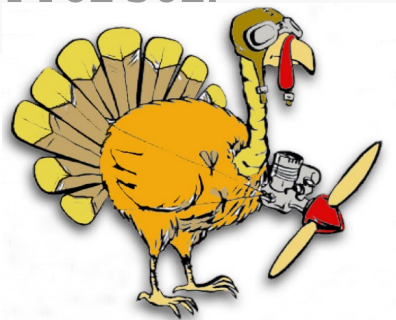


# WOODLAND/DAVIS AEROMODELERS



**Prez Sez:**



*There is no Prez Sez this month.*

Meetings Minutes

Mike O'Kane

John Hoppe Memorial

John Hoppe Estate Sale

Modelers Corner

R. Geertson

Engine woes

R. Geertson

Events

**The November General Membership meeting** will be held **at the Club Field** on Saturday Nov. 14th at 9:00am. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County and social distancing will be observed.

**General Members Meeting**  
**October 10, 2020**  
**Meeting location Burgdorph Henson Field**

Board Members present: Randy Sizemore, John Eaton, Mike O'Kane, Doug Barton, Jeff Lovitt and Danny Winters. Meeting called to order by Randy Sizemore.

Last month's Board minutes reviewed, motion for approval, 2<sup>nd</sup>, and unanimous vote to pass.  
9 General members are present.

Recognition of guests and new members, No new members present

Officer reports

President: Doug Vice is stepping 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 income of \$1163.00, expenses of \$960.00, checking account balance of \$1146.00, 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](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.

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: 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.

Flying Site sign has been removed for refurbishment.

### 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

Item has been scheduled for disposal

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.

A motion was made to rename the January 1 Chili-n-Chilly event to the John Hoppe Memorial Chili-n-chilly, motion was seconded and passed unanimously.

A memorial gathering for John Hoppe was held after the meeting adjourned. A bench with a plaque in John's honor was presented by Monte Welch on behalf of himself and several other Club members.

Next General meeting will be held at the Field on Saturday, November 14 at 1200.

### Show and tell:

None

Set aside Saturday the 14<sup>h</sup> and come out to the meeting, bring an aircraft to fly and enjoy the field. The meeting is over well before any heat sets in so plenty of time to get in a few flights before or after the meeting. The meeting is held in the Pit area and offers plenty of shade.

Meeting adjourned.

IN MEMORY OF  
**JOHN HOPPE**  
1946 - 2020  
GREAT MODELER, MENTOR  
& ALL AROUND GOOD GUY.





# John Hoppe ESTATE SALE

**Come Rain or Shine.... Date November 8, 2020 from 9am til 3pm**  
**Sale will be held in the garages if its raining**  
**Address is 1281 Norfolk Way, Sacramento CA 95831**

**Contact Monty Welch at 707-365-8878 for any questions**

**Below is a list of items for sale:**

## Planes

- 1 SIG Kougar
- 2 Falcon 56
- 3 Ugly sticks (2)
- 4 Giant Scale JU-87 Stuka
- 5 Blohm Und V0SS BV141B
- 6 FW 190 (foam)
- 7 ME109 (foam)
- 8 UMX Carbon Cub (foam,sm)
- 9 Blade CP Heli
- 10 UMX Radian Glider (sm)
- 11 ME 109 (partial built wood)
- 12 Several small aircraft

## Kits

- 1 Falcon 56 (2)
- 2 Goldberg Skylane 62
- 3 Schoolgirl early RC plane
- 4 Several small kits

## Engines

**Too numerous to name them all**  
**Ranging from small .049 +**

## Building Equipment

**Lots of Balsa wood**  
**K & S Tubing Display stand with many items**  
**Band saw (sm)**  
**Air Compressor**  
**Lge wall display of packaged items**  
**Many many more items, too many to list**

**Note: I do not know what engines are in the planes or the equipment inside. You will find that out when you come to the sale.**





# John Hoppe ESTATE SALE





Work continues on the..... **Grumman F5F Skyrocket.**

I spotted this airplane in a construction article in a Flying Models magazine way back in 2005. I knew that someday, I would have to build it.

Never having built or flown a twin, I was looking for something unique, and the Skyrocket fills the bill for me. This aircraft was the predecessor to the F7F Tigercat. Interestingly, and unlike so many Grumman warbirds, the Skyrocket's name has no relation to any type of 'CAT... Wildcat, Hellcat, Bearcat, Tigercat, Tomcat. Perhaps the lack of a "cat-based" name assures the aircraft will never be put into mass production?

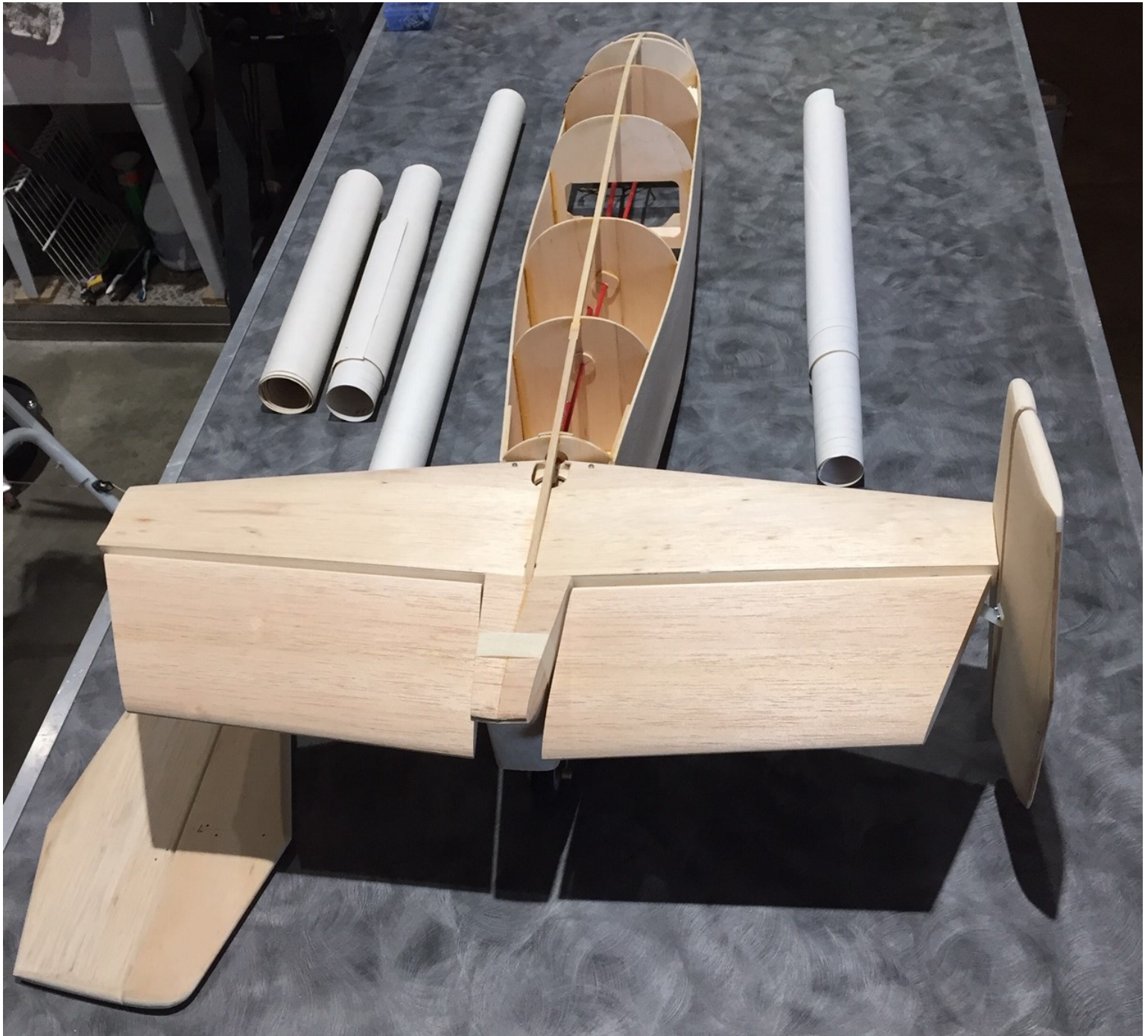
The Skyrocket was intended as a carrier-based fighter and highly maneuverable gun platform, first featuring two 20mm cannons in the nose, but later four machine guns. Pilot visibility was excellent and line-of-sight to the target, also unimpeded in any way. Power was from two 1,200 HP Wright R-1820 engines, which counter-rotated, cancelling any torque tendencies. The prototype XF5F Skyrocket was first flown in 1940. In 1941, Navy pilots tested the XF5F-1 in a fly-off against the Supermarine Spitfire, Hawker Hurricane, Curtiss P-40 Warhawk, Bell P-39 Airacobra, Bell XFL Airabonita, Vought XF4U Corsair, Grumman F4F Wildcat, and Brewster F2A Buffalo. LCDR Crommelin, in charge of the test, stated in a 1985 letter to George Skurla, Grumman president: *"for instance, I remember testing the XF5F against the XF4U on climb to the 10,000 foot level. I pulled away from the Corsair so fast I thought he was having engine trouble! The F5F was a carrier pilot's dream, as opposite rotating propellers eliminated all torque and you had no large engine up front to look around to see the LSO (landing signal officer) ... The analysis of all the data definitely favored the F5F, and the Spitfire came in a distant second. ... ADM Towers told me that securing spare parts ... and other particulars which compounded the difficulty of building the twin-engine fighter, had ruled out the Skyrocket and that the Bureau had settled on the Wildcat for mass production."*

# Modeler's Corner



Last month, I talked about “plans building” and what is required to create your own “kit” from plans. It really is NOT that difficult or even time-consuming, when examined in the overall scheme of the effort required to complete a scale model.

While I referenced the time necessary to create a complete kit (about a week of typical modeling time in your shop), that isn’t how I do it. I like to start GLUING things together ASAP! So, once I had the parts necessary to begin fuselage construction, that’s exactly what I did... which then leads to needing tail feathers... some more parts-making, and so on. Below is what I have so far: the basic fuselage, horizontal stab, elevators, vertical fins and rudders. Actuating the rudders was a bit of a quandary. I can’t say my resolution was unique, as I used the typical bell-crank design I have seen used on other twin rudder aircraft. However, my observation of most twin rudder aircraft is that the rudders tend to have excess slop. Should I be worried about it? Well, considering the first RC aircraft used Galloping Ghost actuators which had the rudder banging from side-to-side, probably not :-)





Since I never intended this to be a full-blown construction article, I have been remiss in taking pictures of every aspect of the build. Trust me when I say that my solution to an almost slop-free rudder actuating system seems to be a success, at least on the bench. The scary part is, the linkage must be as PERFECT and fool-proof as possible, since it is covered with sheeting and no longer accessible. Partially completed stab on left; fin/rudder on right.



Once the basic tail assemblies are completed, they are sanded to an airfoil shape. Drawing a center-line on the leading and trailing edges is essential to making sure the shaping / sanding is even and symmetrical.



but each requires additional work and planning that may not save time. It all depends on HOW MANY ribs of one type, are being made? Since I was making 16 of one shape, I elected to create a hard plywood template to use as my guide for tracing, cutting, and shaping them. I hardened the edges of the ply template with thin CA to guard against altering its shape when using it as a guide to sand the balsa ribs. For the other four types, of which only two of each were required, no template was necessary.



After completing the tail assemblies, I decided it was time to begin the wing - remember, this is PLANS building and as such, *the BUILDER makes all the rules :-)* But there is a method to my madness. I would like to permanently attach the stab/ fins to the fuselage, but to do so, requires a wing to line up everything. The wing is composed of five different shaped ribs. There are 16 of one shape, and then two each of 4 other shapes. There are several ways of making ribs, en masse,





Above is the W1 rib template from 1/4" ply and the two firewalls made from cheap 3/8" plywood (obtained at ACE Hardware for \$1), which have been fiber-glassed with heavy (6 ounce) cloth. Below are the completed wing ribs.

As I write this, it is difficult to know just how much detail to provide OR if this is of much interest to the readers..?

This kind of modeling is what REALLY floats my boat and my hope is that IF you have ever wondered about building an aircraft from plans, you glean from this that **it IS not that**



**difficult!** Back in the early days, THIS was how it was done, but they didn't have Cyanoacrylate glues and 5 minute epoxies to help in the process. Perhaps the most difficult aspect of this kind of building is the thinking ahead and engineering. If the plans lack such details, then indeed, the challenge is greater... but so is the reward.

Until next month...

**Rich Geertson**



If I didn't LOVE model engines, I would stop "trafficking" in them! But the fact is, a Cox .049 got me started on this modeling habit nearly 40 years ago, and I am still HOOKED.

BUT, there are times when even my engine affinity is stretched to its limits... Cases in point:

I purchased a brand new **Moki 180cc** 5 cylinder radial with their latest ignition system. Why? To avoid ALL the troubles I had read about with Moki 180's and their ignitions. Not long after its first flights, my Moki was running on only 4 of its 5 cylinders. The culprit? A failed high voltage coil to cylinder #4. So... I shipped the engine back to North Carolina for service. It comes back with its original box and "Moki" mounting plate (made of painted particle board), DESTROYED. Evidently, this was MY FAULT for failing to TRIPLE BOX the engine and failing to warn US Postal workers that using my engine as a Shot Put, was a federal offense, punishable by watching 6 months of reruns of The View.

Back onto my aircraft... and not long after, cylinder #4 was no longer happy. BACK to N. Carolina it goes for warranty service at which time I told them to replace the ENTIRE coil pack. The engine was returned, running well, but was now suffering from FLOODING when trying to start it. I was using the recommended (and expensive) auxiliary fuel pump. Removing the fuel pump and testing the engine on the bench seemed to produce 5 consistently happy cylinders and an engine I could start easily, hot or cold.

Onto my Bearcat goes the Moki...many months pass by as I am completing the aircraft. Then a week ago it was time to fire it up and make sure everything was working before the maiden. Using my usual starting procedure, the only thing I could produce was a sore arm, as the Moki refused to even "pop!" More choice words, calls to Vogelsang



Aeroscale, and troubleshooting revealed damaged wires in the Hall Effect sensor cable. This cable picks up the ignition signals from the crankshaft and carries them back to the ignition module. It is also VERY fragile and not meant to be pulled, pushed, or plugged in and unplugged a hundred times, as is the case when installing, de-installing, and re-installing... In my opinion, under-designed for its intended use. With the delivery of a new cable, I should be well on my way to maidenizing the Bearcat :-)



My other engine nightmare was the recent purchase online of a well-used Quadra 42. The Seller told me it "runs great" despite its poor appearance. That was fine with me. It was price right and all I wanted was a reliable engine. When it arrives, I immediately notice it has a VERY pronounced "bind" at Top Dead Center. Removing the spark plug did nothing to reduce this binding. I contacted the Seller, who ASSURED ME "this was normal," to which I responded, "in what universe?" He INSISTED I RUN the engine before declaring it "bad," to which I responded that doing so would be gross negligence, likely resulting in greater damage! I want my money back and I would return the engine... to which he responded, "Send me the engine, and when I receive it, I will refund your money." This went downhill very fast and I wasn't sure whether I was dealing with a con artist or just moron? He continued to assure me that his "other Quadra had the same binding at top dead center." I was leaning towards CON-ARTIST. Getting



nowhere with the moronic con man, I proceeded to disassemble this Quadra to PROVE to him that he was either a liar or an idiot. What I found was a small chunk of aluminum smashed against the combustion chamber. The piston was actually hitting it at TDC, causing the “binding.” You can probably guess what’s coming next.... When I sent him the pictures, he then shifted to, “Well now you’ve disassembled the engine and probably caused more problems. I’m definitely NOT refunding your money now!” Below are the pictures of what I found:



Left, the arrow points to the chunk of metal in the “squish” area of the combustion chamber. The piston (center) has a shiny spot where it had been contacting the metal. On right, I have the metal in my hand. NONE of this phased the engine nitwit!

Just in case you run into an RC Groups user name ‘miketeg,’ his real name is Michael Amelio from Texas. He is the jerk who insisted I run this engine with a hunk of aluminum stuck in it; insisted this was “normal,” and refused to refund my money either before or after I disassemble the engine and proved to him he was either dishonest or brain-dead. And btw, I have since found other complaints about him from back in 2018.

WORD TO THE WISE when paying via PayPal... if a Seller asks you to pay “friends and family” so that he has no fees, DON’T DO IT, unless you know him and trust him. The only way to have Buyer protection is to pay “for goods or services,” which comes with the 3% paypal fee (to the Seller). It should come as no surprise, this shyster had asked me to pay via “friends and family.” I said no, but DID pay extra to cover his 3% fee - this was to maintain my protection. When I requested that he refund my money, I also volunteered to pay to ship the engine back to him; all I wanted was my purchase price refunded.

Long story longer, I escalated this to PayPal and after much back and forth, we agreed he would refund HALF my purchase price, and I keep the engine. SURPRISE! He never refunded a nickel! In the meantime, I had cleaned up the engine, confirmed there was NO other damage; made new throttle linkage for it; rebuilt the carburetor, replaced some other worn out gaskets, and tested it. It actually ran quite GOOD.

PayPal’s final decision was poorly thought out: They said I was to return the engine, and my account would be refunded. Well, after several weeks of this, I had already FIXED the engine and was NOT going to return it to this numbskull, in FAR BETTER condition than when I received it, not to mention the cost of PARTS and MY TIME.

I warned this Amelio character I would make sure other modelers were aware of his dirty dealings... do ya think he cared? LOL!!

**Thankfully, in 20 years and over 200 online transactions, I have only run into a handful of idiots like this guy.**

**Delta Valley Modelers & Delta Valley Flying Club Present:**

# **12<sup>th</sup> Annual Jet Rally** **IN THE VALLEY**

**Overnight RV Camping (No Hook-ups) 209-464-5313**

**2020**  
**Nov. 6 - 7 - 8**

**3 Big Days**  
**of Jets**



## **KINGDON AIR PARK**

**12145 DeVries Road - LODI, CA 95242**

**Pilot Registration \$50**

**includes:**

**Steak Dinner & Event Shirt**

**PUBLIC & VENDERS WELCOME**  
**FOOD CONCESSIONS ON SITE**

Some gift donations supplied by



**9:00am Friday, Saturday & Sunday**

**deltamodelers.org, hiflyerjr@sbcglobe.com**



# **Radio Control Flyers Unlimited**

## **2020 "Duck Hunt" Balloon Bust**

### **Saturday November 14, 2020**

**Ward Hendricks Field, 8400 Eastman Rd, Oakdale, CA**



Photo Courtesy Tokay Radio Control Modelers

## **Balloon Bust Competition**

**Pilot has 3 minutes to make as many passes as possible in an to attempt to bust all 6 balloons Balloon is on a 4' stick. 1 point per broken stick, 3 points per balloon, 6 points for "special balloon" FIXED WING AIRCRAFT ONLY!**

**Average score of 2 rounds to determine the winner**

**Prizes 1st through 5th place**

**\$10 Entry Fee**

**Pilot's meeting at 9:45 AM-Flying to begin at 10 AM**

**Coffee and Donuts provided**

**Please bring AMA card**

**Pilots please bring a fire extinguisher!**

Shawn Lenci 209.985.4883

Ron Lenci 209.479.3869

[lenci1938e@aol.com](mailto:lenci1938e@aol.com)

[ronlenci@gmail.com](mailto:ronlenci@gmail.com)



# **Radio Control Flyers Unlimited**

## **2020 Black Friday "Fly Day" Fly In & Toy Drive**

### **Friday November 27, 2020**

**Ward Hendricks Field, 8400 Eastman Rd, Oakdale, CA**



**RCFU is having a Fun Fly and Charity Toy Drive on Friday the day after Thanksgiving**

**Come out and fly and help to make a young persons Christmas a little brighter!**

**Entry Fee—One New, Unwrapped Children's Toy**

**Flying to begin at 10 AM**

Coffee and Donuts provided

Please bring your AMA card

**Pilots please bring a fire extinguisher!**

Shawn Lenci 209.985.4883

[lenci1938e@aol.com](mailto:lenci1938e@aol.com)

Ron Lenci 209.479.3869

[ronlenci@gmail.com](mailto:ronlenci@gmail.com)

# WDA Officers and Board

<b>President</b>	<b>Randy Sizemore</b>
<b>Vice President</b>	
<b>Treasurer</b> (530) 681-5316	John Eaton <a href="mailto:johnneaton@sbcglobal.net">johnneaton@sbcglobal.net</a>
<b>Secretary</b> (530) 796-4377	Mike O'Kane <a href="mailto:micharlokane@gmail.com">micharlokane@gmail.com</a>

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Chris Dellinger	(707) 446-9647 <a href="mailto:cdellin@sbcglobal.net">cdellin@sbcglobal.net</a>
Keith Young	(530) 848-3666 <a href="mailto:k_young52@yahoo.com">k_young52@yahoo.com</a>
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Danny Winters	(916) 342-0679 <a href="mailto:win51@comcast.net">win51@comcast.net</a>

**WDA website**  
[www.wdarc.org](http://www.wdarc.org)

**Woodland Davis Aeromodelers**  
42875 County Rd. 29  
Davis, CA



# WDA Cabinet

<b>Membership</b>	John Eaton	(530) 681-5316	<a href="http://goldeneramodel.com">goldeneramodel.com</a>
<b>Safety Officer</b>	John Lett	(510) 853-1729	<a href="mailto:lettaviation@aol.com">lettaviation@aol.com</a>
<b>Field Maintenance</b>	Art Williams		
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<b>SNACK SHACK</b>	Mike O'Kane	(530) 796-4377	<a href="mailto:micharlokane@gmail.com">micharlokane@gmail.com</a>

# Flight Instruction

## Flight instructors:

- ⇒ John Eaton (530) 681-5316  
[johnneaton@sbcglobal.net](mailto:johnneaton@sbcglobal.net)
- ⇒ Carlos Reyes (650) 243-8894  
[carsi@hotmail.com](mailto:carsi@hotmail.com)

## Jet Turbine Instructors

⇒ **OPEN**

## Multi-rotor Drones

- ⇒ Keith Young (530) 848-3666

## Helicopter Instructor (Only):

⇒ **OPEN**



**Next Club Meeting: Saturday Nov. 14th, 9am AT THE FLYING FIELD**



WOODLAND/DAVIS AEROMODELERS  
C/O RICHARD GEERTSON  
800 COLLIER DR.  
DIXON, CA 95620