

WOODLAND/DAVIS AEROMODELERS



Dec Newsletter 2020

Prez Sez:

There is no Prez

Sez this month.



Merry Christmas

Meetings Minutes
Modelers Corner
F-100 'in flight fire'
The Shelly Foss

Mike O'Kane
R. Geertson
Monty Welch
John Eaton

Have a Merry Covid-free Christmas!

The December General meeting will be held **at the Club Field** on Saturday Dec. 12th at NOON. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County

**General Members Meeting
November 14, 2020
Meeting location Burgdorph Henson Field**

Board Members present: Randy Sizemore, John Eaton, Mike O'Kane, Doug Barton, Keith Young.
Meeting called to order by Randy Sizemore.
Last month's Board minutes reviewed, motion for approval, 2nd, and unanimous vote to pass.
5 General members are present.

Recognition of guests and new members, No new members present

Officer reports

President: Doug Vice has down from the President's position due to health issues

Vice President: Randy Sizemore is assuming the Presidents responsibilities' until next election.

Treasurer: John reports checking account balance of \$586.00 savings is \$2,169.00.

Secretary: Mike commented on the FAA rule proposal and is looking into where the process is for the rule to be finalized. The research is to endure we are doing the necessary vigilance to endure we will be considered ad a designated Flying Site when the rule is complete. The current Advisory Circular for modeling is AC 91-57B which has language in it that says guidance will be provided regarding Designated Flying sites when the rule is completed. AC 91-57C is being drafted and will cancel AC91-57B when issued. Here is a link to the AC. https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-57B.pdf
The rule is still passing through required offices before it will be final.

Chair Reports:

Membership: John reports there are approximately 102 memberships issued to date. Membership renewal has started, John can accept PayPal utilizing Friends and relatives method. Note: Membership work points have been waived for the 2021 season due to Covid-19 hardship, those who have the ability to pay their points are encouraged to donate. Your consideration is appreciated.

Safety Chair: Covid-19 concerns were discussed, masks and distance separation needs to be maintained.

Field Chair: Art Williams is present, there is a need of help with Thursday mowing. Please consider reaching out to Art.

News Letter: Rich Geertson is always looking for any article you care to see published please send to Rich's attention and mention the article is for inclusion in the NEWS Letter. Share your past or current build with the Club.

Points Chair: John Stein has the point tally current as of this meeting.

WEB Page: Kerry has the WEB current

New Business: 10-10-20: The gate at the levy road that was installed by the adjacent property owner has been removed at the present time. The Board is reaching out to the owner to work out an acceptable method of security to his property and WDA membership access to the field.
Access to the field could be interrupted at any time, reach out to Board members listed on the NEWS Letter if you have questions.

A meeting was held with the adjacent land owner and an agreement was offered for the Club to sign that will allow us access to the flying field. Jeff Lovitt is representing the Club to the land owner and the agreement will be reviewed when it is received. Item Open.

A motion was made to approve legal services for the agreement review, motion was seconded, and passed unanimously.

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1-12-20: Randy has reached out to the landowner and is awaiting a reply regarding the agreement.

Annual Nominations The following nominations were made and all received a 2nd nomination. Vote will be at the December meeting.

President	Randy Sizemore
Vice-President	Forrest Barton
Treasury	John Eaton
Secretary	Mike O'Kane

Nominations were closed for this meeting.

Old Business:

Woodland Christian after school STEP program.
This project has been postponed indefinitely due to Covid-19 issues.
Item open

Salvaged Sun room parts
Disposal in process
Item is open

Copious model plans (container/plans)
The Club intent is to categorize the plans and preserve the vintage model plans.
Item is open

Randy has the Club Float Fly retrieval boat at his house and is planning to return the boat to the Field. Plans are underway to make storage room for the boat in a Conex. Boat was returned at this meeting. Item is closed.

Next General meeting will be held at the Field on Saturday, December 12 at 12 noon.

Show and tell:
None

Set aside Saturday the 14th and come out to the meeting, bring an aircraft to fly and enjoy the field.

Meeting adjourned.



FAA One Step Closer to Finalizing Advisory Circular 91-57C

Advisory Circular (AC) 91-57C is currently under review for final sign-off by the [Office of Management and Budget \(OMB\)](#). AC 91-57C includes a process for community-based organization (CBO) recognition, information regarding the upcoming knowledge and safety test, and possibly night flying in controlled airspace. For more information about the knowledge and safety test, read our [recent blog post](#).

Members should expect AC 91-57C to be published in the Federal Register for public comment soon. After it has been published, members are free to submit their comments regarding the advisory circular. In the meantime, for any questions, comments, or concerns, contact the Government Affairs team at amagov@modelaircraft.org or call (765) 287-1256.

Mike O'Kane

For whatever reason, I decided to deviate from my Grumman Skyrocket project and build a vintage Glenn Spickler Quickie 500 kit I had on the shelf. True to the original, power would be an old K&B "Torpedo" .40 with an exhaust baffle (i.e. LOUD). I used to admire these

Quickies being flown as they were intended to give any modeler an uncomplicated path to pylon racing. Everyone built the same simple airplane; everyone used the same engine, prop and fuel, so the WINNER truly was the best builder/pilot. Alas, like every competitive endeavor, modifications snuck into the mix until today's "Q500" racers are faster than the Formula One planes from the original Quickie 500 racing era—and just as expensive!

While I expected the parts fit on this old machine cut kit to be almost perfect, I did not expect the build to create any head-scratching moments... but it did. I would have to "credit" the austere building instructions, printed on both sides of an 8.5"x11" paper.

As I had been engrossed in my plans-built Skyrocket, REplete with head-scratchers, I was looking to the Quickie kit for relief from using my grey matter, but the instructions didn't quite alleviate the thought processes... (but I later found a work-around...)

Using CA, Titebond and epoxy, the airplane went together fast and parts fit was excellent. The design of the build was also excellent, resulting in a strong, straight, and light airframe.

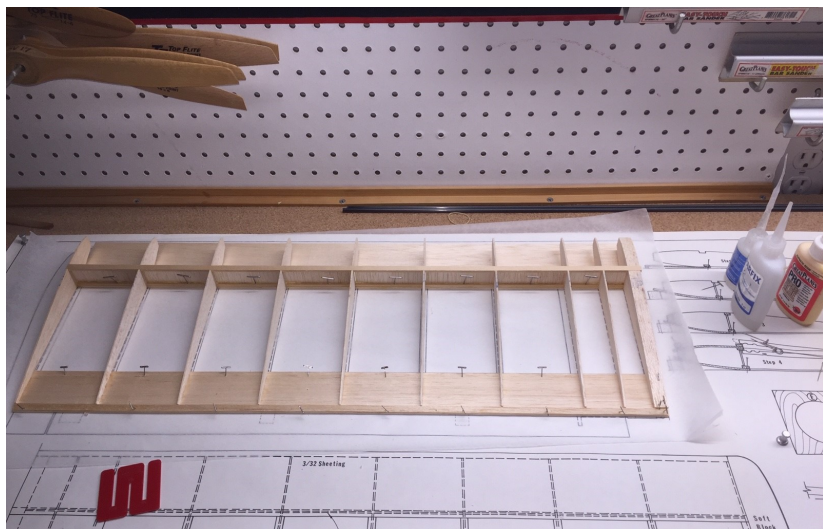
Modeler's Corner



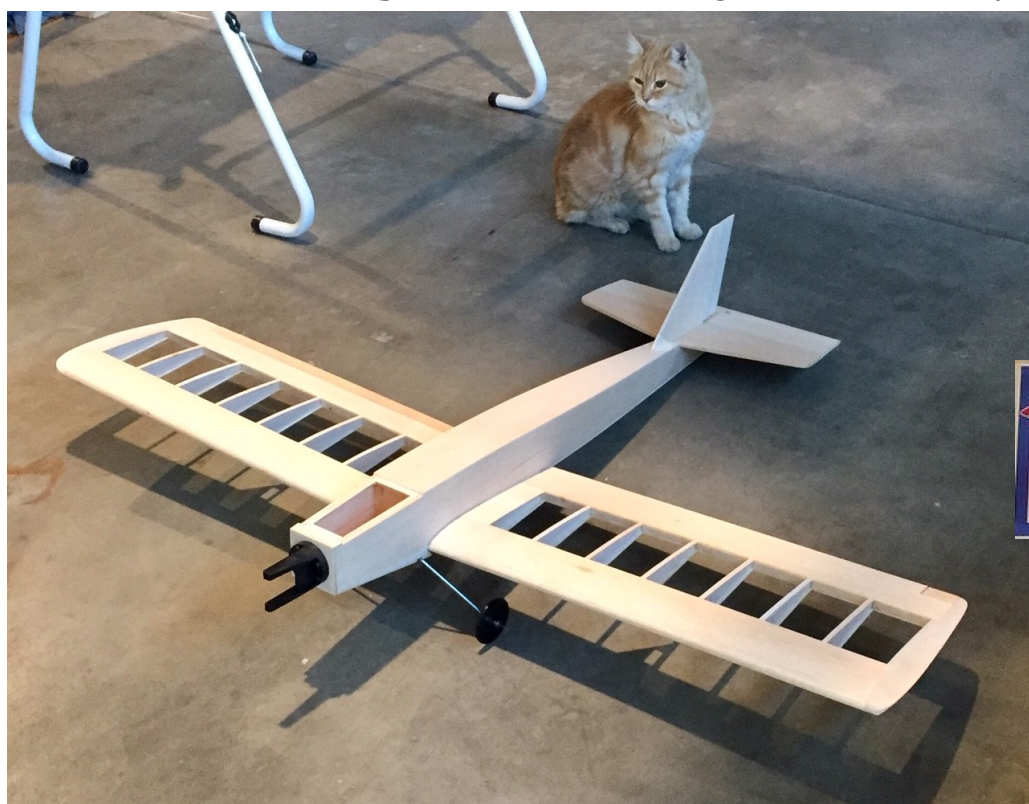
Fuselage and tail parts shown at left.

After building so many large scale models, there IS something to be said for small and simple, especially when the quality of the kit is high. It's just plain FUN to build, and that is, ostensibly, what this hobby is all about. Everything about this build was nostalgic, including the radio install and use of Nyrods (not included). Being a relatively fast airplane, I made sure to brace the Nyrod pushrods for minimal flex. And as this was never intended to be a kit review or full build expose, I didn't take many pictures during the build. As a matter of fact, this kit has long been out of production, so finding one would be by chance. However, the company OLD SCHOOL MODEL WORKS does offer a Quickie 500 clone kit, which, being laser cut, is probably even better than the original.

www.oldschoolmodels.com/q500.htm



Wing (half) construction on left. 6 ounce glass cloth was used to strengthen wing center section, on right. The kit went together fast and I probably spent almost as much



time sanding and shaping the completed airframe, as I did building it.

Covering of choice was red, white and blue Monokote and I used the box top as a guide to arrive at a pleasing color scheme. It had been quite



some time since I applied Monokote, but it went on well and even navigated curves reasonably well with the application of high heat from my Monokote heat gun. I was

happy with the finished product...



So, did I mention earlier my motivation for this build..? To alleviate the stress of actually having to THINK about what I'm doing? Well, despite the instructions failing to fill in all the blanks, I still managed to shut off my brain long enough to maiden this airplane without ever once, not a single time, thinking about aileron direction...

In my nearly 50 years in this hobby, I have never flown an airplane with the ailerons reversed, and for those of you who have yet to make this fatal error, I don't recommend it! It happened so fast, I didn't have time to yell "OH SHI*!!!" But I can describe to you the occurrence of events as the airplane rotates into the air and inevitably banks in one direction or the other. Your natural inclination is to CORRECT the bank and if you're an experienced pilot with control throws properly set up, this is a gradual input. However, as the correction is gradually fed in, the airplane does not respond and the bank is exacerbated, which stimulates your now half-functional brain to feed in more correction, which only makes things worse. With 10 feet of altitude and 60 mph, there was a millisecond of time to contemplate what's happening. In my case, that realization came a nanosecond after the airplane was cartwheeling into the ground! Yup, I knew that instant, my ailerons were reversed! **STUPID, STUPID, STUPID!!!** The damage is repairable, but NOT something I am looking forward to doing. The moral of my story?



NEVER, NEVER, NEVER maiden an airplane without either having another experienced modeler CHECK IT OUT FOR YOU FIRST. Just hand him your transmitter and walk away.

OR, create a "**First Flight Check List**" that includes double-checking aileron direction.

This is SUCH an elementary item, but too frequently overlooked. I DID range check the airplane, engine running, and did look at the elevator and rudder directions. As I think back on the building and finishing process, not ONCE did correct aileron direction ever occur to me. Are they moving in the opposite direction? **YES**. Do they return to neutral? **YES**. OK, let's GO!!

This was SUCH an amateurish mistake and I am embarrassed to be even a small part of it, let alone its PERPETRATOR! But, if my mistake can spare you an airplane, then it was worth the sacrifice.

Rich Geertson

SUBJECT:: F-100 IN FLIGHT FIRE

I bought an EDF F-100 from Flex Innovations.. This plane was a lot of fun to fly and easy to land.

On the 10th flight, a catastrophe happened.... I saw smoke coming out of the tailpipe, and realizing that I did not have a smoke system on the plane, I quickly realized the darn thing was on fire! I initiated immediate landing protocol (any pilot knows.. if there's a fire you should land as soon as possible).

Upon landing I saw flames shooting out of the top of the fuselage, above the motor for the EDF. Thanx to Art Williams, who came running out with the fire extinguisher and was able to save the front half of the plane, where the battery and receivers were. I was very relieved I got the plane down before I lost control of it due to the fire burning.



The crash could have resulted in a field fire. I contacted product support at Flex Innovations, and gave them a narrative of what happened and sent pics that I had taken of the burned up plane and the battery which showed no damage. Upon



giving them the info of the fire etc.. they then sent me a new plane.. shipping included. Isn't that outstanding that a manufacturer would stand behind their product like this? Obviously the fire started at the motor. Flex Innovations told me that this was the first time they had heard of this problem occurring.

I highly recommend this F-100. It is a great flyer and very easy to land even when it's on fire (yuck yuck). If you are interested in checking this plane out... go to www.flexinnovations.com. It comes programmed with a 3 axis gyro.

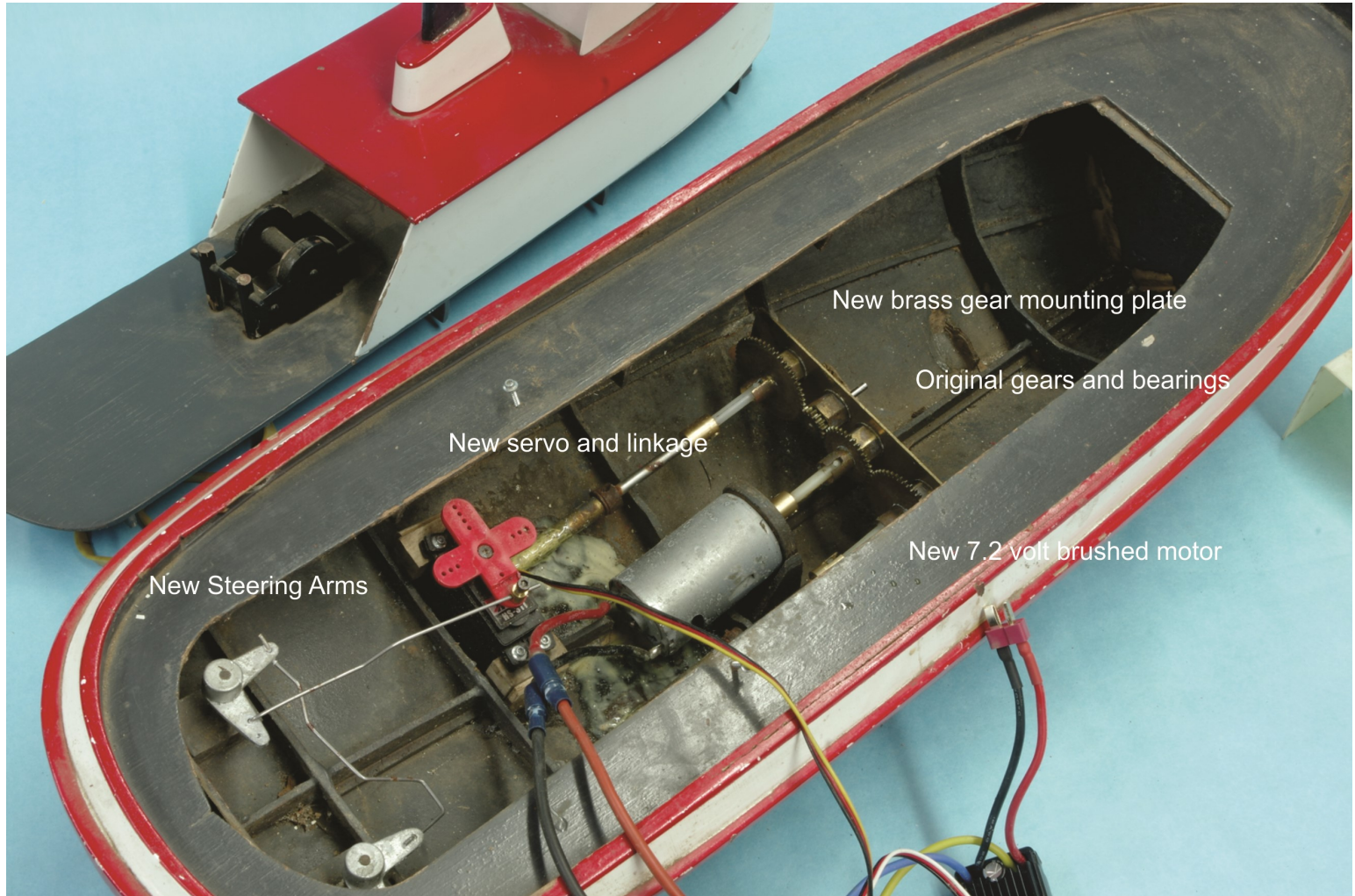
Monty Welch



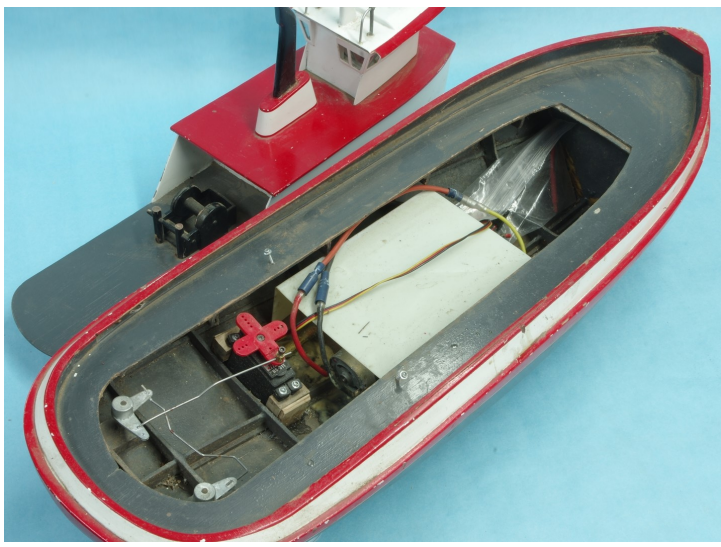
The Shelly Foss Rises Again

John Eaton

Those of you who are old enough and are long time WDA members may remember the lake we used to have on the Road 102 field, and may also remember that once upon a time it was full of water part of the year. Fewer yet may remember the day my tugboat was sailing on choppy waters, and began shipping water over the gunwales. Shortly it stopped moving and I waded out to get it, only to find that the part there was the superstructure. That day, and on several other occasions I slogged around looking for the rest of the boat, but with no success until the lake dried up about six months later and the hull became visible 75 feet or more away from the last seen location, settled into the mud. How was I to know that tugboats without superstructures could be pretty good submarines, and that the electric drive speed control of the day (a simple rheostat) would keep working as well underwater as above?



The old tugboat sat around in my various workshops for about 30 years. Luckily the wood part of the boat really didn't suffer much damage, and the paint remained fine. The glue joint between the hull and the brass stuffing boxes for the screw shafts failed, the other glue joints were all fine. The wood is mostly mahogany, and the paint I used was catalyzed acrylic enamel, remember when we could get real paint? The brass parts of the drive were fine, but the aluminum parts such as the plate the gears were mounted on and the steering arms on the rudders were in a bad state, very corroded and crumbling. I made a new gear plate out of brass sheet, was able to buy two new steering arms, a new can motor, and also a new servo to replace the old Kraft servo on the rudder. The old speed control had a servo to operate the rheostat, that was replaced with a new boat speed control. A new 2.4 Ghz receiver and a 2 cell 5000 mah Lipo completed the power train. This time I fastened down the superstructure with a #67 rubber band, though I think the boat's muddy water days may be over. The impetus to get the old girl going again was constant prodding from my 5 year old grandson Alex, who is now captain of the 24 inch Shelly Foss, and will be providing tug services in the swimming pool as soon as I build the barge.



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Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Saturday Dec. 12th, NOON AT THE FLYING FIELD



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