying camera. Mumbles numbers such as P-51, P-40.

NO KNOWN CURE DISEASE NOT FATAL

Visit Hobby dealer. Victim should fly model aircraft, and visit flying fields often as possible.



NEW Futaba HPS-A700 Servo...WOW!

SPECIFICATIONS

Operating Voltage Range: 6.0V~7.4V

Torque: 875 oz-in (1028oz-in) at 6.0V(7.4V)

Speed: 0.15 (0.12) sec/60° at 6.0V(7.4V)

Dimensions: 1.59 x 0.83 x 1.55" (40.5 x 21.0 x 39.4mm)

Weight: 2.89oz (82g)

Just in case you thought the Moki 250 was the only choice for a big warbird...

Valach just introduced their new 250 5 cylinder. You can find them for sale at Vogelsang Aeroscale and from Toni Clark.

VALACH VM 250 R5-4T



There is yet another big dog in the 250cc 5 cylinder radial arena... the Black Star 5-250, available at Tomahawk Aviation. Black Star offers many other radials in glow and gas, from 35cc to 260cc. They are built in India by UMS under license from Seidel. IF you were wondering where the Evolution radials went (formerly sold by Horizon), you will find all of them (and some not offered before) at Tomahawk Aviation.

BLACK STAR 5-250



Speaking of big 5 cylinder radials... some of you may have seen me flying my CARE SU-31 with it's new Moki 180cc radial. When it's running on all 5 cylinders, it's a sight and sound to behold, very quietly hauling the big Sukhoi around with awesome scale authority. Unfortunately after only 4 flights, an ignition coil went bad, rendering cylinder #4 nothing more than an air pump. Returning the engine for warranty service resulted in a destroyed engine mounting display plate and a damaged box. Considering how well the engine was packed, the damage only could have occurred via the US Postal service using my engine for soccer practice or track and field events... shot put comes to mind.

After receiving the "repaired" engine, I posted one flight before the fire in #4 again went out! I again removed the engine, but this time mounted it on my test stand, eliminating the electric fuel pump and Opto-kill. With brand new spark plugs the engine started right up...on 4 cylinders. #4 IS DEAD! Removing, packing, shipping, and re-installing the same engine over and over is not my idea of fun and relaxation.. *failed radial Ground Hog Day* is certainly NOT what I expected when I opted to purchase a brand new Moki! I am quickly losing faith in the stock ignition, but have been assured my negative experience is *exceedingly rare..? Hmmm.*

Stay tuned.

Rich Geertson



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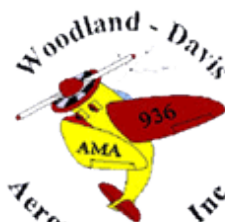
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Jan. 14th at 7pm

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



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