

WOODLAND/DAVIS AEROMODELERS



May 2021 Newsletter

Prez Sez: Afternoon everyone and welcome to June and our first bit of heat for the year. Here we are half way through the year, and it just seems to be flying by. One change I need to inform you all about is Randy Sizemore has decided to step down as President. As such the by-laws indicate as VP I take over and with so much time left in the year we need to elect a new VP. That will happen at the next club meeting. I want to thank Randy for all he has done. He was in a similar situation when Doug Vice had to step down and Randy stepped up and took over then and I appreciate all that he has done. For those new to the club that may not know me I have been in the club since the 70's when I was a kid flying with my father. I have been president now I think 7 times, I have lost track. I stepped up this year as VP because Randy asked me to and I was happy to do so to support him. Unfortunately I have not been as active flying in recent years as I would like. Having two active sons and dealing with their activities and family duties keeps me pretty busy. I bring this up as I will serve out the rest of Randy's term, but come the end of the year I will not be looking for re-election as President. So if anyone was ever interested in serving or seeing what it like is to serve. That VP position for the next 6 months is a great way to see what it is like. If you are interested please reach out to me or come to the next club meeting.

Prez Sez

Change is a Good Thing
WDA General Meeting Minutes
WDA Board Meeting Minutes
Randy Sizemore Resignation
Modeler's Corner
AMOS Float Fly
Upcoming events

Forrest Barton

Jon Stemen
Mike O'Kane
Mike O'Kane
Monty Welch
R. Geertson & Bruce DeVisser
John Garfein

The June General meeting will be held at the Club Field 10AM, Saturday June 12th. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County

The last week at the field has been pretty busy. With Memorial Day normally comes the pilgrimage to the West Coast Festival by a lot of us. However this year with the mask restrictions that were being placed on the event a good portion of our local members elected to hold a camp & fly at our field. Campers started showing up on Thursday were there all weekend having fun. By Monday though with the afore mentioned heat setting in everybody had bailed out and by lunch Monday everyone was gone. A lot of flying and a lot of fun was had over the weekend. Thanks to Monty and Linda for helping out coordinating this. As part of that a special event happened as well. Our own Ben Ponzo had his 30th wedding anniversary on Sunday and celebrated out at the field. Pretty awesome and congratulations to the both of you on 30 years together.

Another great thing that happened last week is the County came in and chip sealed the road to the flying field. We had an opportunity to talk to the county and with some extra funding in their maintenance budget for this fiscal year they elected to chip seal the road. That is great for us as it should make things better getting to the site. As part of that effort we also had a chance to talk to the contractor doing the job and a couple things of note that we can do to help the road last.

- Take it easy as you transition on and off the chip seal both at the end of the road and at our entrance. This are the areas that will break down first over time.
- As part of that try not to turn too tight on the chip seal and try not to adjust you're steering unless you are in motion. The twisting motion of steering is hard on surface.
- Last is speed, just because we got a seal on it doesn't mean that we can motor up and down the road at break neck speed. They were suggesting keeping your speed to 25mph.

Again everyone please try and do these to help us maintain the road so we have this for years to come.

Speaking of improvements to the field for those that have not been out to the field the new addition to the pit area is coming along nicely. John and Mike and been working hard to get the basic frame work up. Just a reminder to everyone this project was started and is progressing on a donation basis. We have raised a fair amount of monies but still have a ways to go for the effort. Once the frame work is up the shades will start to go up and donations allow. If you like what you see and are so inclined contact John Eaton to make a donation to the effort. He is able to accept checks or PayPal on behalf of the club. As a 501C3 that donation is tax deductible and John will send you the paperwork that you need for that.

Last thing for this month is a reminder we have an event coming up later this month. June 25th - 27th we are planning on having the 27th Wings of Victory. So anyone that has any warbird of any vintage come on out hopefully we have some great weather because I know we will see some great aircraft showing up that weekend. If you are interested in helping out or looking for further information to participate please contact Monty Welch at 707-365-8878.

Thank you all for your contributions to the club. I look forward to seeing you around the field.

Forrest Barton

CHANGE IS A GOOD THING

From the desk of Jonathan Stemen

Hello WDA,

This is my very first time writing anything, other than a log book endorsement, for quite some time; so please bear with me...

I wanted to write this article and have it titled, "Change is a good thing," for a number of reasons.

Since joining the club a few months ago, I have met some amazing, wonderful, skilled builders, fliers, and all-around great people. I have gone from a casual Electric flier, to having two planes so big I need a trailer just to move them!

So it is my intent to give our members a look at our club from fresh eyes.

There is one major thing I would like to address, our website. Yup, I said it... the website is outdated and not very "user-friendly." Don't get me wrong... like you, I appreciate the time and effort it takes to maintain our website. But, I'll come back to that in a minute.

When I learned to fly model airplanes at the age of 16, I used the most beat-up 'Franken-plane' you could imagine! It had a used muffler, a wing from one trainer, a fuse from another type of trainer, and by some miracle I got a new JR Quatro for Christmas.

There I was starry-eyed and ready to fly!

I, like so many, learned to fly with no SAFE mode; no Expo to dial down my over-correcting movements; No plane that if I broke a wing, I could find a replacement at the hobby shop as fast as I could pull out my wallet.

But TECHNOLOGY has made all that disappear. We have simulators and SAFE and Expo... We have the ability to bind to another transmitter without a cable.

At this moment I'd like to take a minute to ask you a few questions. First question: Where is that old 72 mHz or 27 mHz radio you used to fly? You know the one with the crystals? See, at this point your probably chuckling inside, thinking, "Jon I haven't used that since 2.4 GHz came out." Ok fair enough

Second Question: How long did that Jet/trainer take you to build? WHAT? You DIDN'T build it? It's Foam? Composite? An ARF? Hmmm.

OK, last question: Why did you buy a RTF/ARF airplane? And why are you using 2.4 GHz? Let me answer that one for you... Because the technology changed and things were made better, so you changed what you were doing because the change was good!

So coming full circle to the website... Let's all take a minute and think... What does everyone have on them? A 'smart phone.' We are more connected than ever before with Facebook, Instagram, Twitter, the list goes on – especially the younger crowd - yet when we look at our Website we are reminded of the days from the mid to late 90s when the cool kid on the block of web design was Geo-cites!

Let me explain it this way for all of us pilots to understand. The club field, that's our beautiful handcrafted *airplane*, built by many people over years of hard work and dedication. Our Officers and Board is that *battery pack* that we always monitor, maintain and check the charge to make sure it's in top notch condition before we fly. The Members are the *fuel* that keeps our engines running. And at present, our Website is the *72 MHz FM transmitter*... yes it may work, but remember you upgraded your radio to a better system because that technology made your plane safer, better, more user-friendly.

By this point in your read you're probably leaning in one of two directions... Either you are FOR the idea, or, you are saying something to the effect of, "Why do we need to update the website? It's not that big of a deal."

I pick on our website, not because I'm a guy who wants to make waves! I don't want to disrespect or dishonor anyone's memory or hard work. I'm simply trying to convey that with everything that we do as model aviators we constantly try to upgrade our stuff to make our planes more reliable and safe so that we do not crash.

And in conclusion I am suggesting that we support our website the same way we support and maintain our aircraft, with the latest technology.

Remember, Change is a good thing or we'd still be jockeying for frequency flags!

I have been working on a new website format and would like to share the basic ideas with you.

The link to the website is below - feel free to poke around. You can Register, Post and make comments, It is functional, but still in the prototype stage and is NOT final. This is merely to get impressions and a feel for a new and improved WDA website: <https://koertlc.wixsite.com/wdarc>



While in St. Helena on business, I seem to have stumbled upon the ultimate AIR-COOLED VW Bug :-)

Editor



**General Members Meeting
May 8, 2021
Meeting location Burgdorph Henson Field**

- Board Members present: Forest Barton, John Eaton, Mike O'Kane, Doug Barton, Keith Young, Dan Winters.
- Meeting called to order by Forrest Barton.
- May meeting minutes reviewed, motion for approval, 2nd, and received a majority vote to pass.
- 6 General members are present.
- Recognition of guests and new members, one new member and 3 representatives from the UCD Drone research group were present.

Officer reports

President: Forest Barton (acting) Based on WDA By-laws and the President position being vacated Forrest Barton has assumed the President position.

Forrest motioned the Resignation of Randy Sizemore be accepted, motion second and passed unanimously. Nominations were opened and Jeff Lovitt was nominated for the V.P. position. Nominations remain open until the June General Meeting, any member wanting to nominate a person or themselves needs to reach out to Club Secretary.

Secretary: Mike O'Kane FAA/AMA Designated Field requirements are being researched with Forrest Barton's help, the concern is the airspace above the field at 1,600' which can be entered doing large loops. No new update.

Chair Reports

Treasury: Monthly income/expenses was a negative \$<668.45>. Donation for the New Pit shade structure is \$1,244.00.

Membership: Membership renewal is ongoing, 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 renewal due to Covid-19 hardship, those that have the ability to pay their points are encouraged to donate. Your consideration is appreciated. Points will be applicable for the 2022 renewal.

Safety Chair: Covid-19 concerns were discussed, masks and distance separation needs to be maintained. Food for events is being considered and needs to be in line with County requirements. One CO2 extinguisher is missing from the RC Pit area.

Field Chair: Art Williams, 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: Stein Buer has volunteered to maintain the 2021 points system. The point tally is current as of this meeting.

WEB Page: Kerry (present at the meeting) has the WEB current

Old Business

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

Woodland Christian after school STEM program.

This project has been postponed indefinitely due to Covid-19 issues.

Item open

New Business

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

The Club has been notified of a potential house donation to the Club, research is being done to see if there is conflict with our Non-profit status, more to come.

John has signed some paper work last week with the Lawyer contracted to help the Club with the transaction, the process to transfer the title to the club is in process. Item open.

Donations: If you would like to donate an item to the Club please contact Mike O'Kane, Keith Young or any Board

Officer or Board member for approval. Please do not drop off any items until the Board has approved the donation. The Club will issue a Tax deductible Donation Letter for eligible donations.
Doug Barton offered to donate a riding mower, donation was accepted by the Board.

Events: Forrest received 3 notifications for this year's event, Pattern, Helicopter Scale Masters and the Fred Burgdorph Memorial race. Events are being planned but continue to require Board approval based on Covid-19 virus concerns. New criteria is expected June 15th. Item open.

Shade Structure: All of the pipes are up at the North Pit structure and primed, gusset bracing will be added shortly. All the South Pit area pipes are expected to be in the ground by next Tuesday, most of this pipe is primed, final welding is not complete. The final paint coat could be applied at any time to the North area structure with the exception of the gusset brace areas, reach out to Keith Young or Mike O'Kane to coordinate when you could help so we can coordinate the materials with your time line. Help is appreciated, ample opportunities for points to be earned for the 2022 renewal. Item Open

The shade structure improvement is funded by donations from Club members and other fund raising events, to date we have received about \$1244.00. The added Pit area shade structure will double the covered area in the RC Pit.

Club sign repair/paint on the levy road is in progress but is waiting for better weather to be worked. Open Item.

Pylon event has been cancelled for 2021.

Show and tell: Dan Winters showed plans for a Curtiss pusher, he will be bringing the model to the Club Meeting

The gate lock combination has changed since the February meeting, current members have been issued the 2021 gate code.

Next meeting is June 12 at 10:00a at the Field

Set aside Saturday June 12th and come out to the meeting, bring an aircraft to fly and enjoy the field.

Meeting adjourned.

**Board Members Meeting
May 3, 2021
ZOOM meeting**

Board Members present: Randy Sizemore, Forrest Barton, John Eaton, Mike O'Kane, Keith Young, Dan Winters, Jeff Lovitt, Doug Barton
Meeting was conducted via a ZOOM conference video on 5-3-21.

Meeting called to order by Randy Sizemore.

No Discussion regarding the house donation.

Levee Gate No current activity

The President, Randy Sizemore, has resigned his position effective immediately.

Discussion followed his announcement, Jeff volunteered to talk with Randy at a later time asking him to reconsider his choice. Jeff e-mailed back approximately a week later and Randy has chosen to resign.

Old Business.

- Add additional Shade structure of approximately 30-40' in length along the North and South perimeter of the Pit area to accommodate events. The shade structure would be 10' by 10' sections common to the existing shade structure making the shade tarps interchangeable. All covers will be removed during winter.
- An ongoing fund raising project would be used to fund the project. Cost estimate would be approximately \$600.00 for a 10' by 20' (2 sections). This would include the tarps, paint, welding and concrete. Tarp cost for a 10' by 10' was estimated @ \$200.00 ea. Which is hopefully a high number.
- Final layout of the structure will be a 20' by 20' layout consisting of 4 ea 10' by 10' sections running North and South with two additional 10' by 10' sections continuing West from the 20' by 20' sections. See the current WDARC.org WEB page for the overlay of the new shade structure. This project will add
- Motion was made and a second that the shade structure in the Pit area be funded from donations, construction will progress as funds are available. Motion passed with unanimous vote. Item open, construction continues

Next Board meeting is Monday June 7th at 7:00pm via Zoom.

Meeting adjourned

Randy Sizemore resigned (and why?)

I am inserting a piece into the newsletter this month because of an issue that arose last month during the club board meeting that I believe club members should be aware of. The issue revolves around the resignation of Randy Sizemore as our club President. I understand that politics have no place in the newsletter, and I agree, but the club board brought politics into an issue when they made a decision that favored one person's opinion over another.

Randy has been writing short articles for the club newsletter under the "Prez Says" title. In my opinion, having reread the articles of the last 5 months that Randy submitted to the newsletter, I found nothing to be hateful, political or demeaning to anyone or anything. This is a "Free Speech" issue.

However one individual complained to Randy twice about the use of the words, "China or Chinese virus" in the newsletters. This individual cited that those words are causing Asians to be beat up. This individual eventually complained to the Board, and the Board told Randy that he must not or cannot use those words for political reasons.... hence this is where the Board brought politics into a club issue. In my opinion the Board, on hearing the complaint should have just told the complainer that they would mention the complaint to Randy. The Board really had no right to dictate to Randy what he can or cannot say. Taking Randy's free speech rights away produced a political slant to a decision that the Board had no right to enforce and this is why Randy resigned as club President.

As a member, I resent the complaint in the fact that it seems to infer that a member of the WDA would be incited to go and beat up an Asian person on reading the words "China or Chinese virus;" which is absolutely ridiculous.

Does this complainer not know that Asians have been assaulted long before the China virus came into being? Whether you use Covid 19 or China virus, people know where the virus came from; no verbiage is needed to help incite assaults.

Again re-iterating that politics have no place in club newsletters or club policies, I feel that the Board should rescind their decision on this issue and send an apology to Randy.

As a side note, Randy brought a fresh voice and a different perspective to club activities – i.e. the Swap meet - that was held and brought in over a thousand \$\$\$ for the club. He gave emphasis in getting the new shade structures built. He had planned for 2nd swap meet later this year, but will this occur now?

Besides the China virus disease there is another disease in this country that looks like it has permeated this club, and that is "Political Correctness".

Comments and any constructive criticism is accepted..

A concerned member.

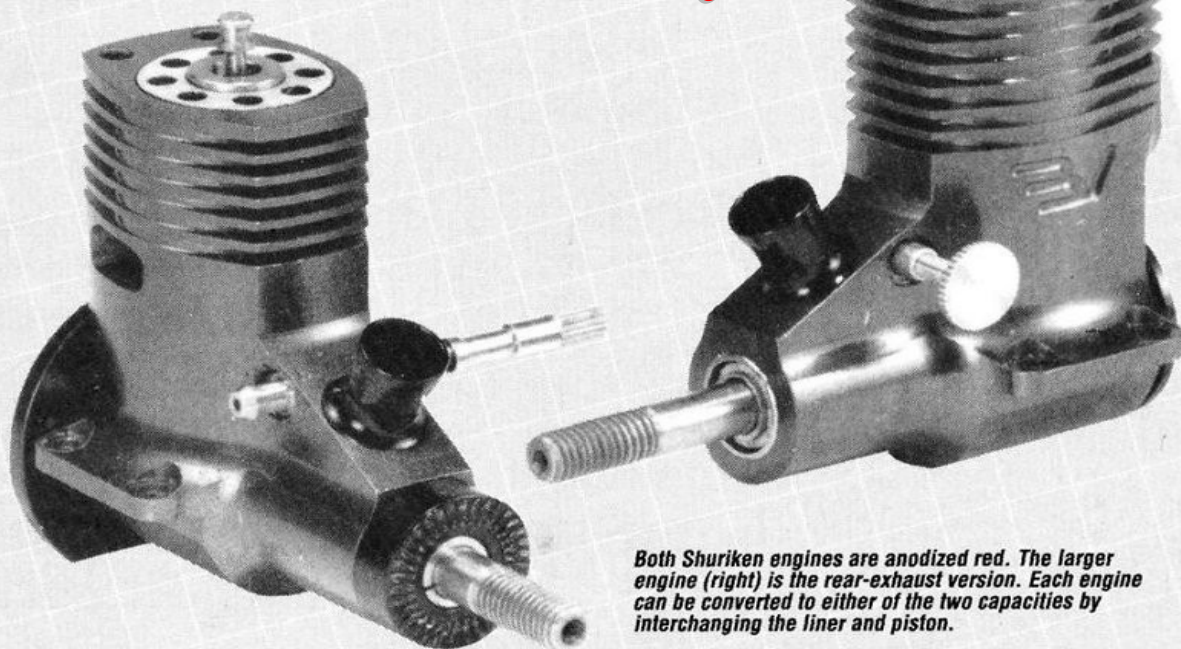
Monty Welch
707-365-8878

SHURIKEN .050 AND .061

ENGINE EVALUATION

Modeler's Corner

by MIKE BILLINTON



Both Shuriken engines are anodized red. The larger engine (right) is the rear-exhaust version. Each engine can be converted to either of the two capacities by interchanging the liner and piston.

WITH ITS SIGNIFICANTLY greater rpm potential, the small Shuriken 2-stroke engine makes current standards for racing-engine performance seem out-of-date. Available in 0.050, 1/2A size (for high-speed C/L, and combat and pylon R/C) and in 0.061 size (experimental free-flight class F1J), these engines will be essential for aspiring competitors.

The idea behind the Shuriken isn't new. Its standard one-piece crankcase, Schnuerle/ABC liner, piston and front-induction system owe much to the best of the fearsome 3 1/2cc car engines and the earlier Rossi 2 1/2cc FAI International Class motor. So what makes it great?—its smallness and necessarily precise construction combined with these design virtues. These are what set it apart from its nearest rivals—the fabled Cox 2-strokes. The Cox engines rotate at “fiendish” rpm, but their radial porting restricts gas flow at very high

rpm, and the ball-and-socket method of attaching the piston to the little end of the connecting rod mechanically curbs upper rpm levels.

SUPERLATIVE SHURIKEN

The new Shuriken design addresses these limitations and shows considerable improvements in material technology that exploit the advantage of smallness—significant horsepower at phenomenal rpm.

In theory, all engines should be able to benefit from the rotation part of the “torque x rpm = hp”



Left: the .050 cubic-inch side-exhaust with optional radial mount. Right: the larger .061 (1cc) F1J engine with optional needle valve. Note the turned rings on the outside of the venturi; they denote size.

NOW that I have your attention @ 47,000 RPM, I want to talk about an engine that few of us RC modelers have seen or even heard of, the Shuriken.

This engine was the brainchild of Indy car engine designer Fred Baldwin. Although Fred wasn't a model airplane enthusiast per se, like any bonafide "gear head," he was always interested in ENGINES, big or small. When a friend invited him to an AMA Nationals competition, Fred observed that 1/2A competitors struggled with their often highly modified Cox TD .049's and .051's to attain maximum performance. Reliability and handling were the casualties of such pursuits, along with broken rods, loose ball/socket joints, etc.

In 1990 Fred was inspired to produce a 1/2A competition engine that would take Free Flight and Speed to an entirely new level, using full-size Indy race car engineering and materials. The result was the Shuriken. From 1990 to 1992 Fred produced almost 2000 engines, by hand, in varying sizes and configurations, both .050 and .061 displacements, as well as side and rear exhaust versions.

I was fortunate enough to come into ownership of a Shuriken MkII FISE .050 en-



gine. My engine was produced after Fred parted company with partner Jim Van Arsdall. While essentially the same design, Van Arsdall MkII engines are gold anodize and engraved **VE**.

Fred Baldwin MkI Shurikens are red anodized and engraved **BV**.

I had the unique opportunity to speak with Fred about his Shuriken engines and how they differed from anything else available for 1/2A competition. For starters, the crankcase, or "block," is machined from a single piece of 7570 aluminum. The piston is manufactured from an aluminum blend that contains 40% silicon, then hardened - FAR superior to anything produced at the time. The connecting rod borrows from full size race engine design, being produced from 4340 chrome-moly and cast in a lightweight I-section to lower rotating mass without sacrificing strength. The cylinder liner is chromed brass.

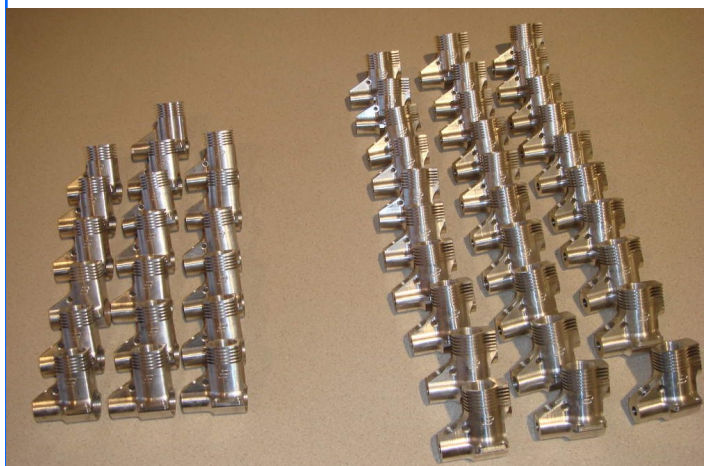
Fred employed other engine "magic" via special porting and milling to achieve performance figures that simply left the competition in the dust. For example, a Cox T.D. .049, running on a fuel blend of 50% methanol, 25% nitro and 25% castor oil can be expected to turn 26,000 rpm, which calculates to 0.1 hp.

The Shuriken with its Indy car race engine engineering, can handle a fuel blend of 90% nitro, 5% methanol and 5% oil to produce 0.5 hp!!! In the Model Airplane News, Mike Billinton Shuriken Engine Evaluation, it was reported that Fred was *"apprehensive in the presence of his .061 on a tuned pipe showing 45,000 and 0.5 hp!"*

Geez, WHO wouldn't be? That's just plain SCARY rpm! This unprecedented level of performance did come at a price, with Shurikens retailing just north of \$220.

However, **EVERY 1/2A plane speed record was captured by Shuriken engines and TO THIS DAY NO RACE ENGINE OF ANY SIZE HAS BEEN ABLE TO MATCH ITS ROTATIONAL SPEED.**

Fred generously provided me with a couple of his red anodized engine blocks, both side and rear exhaust versions, as well as the special tool required for engine service.



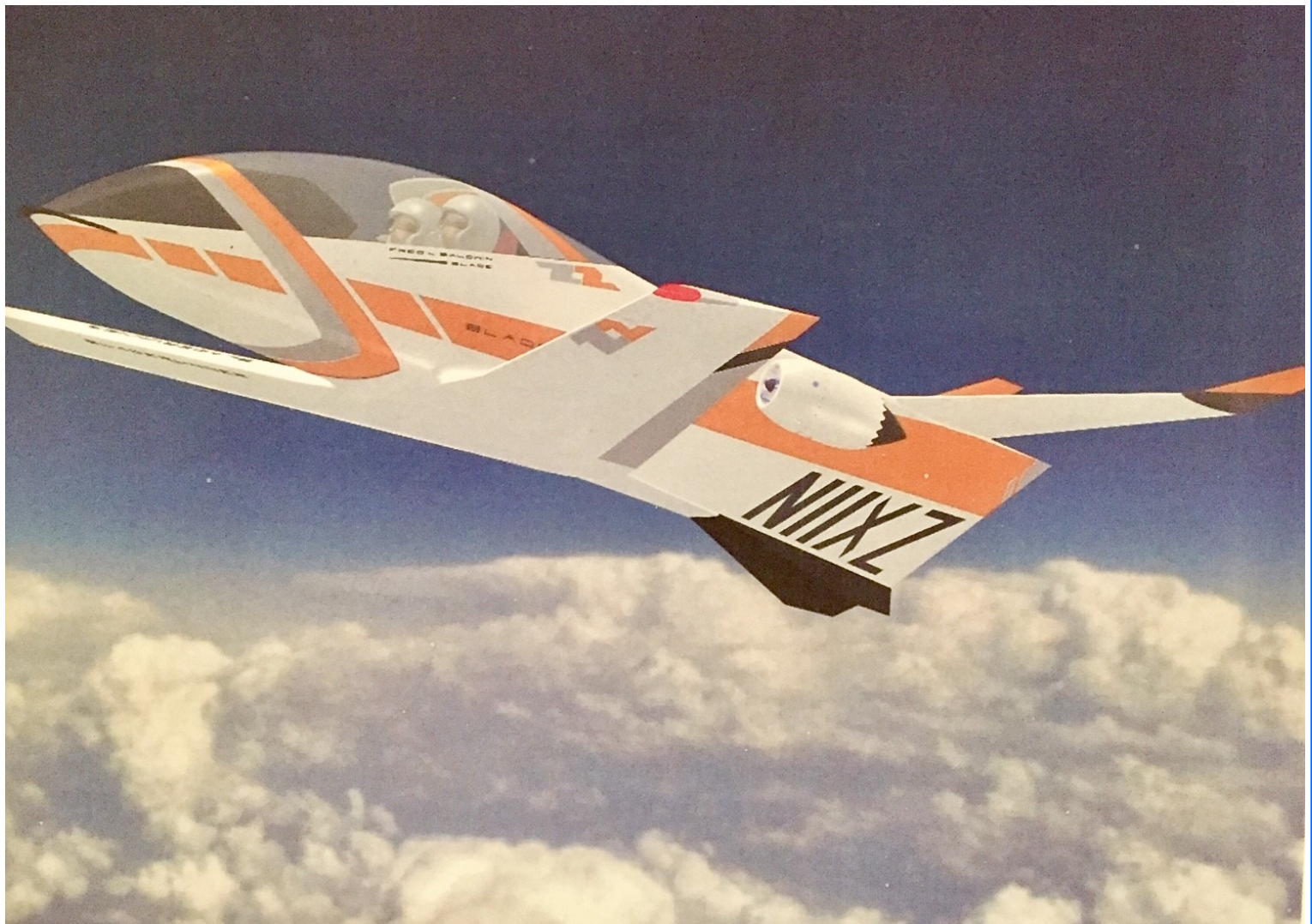


Fred Baldwin began his race engine career working as a mechanic on SuperVee Royale Race cars. After proving himself in that support role, Fred's rotary valve engine designs earned him a permanent position as Engine Chief Mechanic for Indy 500 race driver, Eldon Rasmussen.

More recently, Fred designed a custom brake for motorcycles, that completely conceals the brake system and was awarded **BEST PRODUCT 2006** by Cycle Source.

Most recently, Fred has designed a composite two-seat personal jet with forward swept wings and twin mostly composite turbines that can efficiently propel two passengers at well over 300 mph...

BLADERUNNER:



Fred's contributions to model aircraft also include Dyn-E-Max electric ducted fan units AND what Quiet Scale author Martin Irvine dubbed "the world's best spinners."

Fred lives in Indianapolis, Indiana and is 'semi-retired'... with the right financial backing, he believes his Bladerunner composite personal jet could come to fruition and be a real game-changer in the world of EAA.

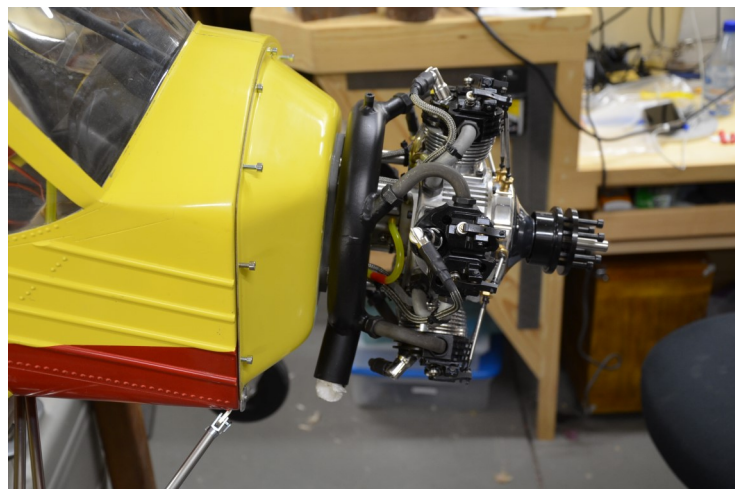
If you would like to speak with Fred, he can be reached at 317-293-6449.

Rich Geertson



I have wanted one of these huge beasts for both Scale Modeling and Aerotowing of Giant Scale Sailplanes for a long time, and as the USA Importer, I needed a recognizable demonstration model for the Tomahawk product line. The TA models are known for their scale fidelity and attention to detail – look at their world-renown Turbine Jet products for example (sold in the USA by BVM Jets) and the Wilga has a LOT of detail, mostly bumps (rivets) and ridges (corrugations).

So – how do you put lipstick on a Pig? I chose a unique yet simple color scheme that was used temporarily for a full-scale STOL contest in Belgium that apparently had some DHL sponsorship. TA was able to do most of the paint scheme in the mold, saving a ton of work, with the balance done using Callie Graphics masks. Picking an engine was easy – TA has a 5-cylinder 250cc radial, the BlackStar, which is a perfect match, swinging a scale Biela 32 x 14 paddle-blade Wilga prop.



Putting this together was basically a big assembly job, on a very big model – it was always a challenge moving the fuselage around my shop, especially after the gear and engine dome were mounted. I opted for all of the scale detail options, control systems hardware, full Uni-Light system, and the complete hardware package that includes CNC-cut hinges, and a ser-





vo tray for the dual elevator servos and tailwheel steering, and a mount for the tow release servo and mechanism. Now some of this is



pricey, like the scale functioning tailwheel assembly with shock, but I wanted to show off all of the options, and it just looks so nice.

This model is fully molded and very highly prefabricated: Fuselage formers installed, servo mounts and hatches built into the wings and rudder, CNC servo mounts for Elevator, Tailwheel, and Tow Release, landing gear mounts and brackets done. I also added adjustable aftermarket shock struts from WEMO Germany – many people complain the original ones collapse after a year or two. There is still a fair amount of assembly work to do, some hole drilling and slot-making (for plate hinges), but the Rudder and Elevator are pre-hinged, and the Flap and Aileron wing mounts are molded in. Installing the wing hinges requires attention to detail and careful alignment (they show you how) and that eats up a few hours, but the results are good. One of the unique features of the Wilga 35 is the full-span wing leading edge slats – Tomahawk is the only maker to include them in the kit, and the mounting is well-engineered.

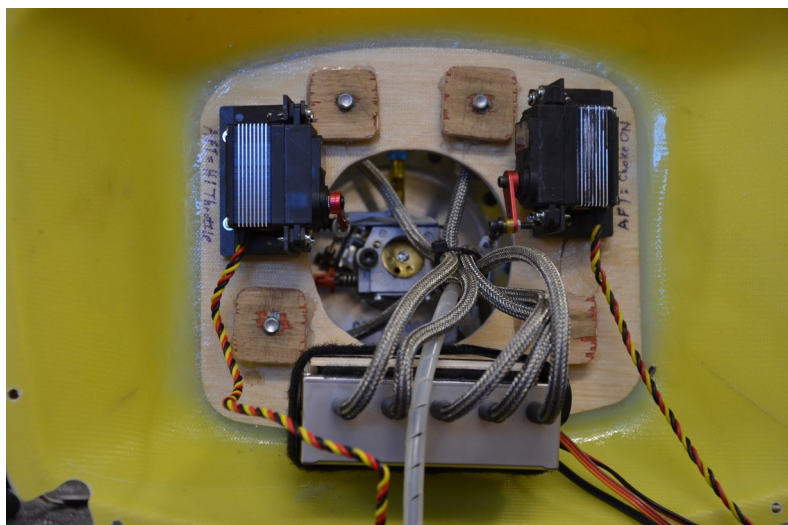
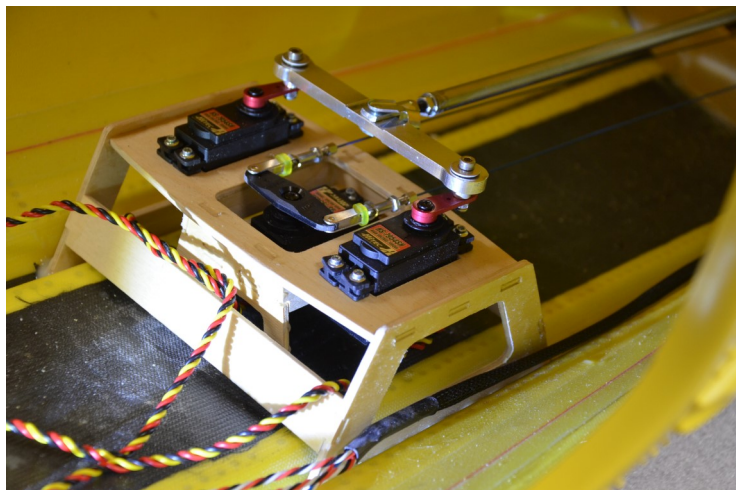


One change I made was to shorten the Elevator pushrod so I could move the servo tray behind the seat platform. To achieve Elevator servo redundancy two are ganged together with a hollow tube connecting to the elevator. While checking this setup I found the tube bound in it's Carbon Fiber support bushing mount since the tube was now shorter. The fix was to modify the bushing so it had some



radial movement with the push-pull action – worked great. The engine installation using the molded motor dome option is straight-forward, with a little planning. The dome mounts to the fuselage with a lot of Allen-head screws, and it has a firewall molded into it. With a lot of stuff involved, I decided to make the engine install a “power module” where the ignition, throttle and choke servos are on the back of the dome, engine on the front. To install/remove, only 4 connectors and a gas line need separation, after the Allen head screws are removed.

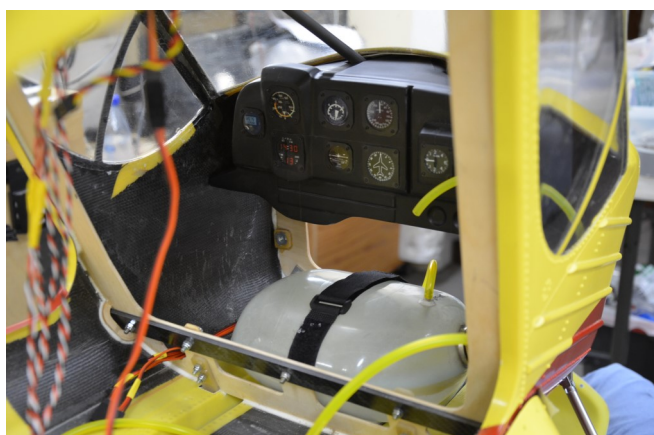
For the servo wiring I made custom harnesses using Power-Box Premium Maxi servo wire and Hansen Hobbies Ashlok



connectors. All wiring is protected by mesh sleeving and anchoring. I added something new this time – printed shrink tubing. The DYMo RhinoPro 5200 is an expensive toy, but it sure makes marking your wiring easy. A surprisingly easy task was mounting the cowl - screw it to the glare shield, then bend the pair of supplied stabilizing brackets at the correct length and screw them on.

The Unilight scale lighting system was not hard to install, but the landing light was a lot of work, as I had to cut into the wing leading edge and build a box for it, then cut out the clear lenses, edge it with rubber coaming, and glue it in place. It all worked out.

Finishing touches include the instrument panel, seats (seat set) and the window installation. First taping off the window outline, then cutting with a Dremel using Diamond rotary cutting wheel. The cutting is easy with a diamond wheel, but you have to go slowly to keep from wandering off the cut line. The cuts are dressed with a Permagrafit drum sander or straight sanding bar. Next the windows are cut to size and carefully glued in





with your choice of clear adhesive – I used a Deluxe Materials product. You need a lot of clamps, plus a few more!

I had a scale Wilga prop hub, and powder-coated exhaust extensions, made by my engine partner Ray English to finish off the scale appearance. The end result was very nice, but it is no longer my plane. A customer really wanted one for the 2021 season, and the lead-time for a factory-built receiver-ready model was about 12 months at the

time. He reports the model flies very well, and has great “presence” in the air.

I have another one on order which will hopefully be finished this summer. I’ll take some pictures and send them in, but I’m sure you will see it at the field.

Bruce DeVisser
San Jose, CA



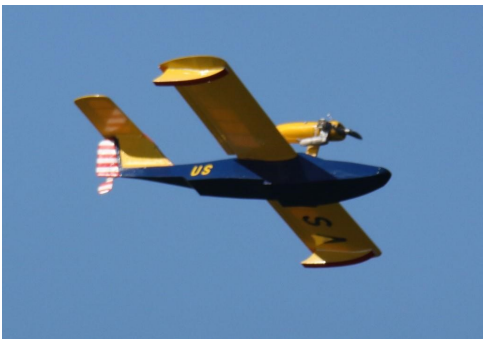
AMOS FLOAT FLY

Camping and Flying began on Monday the 17th, but winds made flying difficult until Saturday when they died down to 6-10mph. Saturday May 22nd was the first all-day flyable date.

Water Level was low so pilots had to drive down to the lake to launch the planes off the shore, but after a short drive, launching and flying the planes was just like previous years. The lake was still full enough.

Place - Camp Far west Lake - Back entrance - reserved for AMOS Float Fly. Number of pilots - 10-15

Even CD Basil Yousif. Pictures courtesy of John Garfein



Warbirds Over Roseville 2021

Saturday June 12th

Model Airplane R/C Event

WW1, WW2 and Recent Warbirds
welcome Jets okay!! Starts 9:00am

Location:

AMOS Flying Field at the Corner of E Catlett and Fiddymont RDs

- One Mile East from the Thunder Valley Casino in Lincoln CA

****Great Event Lodging****

Flying Fee \$10

BBQ will be Available for Purchase

Pilots must have Valid AMA insurance

**Free Overnight R/V Parking, Pilots can arrive on
Friday June 11th**

Hosts: Basil Yousif 916-410-2791 & Geordan White 916-521-8590

Email: basil.yousif@sbcglobal.net



Woodland Davis Aeromodelers

is celebrating the

27th WINGS OF VICTORY

June 25-27 2021



TBF AVENGER
Torpedo Bomber
(Kellogg Kit)

Aircraft must be in
appropriate warbird
colors

Open flying after Noon Sunday

60 x 600' petro-mat runway with 25 x 600' grass runway alongside

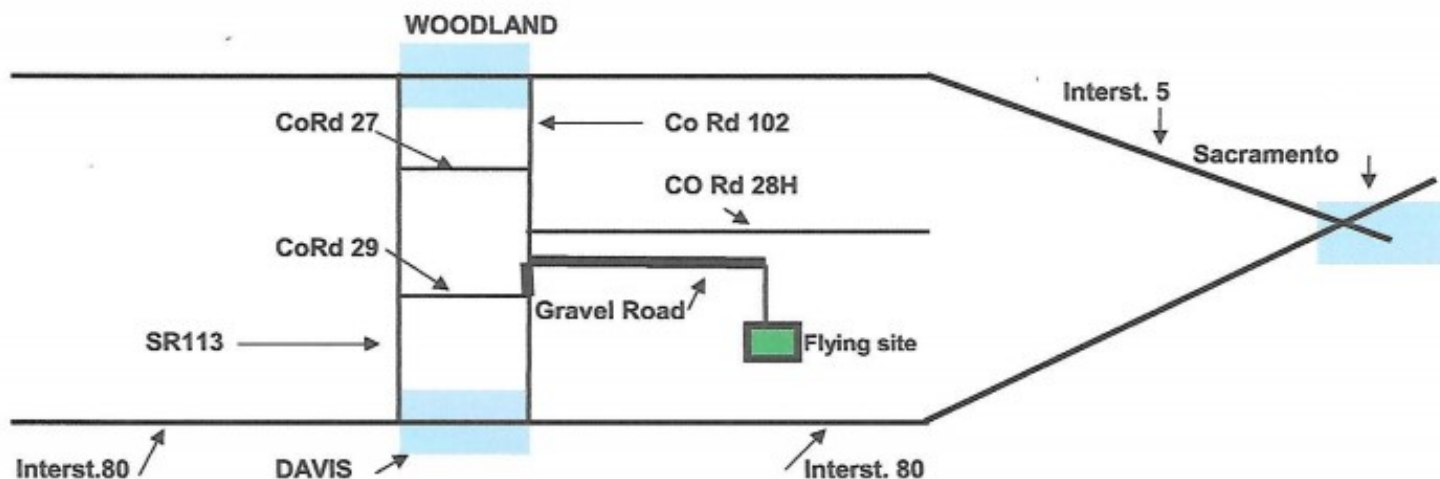
Camping and RVs allowed... No Hook-ups
Restrooms and Snack shack on site

Registration for the 3 day event is \$25
includes free Hamburger or Hot Dog

CD for the event: Monty Welch
cell phone 707-365-8878

No raffle-No trophies
Just come and fly

Electric A/C OK
Must be ROG capable



For more info:

Email Monty Welch at Loon12@aol.com

WDA website: www.wdarc.org



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**



WDA Officers and Board

President Forrest Barton
(530) 662-6324 cbarton328@aol.com

Vice President Open

Treasurer John Eaton
(530) 681-5316 johneaton@sbcglobal.net

Secretary Mike O'Kane
(530) 796-4377 micharokane@gmail.com

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controlinedoug@aol.com

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WDA website
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WDA Cabinet

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SNACK SHACK
Ben Ponzo (916) 947-7468 bbponz@sbcglobal.net



Flight Instruction

Flight instructors:

⇒ John Eaton (530) 681-5316
johneaton@sbcglobal.net

⇒ Carlos Reyes (650) 243-8894
carsii@hotmail.com

Jet Turbine Instructors

⇒ **OPEN**

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ **OPEN**



Next Club Meeting: Saturday June 12th, 10AM AT THE FLYING FIELD



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