

# WOODLAND/DAVIS AEROMODELERS



## Prez Sez: Feb Newsletter 2021

Well members... we have had an active and tumultuous start to 2021 and already January is about done and over with.... So we come to a very important month, February. This is the month where us RC hobby enthusiasts get to Thank our better halves, ie our partner, for not only their support in this hobby, but for their ongoing enthusiasm. I am of course referring to "Valentines Day", and what better way to show our Thanks to our better half by getting her/him something really nice. So remember February 14<sup>th</sup> is a special day.

I want to Thank the field maintenance guys for the upkeep of the field. We have had some real nice flying weather for this time of year. But appears that is changing as I write this.. Rain and more rain for the next 7-10 days... Lets hope that the field does not get waterlogged and wind does not become a damage factor.

I have heard from my Safety Officer, Monty Welch that No safety issues have been made apparent to him. He has not been out to the field for 2 weeks so did not have first hand knowledge. For those that are not aware, Monty fell and broke his right arm 2 weeks ago. He was in his back yard working on the pump/filter to the pool, and tripped and fell. His building, fixing and flying days are non existent at this time...ER was called and he was taken to Vacaville hospital... 3 hrs later arm in sling and in pain he made it home. Pain meds, RC crash videos and TLC from Linda has made life bearable. HAHA.. We all wish him well and a speedy recovery I am sure.

As far as events for the WDA club... nothing has been slated as yet.. obviously due to the Chinese Virus. I have been in touch with the people out at Lake Minden in regards to our yearly float-flys... does not look like it will happen due to extra monetary fees being put on us along with our daily entry fee. I have a couple of other places for float flying in mind but that will be determined later.

Reiterating the need for articles for the newsletter... forward on to Rich Geertson if you have something worth talking about.

That's about it from me this month. Lets keep 2021 positive and Healthy for us all.

Signing off  
Your Prez for 2021  
Randy Sizemore.

Prez Sez	Randy Sizemore
WDA General Meeting Minutes	Mike O'Kane
WDA Board Meeting Minutes	Mike O'Kane
Modeler's Corner	R. Geertson
	Ed Morgan
Upcoming events	

The February General meeting will be held at the Club Field on Saturday Feb. 13th at 10AM. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County

**General Members Meeting**  
**January 9, 2020**  
**Meeting location Burgdorph Henson Field**

Board Members present: Randy Sizemore, John Eaton, Mike O'Kane, Doug Barton, Keith Young, Forrest Barton, Dan Winters, and Jeff Lovitt.

Meeting called to order by Randy Sizemore.

November meeting minutes reviewed, motion for approval, 2<sup>nd</sup>, and received a majority vote to pass.

5 General members are present.

Recognition of guests and new members, 2 new members present

Results of the Vote Fair online voting application was e-mailed to all members currently on the members list on 12/13/2020 and closed on 12/20/2020 were reviewed and a motion was made to accept the results, motion received a second and was passed with a unanimous vote. Officer names listed below are current.

**Officer reports:**

President: Randy Sizemore

Vice President: Forrest Barton.

Treasurer: John Eaton

Secretary: Mike O'Kane

**Chair Reports:**

Treasury: There is \$2117.00 in Checking, monthly expense were \$511.13

**Membership:** John reports there are approximately 47 memberships issued to date. Membership renewal has started, John can accept PayPal utilizing Friends and relative's method PayPal address is WDA2100@yahoo.com. 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:** Monte Welch is the interim chair person. 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. The Club is in need of another lawn tractor to pull the rotary mowers, the lawn tractor does not need to have a working mower deck. 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:** Stein Buer has volunteered to maintain the 2021 points system. The point tally is current as of this meeting.

**WEB Page:** Kerry has the WEB current

**Old Business:**

No current activity re: the levy road gate as of this meeting

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 closed

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

**New Business:**

Event scheduling contact Forrest Barton with the event and date request.

Eut Tileston has passed away and was a long time member of WDA, Eut was 93.

**Donations:** If you would like to donate an item to the Club please contact Mike O'Kane or another Board Officer or member for approval. The Club will issue a Tax deductible Donation Letter for eligible donations.

Next General meeting will be held at the Field on Saturday, February 13, at 1000.  
The gate lock combination will change after the February meeting

**Show and tell:**

None

Set aside Saturday the 13th and come out to the meeting, bring an aircraft to fly and enjoy the field.

Meeting adjourned.

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**Board Members Meeting  
January 9, 2021  
Meeting location Burgdorph Henson Field**

Board Members present: Randy Sizemore, Forrest Barton, John Eaton, Mike O'Kane, Doug Barton, Keith Young, Jeff Lovitt, and Dan Winters

Meeting called to order by Randy Sizemore.

Board and Officer Election Voting opened 12/13/2020 and closed 12/20/2020.  
35 electronic ballots votes were received from Vote Fair for each of the members listed in the November news letter. The ballots do not list who the submitting person is. The ballot summary was accepted by Board members present.

Levee Gate: No current activity

Roy Holmes has donated several aircraft  
and radios to the Club

Meeting adjourned.

**The recent high winds flattened this shade  
structure at the field!**

**Picture from Lynda Welch**







Progress on the F5F Skyrocket continues, though, life always tends to get in the way...

# Modeler's Corner

Since Modeler's Corner is intended to

showcase club member projects and NOT function as a detailed construction article, there are many gaps to this build that will never be explained here—just an FYI. Power chosen for this aircraft are two O.S. 33cc gas engines. These are two strokes. Though I toyed with the idea of utilizing FOUR strokes, there were several reasons I did not go that route.

First and foremost I was seeking reliability. While four stroke gas engines are very reliable, I felt the simplicity of two strokes gives them a slight edge. Second, weight. While NOSE weight is critical for this design, comparable four stroke engines weigh about 1 pound more than these O.S. 33s. This may be a bit of a gamble, but I am not envisioning the need for 2 additional pounds of nose weight, nor would 2 additional pounds help the overall performance of the aircraft. AND, the O.S. 33cc two strokes are more powerful than 40cc four strokes (Saito or O.S.)

Of course PRICE is always a factor, with two strokes being considerably less expensive.

Everything I read online about these O.S. gassers was very positive and I like that they came with quiet and compact Pitts style mufflers. All things considered, I felt that these O.S. 33cc gas two strokes would be the ideal match to this airframe.

An initial balance check revealed that my calculations (hunches) may be correct. As it sits, the Skyrocket balances perfectly. As you can see, aft fuselage sheeting still must be added and of course the finish will add weight aft of the CG as well. Regardless, I am still confident that when all is said and done, this airplane will balance without adding nose weight...

The next construction hurdle is sheeting of the engine nacelles. I have found NO easy way to





accomplish this. With very light balsa sheeting, it is possible to cut larger pieces and coax them to bend in two different directions, but this process is trial and error. The time required to first create a template, then cut the sheeting, then trim it to fit, while trying to get it to bend sometimes in 3 different directions, can result in NO success. I have had to abort the process a few times and resort to thin planks... MANY thin planks. But, by sheeting in this manner, success is guaranteed, albeit, tedious. Because I am building the very first version of the Skyrocket—and the plans are for the long nosed version - my engine nacelles had to



be made shorter than those shown on the plans. Thus, the nacelle formers had to be trimmed down to match the early nacelle shape. To arrive at the proper arc and size, I first traced the shape of the nacelle onto the wing, then found that a Nyrod taped fore and aft, provided the proper arc, allowing me to modify the formers to fit. As with most things, this is a cut and fit, trial and error process. Individual planks of 1/8" thick balsa are used to create the nacelle shape. Once completed, I used smaller balsa scraps to fill in the larger gaps.

Finally, a thick mixture of laminating epoxy

and micro-balloons is troweled into the remaining gaps to fill and lock the pieces together.

Generous sanding and additional filling with light spackle will be required to arrive at a nice smooth rounded shape.

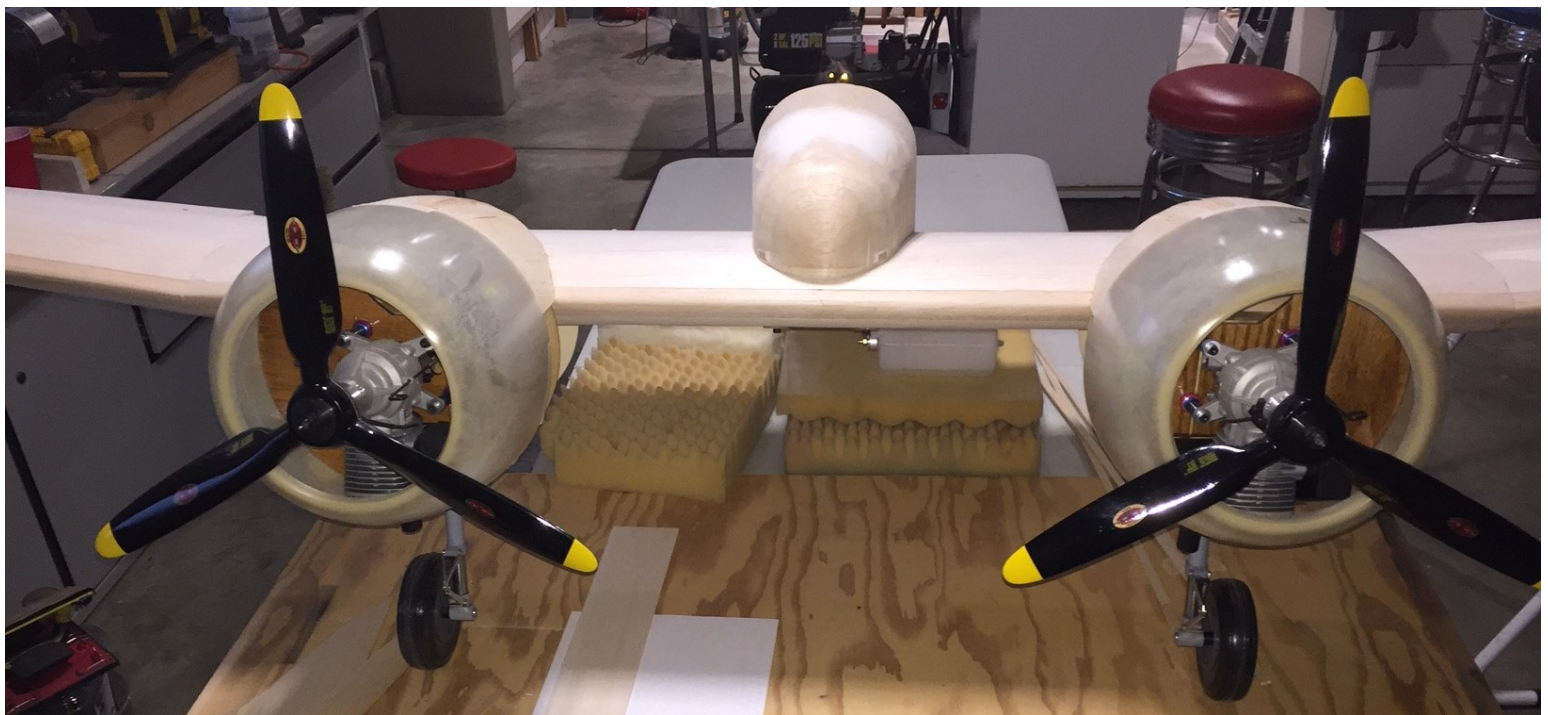
The entire wing will have a layer of fiberglass cloth applied when all wood construction is completed.

I should add that prior to permanently gluing the engine/landing gear fixtures to the underside of the wing, there was much puzzling over fuel tank, ignition, and throttle servo locations and access/service, all of which was worked out PRIOR to permanently gluing





the assemblies to the wing. As tempting as it is to get your airplane looking complete, I have learned from bitter experience that working with smaller sub-assemblies is MUCH, MUCH easier and saves loads of grief later...



I just returned from a fruitless quest to purchase 1/8" balsa sheets at RC Country... not a scrap of 1/8" sheet of ANY size in stock! I then tried Hobby Lobby on Arden in Sacramento... plenty of 1/8" sheet, ALL OF IT ROCK HARD, plus something else I had never seen before... some of the 3" and 4" wide sheets had been laminated such that bending them lengthwise would cause the sheets to split on the lamination! Not only was the wood too hard to bend,



even if I had wet it, it would have split along its length where it was laminated. In a word? UNUSABLE.

Returning home, I tried the balsa supplier I recommended in the last newsletter: <http://www.balsawoodinc.com/> and he was completely out of all 36" and 48" sheets!

In searching "**balsa shortage**" online, here is what I found:

*Balsa wood is a fast-growing hardwood that thrives in the climates found in parts of South America and South East Asia - principally Ecuador and Papua New Guinea (PNG). The "word on the street" is that balsa is being acquired in large amounts for use in wind turbine blades for green power generation and so both demand and price are increasing dramatically.*

Balsa USA appears to have stock, BUT that is no guarantee that when I click 'ORDER' I won't get a message back saying "On Backorder"...

Another item that still needed making was the tailwheel fairing. I shaped this from extremely light balsa stock. It will have ultra light fiberglass and resin applied to create a hard "shell" for applying the finish.

Well, until I can acquire the balsa I need for sheeting the fuselage and engine nacelle bottoms, I am somewhat dead in the water! I won't deny that I am frustrated with the state of affairs that has created not only a withering of interest in kit or scratch building, but the accompanying product shortages, delays, and discontinuances.

This reminds me of the late, great Maynard



Hill, AMA Hall of Famer, perhaps most famous for flying an RC aircraft across the Atlantic... He tells a story that in his earlier years when he was active in model aircraft competition, he traveled abroad to represent the U.S. He said he noticed the modelers from the Soviet Union had to use something other than balsa for their aircraft - Balsa simply wasn't available or affordable for them...

Hmmm, could there be a lesson in there somewhere?

I wonder...?

**Rich Geertson**



Here is my newest floatplane. The plans and construction article were first published in Model Airplane News, October 1979, by Dick Surplus. Champion Models later produced kits for the Sportster 20.

I built my model from a Champion Models kit which I purchased for \$20 at a swap meet.

Wingspan 50"; Wing area 400 square inches; Engine .19-.25 two stroke; Radio 4-channels. Covering is Ultracote film.

I have been flying this model as a land-plane since 2010.

I put an OS .20 four-stroke in my model (land-plane). It was underpowered. I then put in a K&B .28 Sportster two-stroke. This worked very well. However, the floats, and associated hardware increased the weight by 29 oz. (from land-plane 54oz. to float-plane 83 oz.) The wing-loading increased from 20 to 30 ounces per square foot. Hope I haven't overloaded that little wing!

If the K&B .28 proves to be inadequate for the float-plane, I plan to replace it with an OS .48 four-stroke. This engine was given to me by fellow club member John Hoppe many years ago. The 25-size fiberglass floats are from an E-Flite ARF kit, which club member Ken Hook gave me about a year ago. (Thanks, Ken!) These floats are identical in size and shape to the Great Planes Sport Floats Kit — .20-size. I may have been able to save a little weight by building the kit-floats, but I went with the ARF ones to save time.

The model is now ready for maiden-float/fly, but it may have to wait until our club's next float-fly event!

**Ed Morgan**







# West Coast Festival

1<sup>st</sup> Annual

## Reedley 2020 - Giant Scale Fly-In

Castle Legacy Continues

Reedley Municipal Airport

Hosted by: Clovis Area Modelers RC Club

AMA CLUB 5405

Reedley Municiple Airport, Fresno County off of  
Frankwood Ave. east of Hwy 99

May 20-25, 2020

Landing Fee - \$35.00

RV Camping \$40.00 , Front Row (Limited)  
\$60.00

No Hook ups

Pilot Auto Parking - \$5.00 for the entire event

No charge for Airplane Trailers, Tow Vehicles

Vendors & Food

“ IMAA ” Legal Turbines Welcome

Helicopters Welcome

Open flying after 5:00 pm dailey

(Event Director) Erik Lacour- [eriklacour@sbcglobal.net](mailto:eriklacour@sbcglobal.net) (559) 397-4253

Rick Maida (CD&Reg.)- [mrcorsair@usa.net](mailto:mrcorsair@usa.net) (408) 460-1526





Join us for the  
9th Annual



# Central Coast Giant Scale Fly-In

## July 28th - August 1st 2021

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;
- ♦ Only Giant Scale planes until 5pm;  
(Mono 80", Biplanes 60");
- ♦ Proof of current AMA required;
- ♦ Epic Pilot's Raffle on Saturday.

### The fun stuff:

- ♦ World Famous Santa Maria Style BBQ dinner on Saturday night;
- ♦ Beautiful Santa Maria weather;
- ♦ Food & drinks available daily;
- ♦ 500' asphalt runway and expanded shade cover,
- ♦ Open flying after 5pm;
- ♦ Only 3 miles from the Radisson.

**Pre-registration requested: Call Chuck Barnes @ (805)886-7921  
or email [CDBarnes10@comcast.net](mailto:CDBarnes10@comcast.net)**





# WDA Officers and Board

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

**Woodland Davis Aeromodelers**  
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Davis, CA

# WDA Cabinet

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**Field Maintenance**  
Art Williams

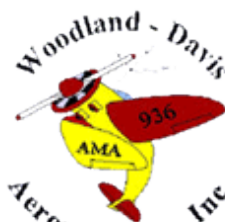
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⇒ Carlos Reyes (650) 243-8894  
[carsi@hotmail.com](mailto:carsi@hotmail.com)

## Jet Turbine Instructors

⇒ OPEN

## Multi-rotor Drones

⇒ Keith Young (530) 848-3666

## Helicopter Instructor (Only):

⇒ OPEN



**Next Club Meeting: Saturday Feb. 13th, 10AM AT THE FLYING FIELD**



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