

WOODLAND/DAVIS AEROMODELERS



Prez Sez:

Oct. Newsletter 2021

Afternoon everyone, Have had quite a bit going on for the club over the last month.

The make-up weekend for Wings of Victory was a great success; lots of activity around the field for the weekend with a lot of nice aircraft. Was great to finally see Rich's Skyrocket at the field after watching the build in the newsletter.

The Heli Scale Masters went off well from what I understand. I was unable to make it out, but again I heard that our own Mike O'Kane was able to get his long awaited Vario Models Notar project in the air.

Next up was the Pattern Contest and the Meet and Meat control line pattern contest at the field. I heard both went well with decent participation. Due to the water shortage at the field it looks this will be the only control line contest for the year.

Last but certainly not least this past weekend was the fall Lake Minden Float Fly. Randy did a wonderful job hosting the event and the weather was absolutely spectacular for the weekend. I was able to test fly two aircraft for the weekend. First was a small Seawind foamy park flyer, that didn't go so well. The other was my "Black Cat" PBY

Prez Sez

Merco Make Over

Modeler's Corner

Blast from the past... WDA Newsletter, Oct. '81

Upcoming Events

Forrest Barton

Rich Geertson

Chris Dellinger

The October General meeting will be held at the Club Field 10AM, Saturday Oct. 16th.

Watch the WDA web page for any changes. wdarc.org

Flying is closed during the meeting.

Catalina. This was a complete make-over kit bash from the Great Planes Electrify PBY. It flew wonderful, the first couple flights it was a bit underpowered. I was running a couple 3 blade Master Airscrew propellers that were very scale looking. For flight 3 I did a prop change to a couple 2 blade large blade electric props. Just changing props brought an estimated additional 20% thrust to the plane. This made a huge difference in being able to now cruise at a lower power setting. Making it safer with some power in reserve and extending flight times. I flew another 3 flights with those props and the flying boat was so much fun flying around at slow scale speeds and performing really nice touch and goes off the water with that boat hull. Great fun—can't wait for next year.

Back to club business... we have opened up nominations for club officers. We have all four officers up and it looks like two board positions this year. If you or someone you know has an interest in being part of the club management please feel free to nominate them at a club meeting between now and the end of the year. If you have questions on what a position entails, please let me know and I can shed some light on that as well.

We have the next club meeting at the field on October 16th at 10am. As discussed above we will have nominations open again. We will also be talking about the next club work party that will be at the field on Oct 23rd. Remember gentlemen that points are in affect again this year and we are running out of opportunities to earn those points. So please come out and support the efforts we have going on. At the meeting we will set priorities for the work party this month. So if you have projects to propose that you would like to see done, the meeting is the place to bring that up. Then all hands available for the Oct work party that can make it. I am sure we will have some fall/winter prep items.

Please everyone continue to be considerate of others around you and their 6ft personal space. We all have different feelings and comfort levels when it comes to Covid.

I know I mentioned it last month but I think it bears mentioning again: Please be careful around the site due to how dry things are. Be aware when you are flying and super aware if you happen to have an accident. With a little luck we will start to see weather and get some rain on the field in the next 30-60days.

As always if anyone has questions or concerns please let me know.

I look forward to seeing you all around the field, Forrest



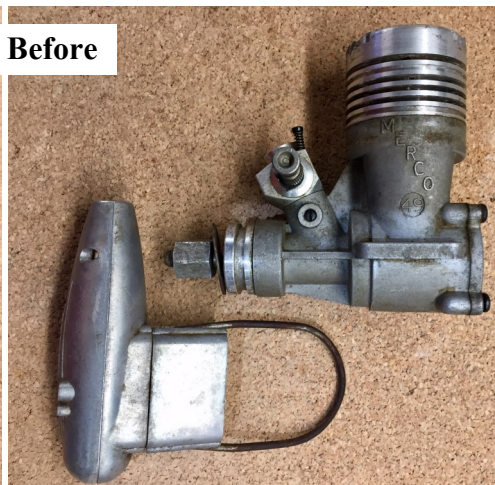
There were no Meeting Minutes submitted this month.

Merco Make Over

Many of you know I collect engines. I gravitate towards American and British made engines, many of which I lusted over as a kid. One of my favorite engine past times (besides running them) is finding "diamonds in



Before



the rough" ... neglected engines with lots of restoration potential. Such was the case with this Merco .49.

**Rich
Geertson**



After

Last month, Rich Geertson, Editor in Chief, talked about an issue with the Robart air tank spinning inside his aircraft, while in flight, and squeezing off the air supply to the retracts. He was surprised by this, but even more surprised that most of us were aware of the threat and he had never heard of it?

That led to a conversation about other potential retract problems which can be prevented with some additional planning and forethought.

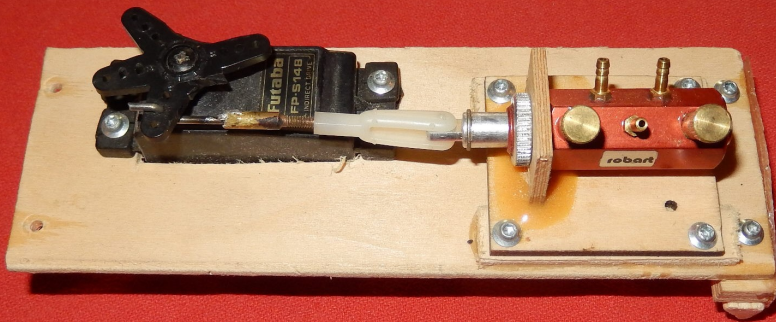
I mentioned the loosening of the retract valve as another potential in-flight 'emergency' and setting up the retracts in such a way as to prevent bad things from happening, versus just annoying things.

Different ways of setting up the retract valve, can in fact lead to very different results if things go bad...

The Robart retract valve is held in place with a large thin nut, sometimes a knurled nut. These have been known to come loose over time. We've all seen it, warbird takes off, gear come up and then time to extend the gear and nothing! Multiple attempts to extend the gear ends up in a gear-up landing. After removing the wing, there is the valve, dangling, moving back and forth but no movement on the inner slider part of the valve.

Modeler's Corner

Normal



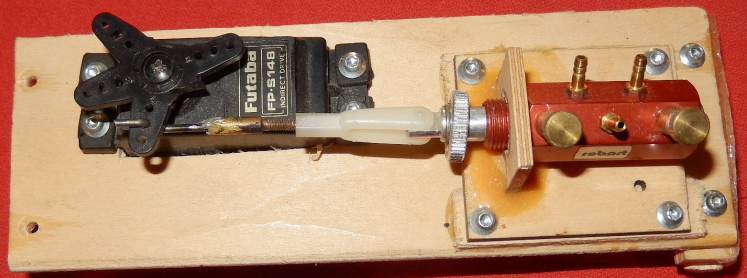
loose, instead of the inner/slider portion of the valve moving and actuating gear down, the whole valve assembly moves.

If you set the valve to **Push to retract**, then if/when the nut comes loose, you will be pulling the valve to extend the gear and the inner por-

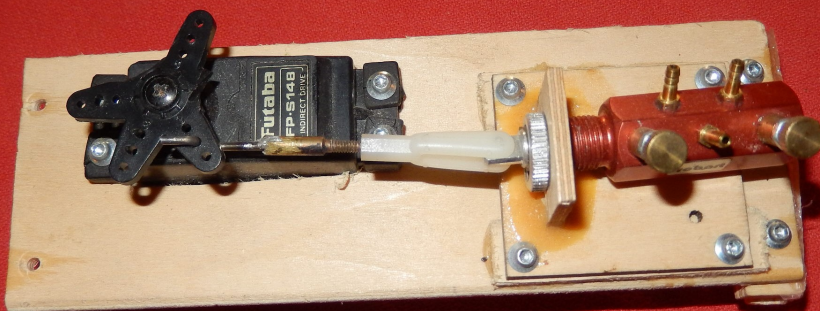
There is an easy solution. Set up air lines on the valve such that the retract function is a Pull action versus a Push function. Let me explain:

During the takeoff, if the retract is a pull function, when the gear is up, the valve is pulled against the mounting bracket. During the flight, the nut comes loose, and then the servo has to push the valve to extend the gear. But with the nut

Nut Pull



Nut Push



tion will work, even with the nut completely unscrewed. You won't be aware of anything wrong until the next flight and try to retract the gear and they won't come up.

The same malfunction, but with a little planning, a much better result!

Happy Landings! Chris Dellinger

WDA Newsletter, 40 years ago

Davis Aeromodelers, Inc.
Newsletter
October 1931

Meeting - The next meeting will be on Thursday, November 5 at Heart Federal Savings. The meeting will start at 7:30 PM.

Agenda - The main items to be discussed at the next meeting will be plans for future garage sales, and nominations for club officers.

Membership Renewal - It's time to start budgeting for renewal of your AMA and club membership. It might not be a bad idea to check your FCC license as well--you need to keep all three current to use the flying site.

On the subject of renewing your club membership (\$15 for adults, \$2 for juniors, \$10 for 2nd adult), Rolf requested that people do so by December 15. The reason is that we need to have our club roster current by that date, or pay a penalty to AMA. The idea was discussed and approved at the last meeting that the penalty should be paid by the tardy individuals rather than the club. Therefore, it was decided that there would be a \$1.00 per person late fee added to the dues of all individuals renewing after the Dec. 15 deadline. Please try to take care of the renewal promptly.

Craft Sale - We had our first garage sale of the merchandise donated to the club from Hobby Manor on Saturday, Oct. 10. It was a moderately successful event. Unfortunately, it was stormy and rainy all morning, and I think attendance really suffered.

However, we learned a lot in the process, and I think we'll be much better organized for future sales.

A special thanks to Ken Hook for the doughnuts and to Judy & Beth MacDonald for the soup and brownies that everyone pigged-out on. Also, a special thanks to Christy Barton and her mother for lending their organizational skills to our bunch of garage-sale rookies. We had quite a few members who volunteered their time to help with this event, and even if we didn't sell as much merchandise as we hoped, we had a good time talking and passing the time.

I think we learned a lot at this sale which will help us with the several we have planned for the future. If you'd like to lend a hand, let Ken Hook know. Remember, 50% of the proceeds from these sales go to the club for improvements to the flying site, so everyone stands to benefit from their success.

Nomination of Club Officers - It's time to start thinking seriously about who you want to have as club officers for the next year. Nominations for all positions will be opened at this next meeting. According to the election procedures adopted by the club, nominations are made at the November meeting, people have a month to consider the candidates (during which time the candidates names are published in the November newsletter), and the election is held during the December meeting. So it's very important if you want to be considered for any of the club offices, or would like to see someone in particular nominated, that you attend this next meeting. We're coming up to a real important year for the club with these upcoming garage sales and plans for improvements to the field on top of our normal activities. It's going to take an efficient organization to accomplish it all. GET INVOLVED!!

As a reminder, the offices opening are: President, Vice President, Sec./Treas., Field Chair, Head Instructor, Special Events, Newsletter Editor, City Liaison, Membership Chair, and one seat on the Board of Directors (4 year term).

By-Laws Revision - Last spring the Board of Directors met and approved in principle a revision to the By-Laws that would place some geographic restrictions on club membership. Several weeks ago, Ken Hook, Doug Barton and I got together to prepare a "first draft" of that revision for discussion purposes. There was a good, open discussion at the last meeting and some valuable input from several people. In its edited form, the revision stands as follows:

- A) Membership of the Davis Aeromodelers, Inc is to be made up primarily of residents of the Davis/Yolo County area. However, up to 30% of the membership can be comprised of individuals from outside Yolo County.

- 1) The number of openings available to individuals from outside Yolo County at the beginning of any given membership year will be fixed by the Board of Directors and be based upon the maximum number of Yolo County members in the club the previous year.
- 2) When openings become available to non-Yolo County people, they will be filled on a first-come, first-served basis from a waiting list held by the club secretary.
- 3) If in any given membership year, there is a decrease in the number of Yolo Co. members, such that the number of non-Yolo Co. members eligible for renewal exceeds the 30% figure, the number of openings will be frozen at the existing level until either the Yolo Co. membership increases, or the number of non-Yolo County members are reduced through natural attrition.

The rationale behind this membership restriction has been discussed at club meetings and in this newsletter many times in the past. Basically it comes down to common sense and political reality. We're a Davis club that depends on a piece of property owned and controlled by the City of Davis. We can't allow ourselves to become swallowed up by a group that has no real stake or interest in the Davis Community. If that ever happens, we could lose everything that we've worked so hard to build.

I really don't think we ever would be swallowed up, but this amendment to the By-Laws seems to provide a reasonable insurance. One hazard to such a restriction is that it could give the club a "snobbish" reputation among other clubs that generally have very open membership rules. That's not the intent of this change and I hope that doesn't happen.

If you have any opinions pro or con regarding this amendment, you should take them up with members of the board as soon as possible. A 2/3 vote of the board is required to amend the By-Laws and a final vote will probably be held in December.

Pylon Race Results - The pylon race on October 3 was sort of a dud. Lee Helsel had radio problems and crashed his airplane during a warmup run (I wondered why he was doing all those wild aerobatics 2 feet off the ground). He then pulled out his "No. 7" plane and proceeded to have a "fun race" with John Eaton--at which time 'ole "Eat 'em up" John racked up his third mid-air kill (Some days it just doesn't pay to get up, does it Lee?). My plane was disqualified from the race because I tried to sneak in my K&B 3.5. I think they noticed something was amiss when the engine started screaming around 50,000 RPM. It might not have been legal, but it sure was fast. The upshot of it was, I think Gary Darby won because he was the only legal airplane to last 10 laps around the pylons.

Fortunately for Gary, the race was held before he discovered flat spins. I understand Gary will be teaching a class entitled "Aerobatics 10A," entry into flat spins. He'll offer "Aerobatics 10B," recovery from flat spins, after he learns how.

Announcements - The Air Force is transferring Gordon Berletich and his family to Texas sometime in December or January. Gordy doesn't want to hassle with moving all his airplanes, so he's offering some for sale. Included is a House of Balsa P51 (painted to look like Denny Forsters "Straw Boss") for \$150, an Ace Super Pacer for \$75 and a Sig Doubler for \$50. All are built and painted, and have been flown. No engines or radios are included with the planes, but Gordy's offering his World Expert 5 ch. radio for \$125.

It's a shame that Gordy has to go. He's been a real asset to the club and just a heck of a nice guy. We'll miss him.

Upcoming Events

- | | |
|------------------------|--|
| Nov. 5 | Club Meeting (Nominations) |
| Nov. 6 | Cordova Model Masters Swap Meet (Cordova Community Center) |
| Nov. 14
(tentative) | Garage Sale #2 |
| Dec. 3 | Club Meeting (Elections) |

Jim MacDonald, Editor

Giant Scale Event -

Saturday & Sunday

**October the 16th
and 17th 2021**

**At the AMOS field Located at
4015 East Catlett RD, Roseville, CA**

**One Mile from the Thunder Valley Casino
Great Event Lodging**

**Any Giant Scale 79" and above wingspan
3D Model Airplane can Fly**

Free overnight RV parking

Pilots can arrive on Friday 15th to Practice

Flying at the field.

**\$10 Landing Fee Saturday - Sunday no charge
AMA insurance is Required**

BBQ available for purchase!

**The AMOS Field is a Gold Member AMA field
One of the Best in California**

Hosts Dave Sullivan and

Gary Meyer 916-276- 6990

See: www.amosrc.com

Radio Control Flyers Unlimited

2021 Giant Scale Fall Fly In

October 16 & 17, 2021

Ward Hendricks Field, 8400 Eastman Rd, Oakdale, CA



All IMAA Legal Aircraft Welcome

Hard surface runway 800' X 60' Covered pit area

RV camping on site-dry—\$15/night seniors (over 62) non seniors \$30/night-paid to Stanislaus County

Pilots may arrive early and fly on Friday-open field

Field open for night flying Friday and Saturday nights

\$20 Landing fee—Pilot's meeting at 8 AM each morning—Coffee and Donuts provided

Lunch— BBQ Hamburgers and Hot Dogs Saturday only--\$7 plate

AMA sanctioned event-Must show your AMA card

Please RSVP to lenci1938e@gmail.com so we know how many are planning to attend

All pilots MUST have a fire extinguisher in their possession!

Smoking allowed only in vehicles

Shawn Lenci 209.985.4883

Jack Cooke 209.409.4378

Ron Lenci 209.479.3869

lenci1938e@gmail.com

jcookefamily4@yahoo.com

ronlenci@gmail.com

THE BAYSIDE AUCTION IS BACK*

*With volunteers from Bayside, Sacrats, and Tomcats

SATURDAY OCTOBER 30TH

AT THE HOLY SPIRIT CHURCH

37588 FREMONT BLVD, FREMONT, CA 94536

Register your items to sell online ahead of time. It's OK if you end up not bringing an item as we only check in what you bring.

- The computerized system will be in use again as it worked out well last time (2019).
- We will have plenty of time to check in items beginning at 6:30am and we'll start selling at 9:30.
- Lunch truck on site most of the day.
- Parking lot dry camping available for the night before.
- Large Indoor space for flying after the auction is over.



MORE INFO?

CALL OR EMAIL MIKE 650-642-0503 mt3578v@comcast.net

THE BAYSIDE WEBSITE <http://www.baysidercclub.com>

09.07.2021

WDA Officers and Board

President Forrest Barton
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Vice President Jeff Lovitt
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Treasurer John Eaton
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Secretary Mike O'Kane
(530) 796-4377 micharokane@gmail.com

Board members:

Doug Barton (530) 662-6469
controlinedoug@aol.com

Chris Dellinger (707) 446-9647
cdellin@sbcglobal.net

Keith Young (530) 848-3666
k_young52@yahoo.com

Danny Winters (916) 342-0679
win51@comcast.net

OPEN Board position

WDA website
www.wdarc.org

Woodland Davis Aeromodelers
42875 County Rd. 29
Davis, CA

WDA Cabinet

Membership
John Eaton (530) 681-5316 goldeneramodel.com

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Jonathan Stemen (916) 666-2868 Jon@radialaviation.com

Field Maintenance
Art Williams

Points
Stein Buer (916) 850-9457 steinbuer@gmail.com

Newsletter Editor
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Web
Kerry Roberson (661) 978-1992 flybaby1569@gmail.com

Club Advocacy
Lou Fox (530) 753-9331 louifox@yahoo.com

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 Oct. 16th, 10AM AT THE FLYING FIELD



WOODLAND/DAVIS AEROMODELERS
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DIXON, CA 95620