

WOODLAND/DAVIS AEROMODELERS



Nov Newsletter 2019

Prez Sez:

Hi everybody. Please remember to display your club card when flying at the field. A quick update on the water/power project: John, Doug and Ken moved the water pump and installed a meter pole for the pump on 20 October, not sure if the water is flowing yet, but it will be soon. November is nominations month for club officers and board members. We have two board positions open and officer positions open for president, vice president and secretary. John Eaton has volunteered to remain as treasurer for next year. Please think about serving or nominate someone you think could do a good job. Remember if you don't like the way things are managed in the club, this is your opportunity to have a voice in the process. Please remember to wear your hat and sunscreen at the field. Hope to See you at the November meeting.

Kerry

NEXT WDA CLUB MEETING

Woodland Library, Leake Room

Monday Nov. 11th @ 7pm

Board meeting @ 6pm

I'm an
RC ADDICT
On the Road to Recovery.

Just Kidding, I'm on the Road to the

HOBBY STORE



Prez Sez

Kerry Roberson

Meetings Minutes

Mike Frint

Modeler's Corner

Rich Geertson

VQ P-38M build

Monty Welch

Cover photo: Monty Welch's P-38M

October 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, Danny Winters. **Absent:** Board Members: Sheldon Berkowitz, Chris Dellinger, Mike O'Kane. Safety Officer: John Lett.

The meeting, held at the Woodland Public Library, was called to order by Doug Vice at 1805 hours. Eight members were in attendance. No guests or new members. A motion was made by Danny to approve last month's Board meeting minutes. The motion was seconded by Kerry and adopted.

Officer Reports:

President: Kerry stated that he has not been able to do any flying lately as he was dealing with personal issues and traveling.

Vice President: Doug reported that he also has not been able to fly lately. He also stated that he has been getting odd phone calls from people looking for the safety officer. Danny also has been getting calls like this.

Treasurer: John reported that \$1700 came in, including a \$300 donation from someone who used the field to test a turbine engine. Add two hundred dollars from the float fly, two hundred from the control line event and about one hundred ten from the Old School and Golden Age events Rich put on.

Secretary: Mike had nothing to report.

Other: A message from Forrest that Jim Saare reported that an intruder had come into the field at 4 a.m. one morning.

Membership: We have 100 paid up members.

Old Business: Water supply/pumps/electrical-P. G. and E. is done and the electric meter is working. John put new bearings in the pump. Doug B. did some wiring. Ken Hook put in two new posts for the control box and Doug V. will move the box this week. Doug V. also reports that the fuses aren't installed yet. The finish work will be done soon. **Shade structure-**Mike O. was absent. Doug B. reported that one pole came out during the recent storm.

Gravel repairs at parking lot to pit entrance-still tabled until January.

Event report: Doug B. reported on the **Meat and Meet C/L event.** Perfect weather, lower attendance and no accidents. He also stated that attendance at contests in general is down. **Float Fly-**perfect weather, dead calm on Saturday. Instead of dinner this year they did a big luncheon. John E. purchased a Timber ARF model from R/C Country and assembled and flew it right at the campground. The most common airplanes this year seemed to be the Hobby King Albatross and versions of Cubs.

New Business: Picnic Tables at field-Jim Saare offered to refinish the picnic tables if we supply him with materials. John E. made a motion that the Board approves one hundred dollars for supplies. The motion was seconded by Doug B. and adopted with no opposition. **Work Party-**

The work remaining is only requires a few people to back fill the ditches and do the electrical work. We will need to work on the tarps and chairs and eventually pull the pipe from the canal culvert. Doug B. said he going to take the trailer back to the airport. A small group was scheduled to work October 26 at 9 a.m.

Nominations: Election time for club officers and two Board member positions is approaching.

More New Business: Doug B. announced that R/C Country is moving at the end of the year to Highway 50 and Bradshaw road near the West Marine store. The current building has been sold to be used by Sacramento State University.

More Event reports: Old School event-There were some cool classic designs that were brought out and flown. Doug B. reported that Jeff Lovitt had brought an Olympic 2 sailplane built by the late Cy Jannke and Jeff played "pass the transmitter" and let multiple people fly it. Doug and Forrest set up their winch to launch the plane. Doug thinks he may have a second winch. This got us excited to plan a "sailplane day" or even go back slope soaring. Only six people officially signed up for the Old School event. It may have been due to the weather. It went from cool, breezy and cloudy to a beautiful day then later a tornado warning, hail and winds right over Woodland and the field. Jim Saare and his lady friend had to hide inside the connex box as the storm passed through.

Upcoming Events: Kerry mentioned the Chilly and Chili fly in on Jan 1. Will there be a food coordination again?

Meeting adjourned at 1842 hours.

Below: John Eaton's 1937 Benny Boxcar was the featured model at the club meeting's Show N Tell



October 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, Danny Winters. Safety Officer: John Lett. **Absent:** Board Members: Sheldon Berkowitz, Chris Dellinger, Mike O'Kane.

The meeting, held at the Woodland Public Library, was called to order by Kerry Roberson at 1903 hours. Twelve members were in attendance. No guests or new members. A motion was made by Art W. to approve last month's general meeting minutes. The motion was seconded by John Lett and adopted. A correction from last month's minutes-the club boat and trailer are at Randy's house not Chris D.'s. It was only there when the club first obtained and rebuilt it. Thanks Randy.

Officer reports:

President: Kerry repeated what he said at the Board meeting.

Vice President: Doug waited until the Field Chair report.

Treasurer/Membership: John repeated what he said during the Board meeting. We have 100 members.

Secretary: Nothing to report.

Safety: John Lett reports that the neighbors are happy and there are no known incidents. The house to the east that has the water ski ponds is for sale and there is a possible buyer. Bill McGaughey added that he has talked to this person already.

Chair reports:

Field Chair: see below under Old Business.

Newsletter: Rich was absent.

Points: Stein was absent. He has been e-mailing the updated points lists to the Board members.

Website: Kerry stated that the website was current as of this meeting.

Old Business: Water/power/electrical supplies-We are close to finishing this project. See Board meeting minutes. One thing to add-we will need a final inspection after the electrical pump control panel is moved.

Event reports: Short reports were given about the Old School, control line and float fly events. See Board minutes for more.

New Business: Work party-a work party was planned for October 26 at 9 a.m. **Parking lot to pit entrance area-**as stated in the Board meeting, work on this area has been put off until 2020. Doug V. said he has received a lot of feedback regarding the fence aesthetics in these areas. He welcomes feedback. **Picnic Tables at field-**Jim Saare offered to refinish the picnic tables at the field. He will do at least one of them and see if we want to do more. He didn't think help would be necessary. **Also-**Bill McGaughey is going to remove the temporary dam from the ditch on the east side of the field.

Upcoming events: Chilly and Chili fly in on Jan 1.

Toilet Seat Award: None. Art did mention that he

crashed his DC-3 model though.

FAA/AMA and flying rules: John Lett also brought up the fact that the FAA wants to outright ban night flying. They also want to enforce the four hundred foot ceiling rule. Some of us received an e-mail from AMA regarding this. They want us to write to our elected officials. Doug B. added that there is a lot going on between the FAA and AMA right now.

Show and Tell: John Eaton brought his latest version of the Henry Struck 1937 Benny Boxcar. This one is enlarged to have a wingspan of 108 inches. It features removable wingtips and tail parts. It has 1600 plus square inches of wing area and only weighs about 90 ounces. With that much surface area he spent a lot of money on transparent red covering and has lots of leftover pieces. John is going to fly it in the electric Texaco class at the Society of Antique Modelers events. For more information got to: <http://www.yolo.net/~jeaton/gems/boxcar108/boxcar1081.html>

The meeting was adjourned at 1949 hours.



Here are a few pictures of my latest CARF Gee Bee. You may remember I began modifying this one into the very first R1 prototype, now referred to as the “bob-tail.” Notice the absence of a vertical fin.. and yes, this is the original prototype Gee Bee R1 racer as designed by Howell ‘Pete’ Miller, and built by the Granvilles. The R1 was test flown by Russell Boardman. He landed the plane on his very first attempt (impressive, considering how many aborted approaches I usually have to make before committing to land) and immediately commented that it was “a sweet flying airplane... but could use more fin and rudder.”

Throughout the history of this notorious race plane, it has always been assumed that Boardman asked for more fin and rudder due to yaw instability. It should be noted that Pete Miller, an aeronautical engineer, was one of the first to utilize a scale model and wind tunnel to test his Gee Bee design. He declared that the full size aircraft would exhibit “marginal” directional stability, but would be “safe to fly.” He also calculated the airplane would have a top speed of 298 mph. Jimmy Doolittle achieved just under 297 mph in the R1. Pretty good, considering Miller’s “computer” was a slide rule!

Modelers Corner



No one knows for sure WHY Boardman felt the airplane needed more fin and rudder. The obvious conclusion would be a lack of directional stability, but perhaps it was to reduce the rudder force required to keep the stubby 800 HP race plane flying in a straight line? When the Granvilles hastily added the vertical fin, they canted the leading edge to the left, creating a permanent ‘right rudder’ condition. IF the reason for additional fin was “stability,” WHY offset it?

When Delmar Benjamin first flew the R2 replica, he commented that the rudder was “extremely sensitive...you fly the airplane with “silk slippers” to avoid over-controlling the rudder. This begs the question: WHY did Boardman feel more rudder was required? Was it for additional stability OR could it have been to reduce right rudder pressure when flying a pylon course?

The Benjamin/Wolf R2 replica has a 500 HP P&W Wasp Jr. The R1 had a P&W Wasp @ 800 HP!

In the not-too-distant-future, I will learn first-hand IF that additional fin was required to keep the airplane moving in the intended direction!

Power for this 31% Gee Bee is a Valach 120cc four stroke. Scale prop is by Falcon. The modified, scale length gear required taller upper gear covers meant for the Hostetler 33% R2 - available from Fiberglass Specialties. Hannes Lutzenberger is creating the scale R1 cowl for me.

CARF ostensibly stands for:
“Composite Almost Ready to Fly.”
Trust me, it is anything but ‘ready to fly’...



I recently acquired some used P.A.W. diesels. They were in various states of filth and neglect, but I could see there was potential, so I purchased them. The smallest, at 1cc, is a good representation of what all the engines looked like when I received them. I began the clean up process with Simple Green, hot water and a tooth brush. On the more difficult areas I used lacquer thinner. After drying and disassembly, I used FLITZ metal polish on the carburetor body, needle valve, muffler, and prop thrust washer. In some hard to reach areas, judicious use of a Dremel wire wheel helped eliminate baked on crud. Compressed air was used to blow out the nooks and crannies and ample lubrication was used in re-assembly.

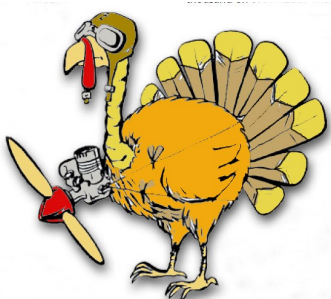
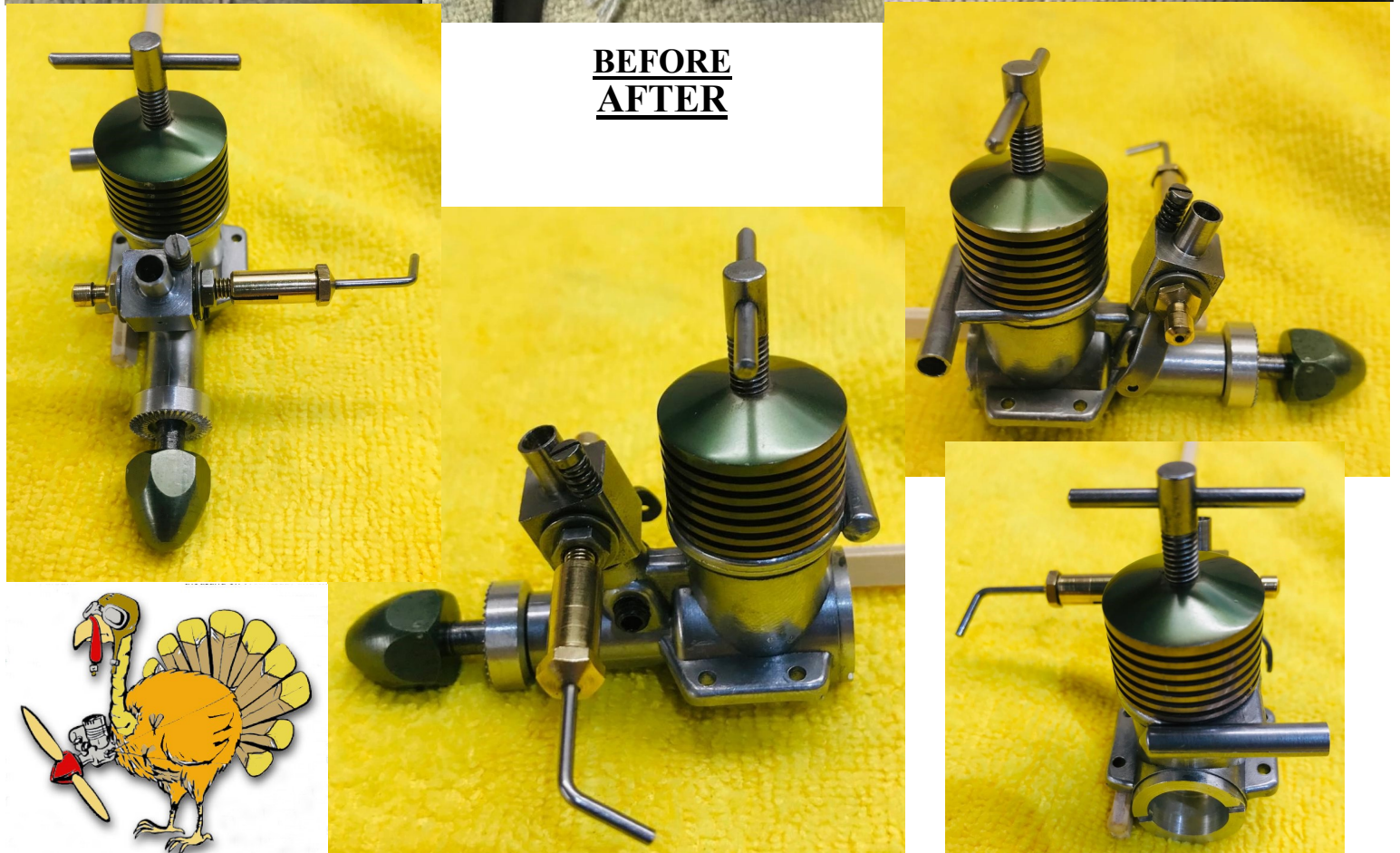
I have not yet run the engines, but have no reason to believe they will be problematic.

You might be amazed at the results you can get with a little effort...

Rich Geertson



BEFORE
AFTER



P-38M Build & Fly

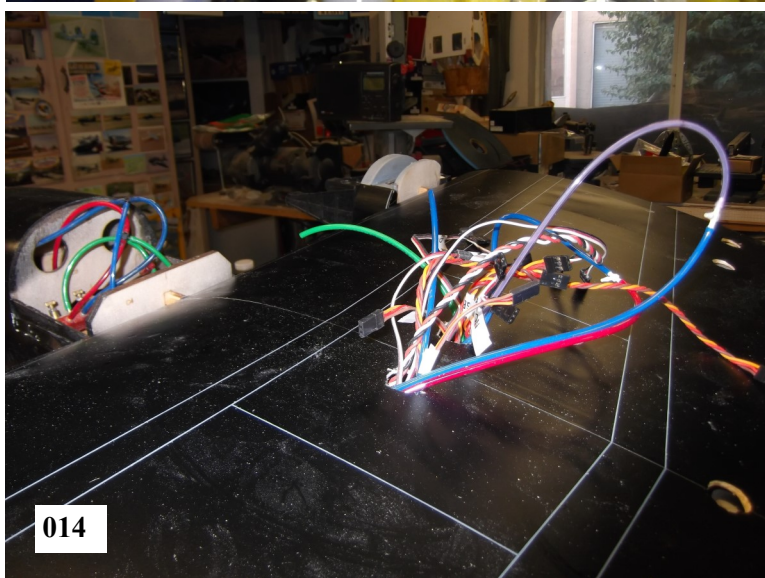
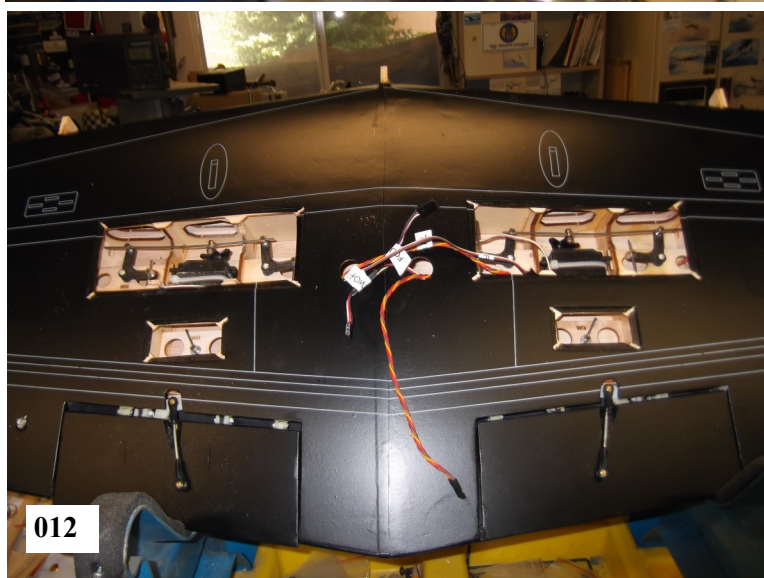
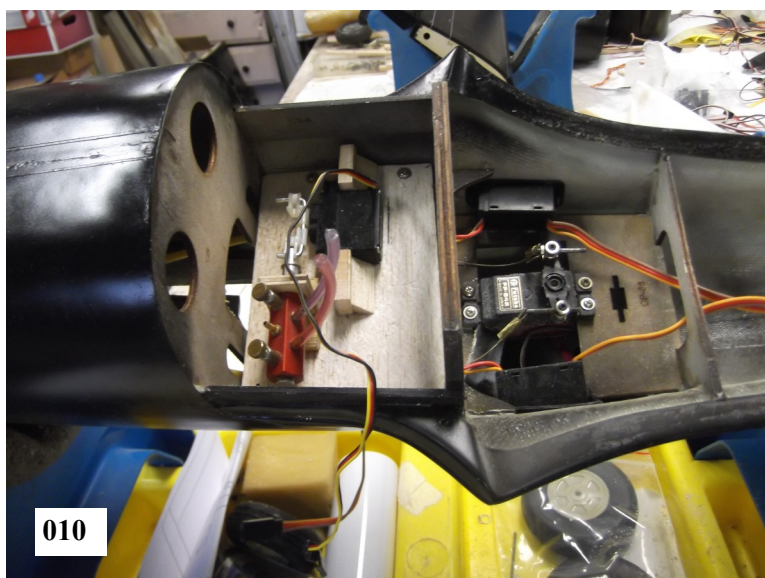
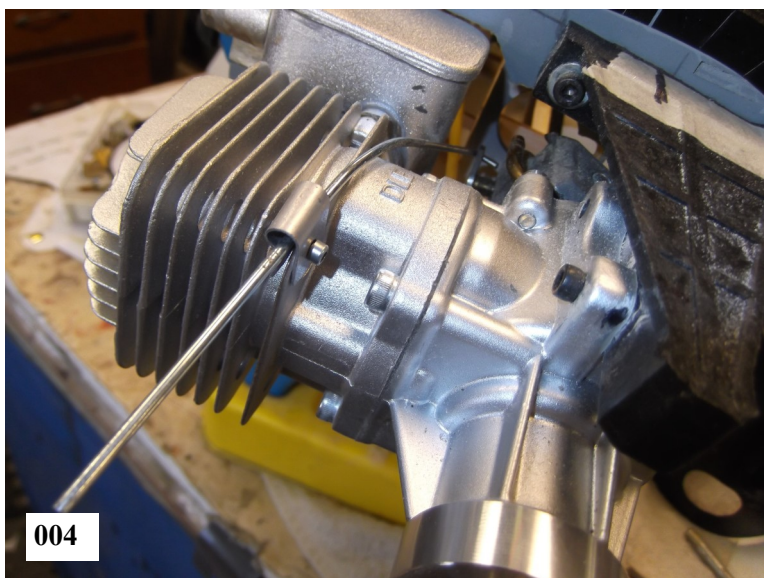
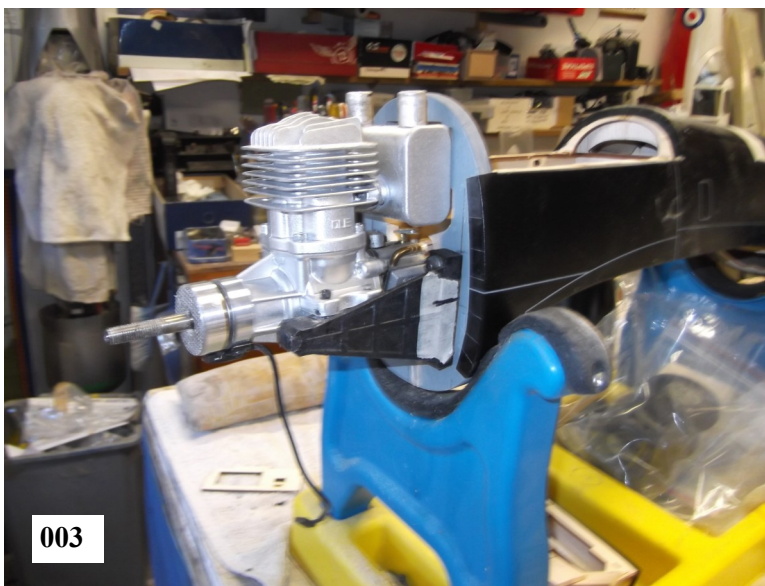
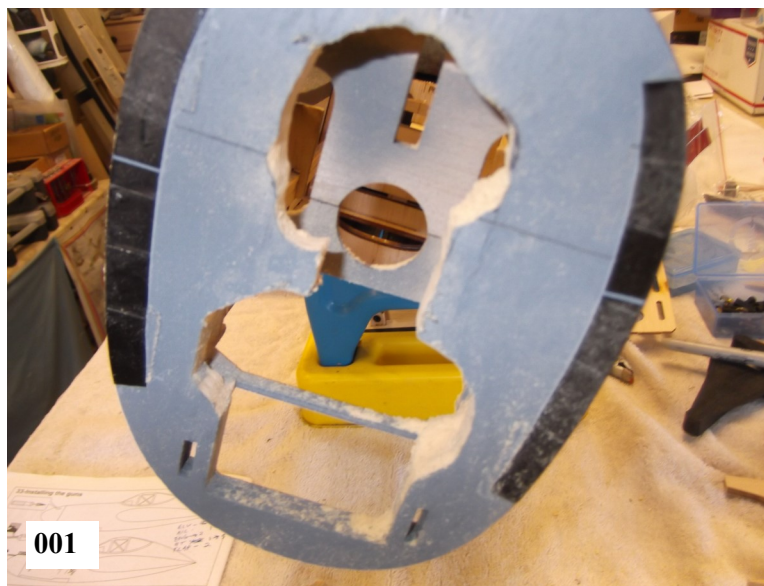


44-27234 a former P-38L converted to a
P-38M Night Lightning

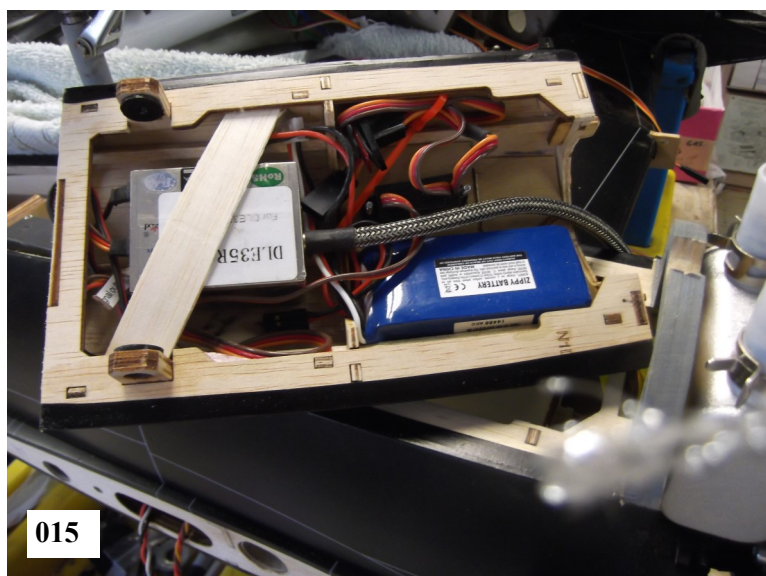
- Pic 001** This is the firewall after being modified to fit the DLE 20 engine.
- Pic 003** This is the installed DLE 20 engine. In order to facilitate easy adjustment of throttles, I used a separate CH for each engine.
- Pic 004** In order to activate the choke on the DLE engine, I used a rod connected to the choke, going forward thru a landing gear strap which was screwed to an engine fin.
- Pic 010** Landing gear retract system and nose gear steering servo.
- Pic 012** View of bottom of wing... showing the fowler flap system using 2 servos between the booms and then 2 more on each of the wings for the 4 flaps. To facilitate the adjustment of the individual flap segments, I used a separate CH for each flap segment. This made the setting up of flaps a lot easier.
- Pic 014** Bottom view of the wing with servo wiring & airlines for landing gear.
- Pic 015** Shows the battery and electronic unit for the engine.
- Pic 017** Radar operator instrument panel with radar scope
- Pic 018** Landing gear doors with springs to keep them open. I used a string attached to the doors, under the gear leg to close the doors. This also took quite a bit of adjustment to make them work right.
- pic 019** This is the radar antenna pod. I cut the bottom of it out, in order to put lead shot in to add weight to CG the plane.
- Pic 021** This is the final wiring to the receiver.
- Pic 022** Before maiden flight
- Front page** In flight P-38M
- Pic 024** successful landing
- Pic 025** These are the decals I used on my P-38... from Callie Graphics

This airplane is from VQ Models. It is an ARF and flies great. As previously mentioned it has a DLE 20 engine, rear exhaust, a very reliable engine. Landing gear is Robart. Futaba radio system, with 14 Ch receiver and props are Master 3 blade props 11 x 8

Pilot and Builder MONTY WELCH



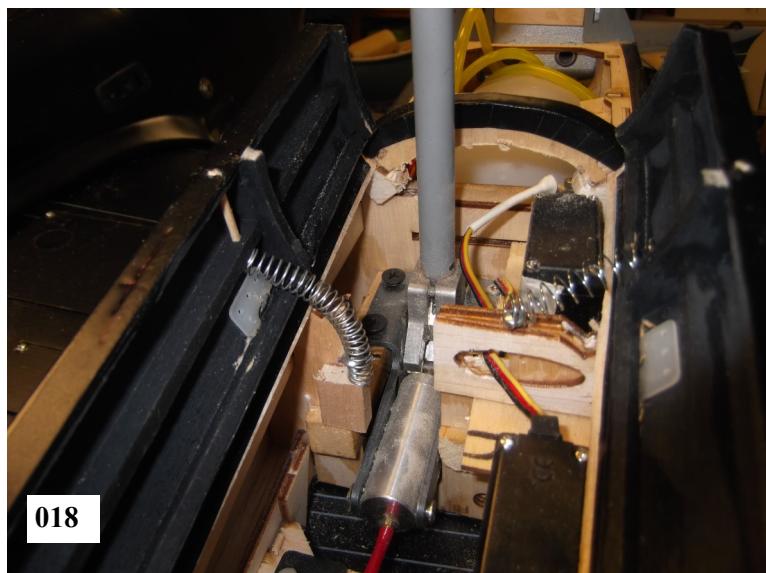
P-38M Build & Fly



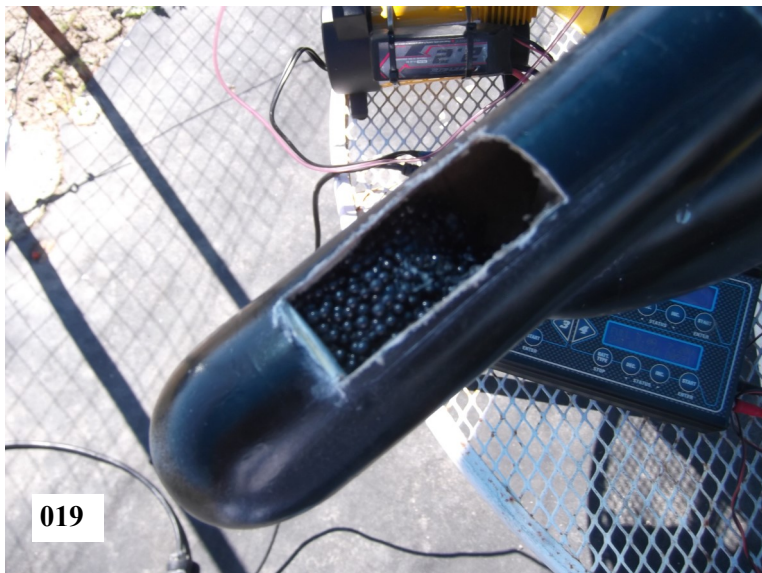
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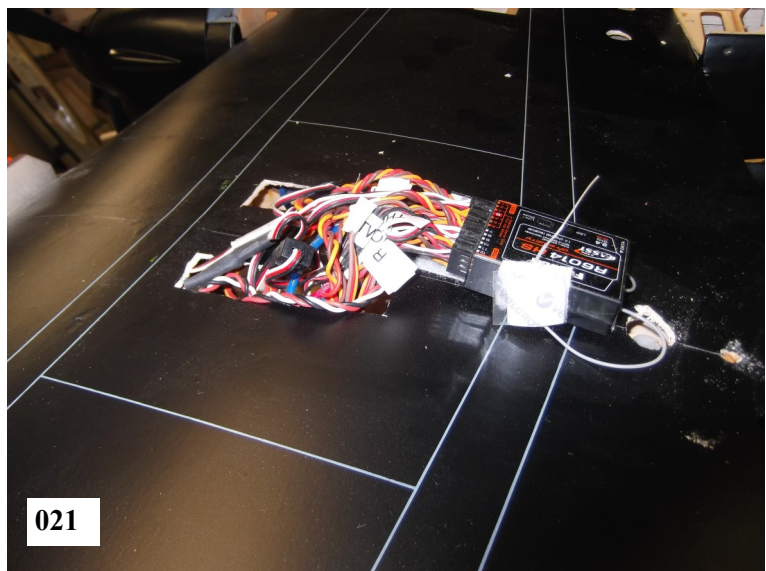
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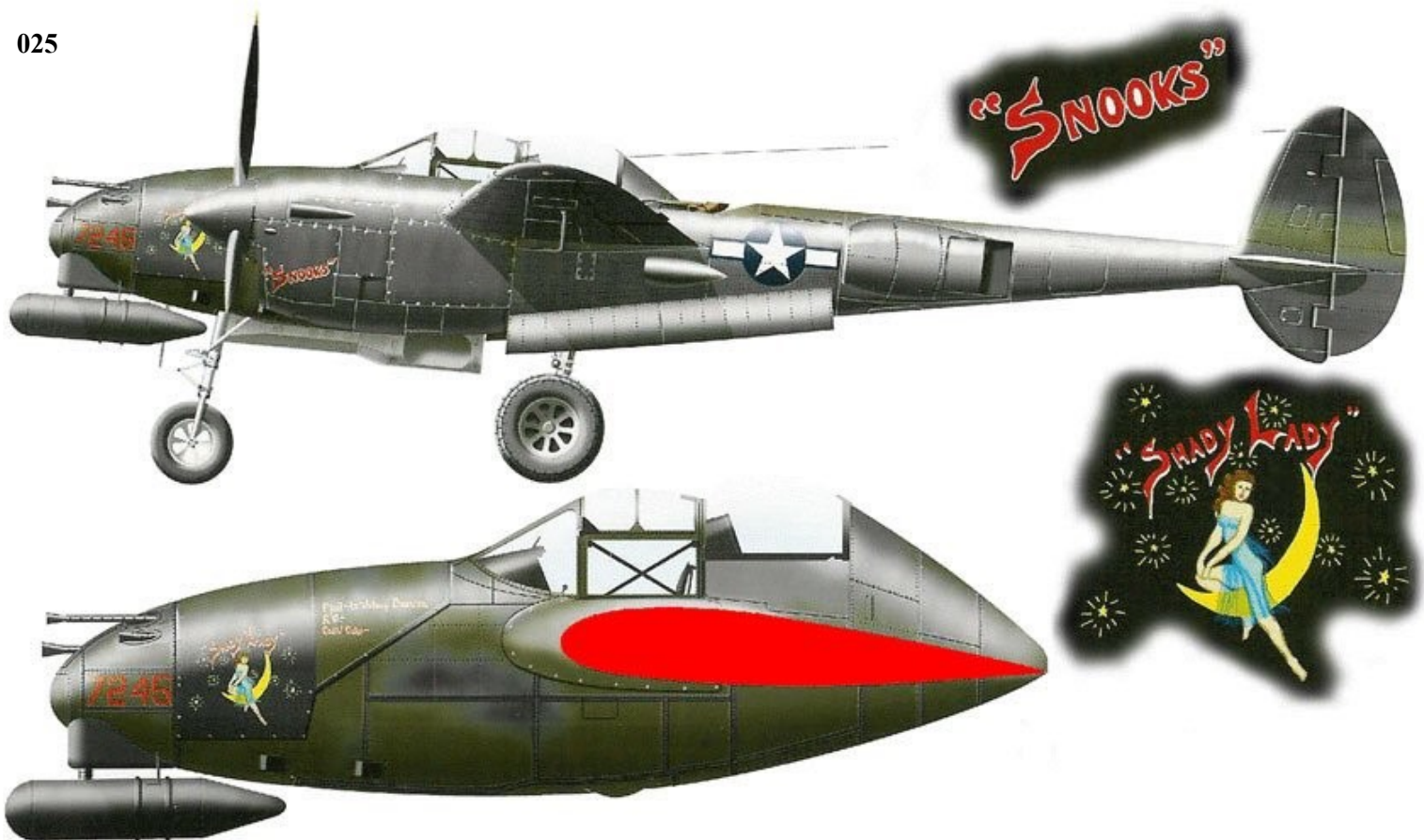
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P-38M Build & Fly



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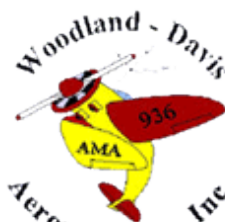
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



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



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