

WOODLAND/DAVIS AEROMODELERS



Jan Newsletter 2022

Prez Sez:



Hi, My name is Jeff Lovitt and I am a model building/flying addict! As your incoming president for 2022, I want to first thank outgoing President Forrest Barton for his leadership and dedication to the club and for continuing as your vice president for 2022. I also give my thanks to the other officers, board members and field crew that have help to make this club a great place to enjoy model aviation. I thought I would give a few thoughts for the new year and talk about ways that I think we can improve on our already great club. While I've been a part of the club for a long time, I think a little bit of introduction and history is in order. Here goes...

I am a life-long modeler. My dad began modeling as a young boy so I heard the stories growing up about his learning to build and fly control line and early RC models. My dad gravitated toward scale modeling and has competed for many years in that arena. It was that competition that exposed me to WDA, as we would travel to the scale masters qualifier that WDA held for many years. I decided that if I could go to school at UCD, the presence of WDA's Mavis Henson Field made a pretty good way to keep modeling at least some while I was going to school. I did what modeling I could during school (probably still more than I

Prez Sez

General Club Member Minutes

Board Meeting Minutes

Chilly N Chili

Member Points

Modeler's Corner

Roy Holmes Memorial

Jeff Lovitt

Mike O'Kane

Mike O'Kane

First event of 2022!

Stein Buer

Rich Geertson

The January General meeting will be held at Doug and Christy Barton's home, 807 Cleveland Ave., Woodland. Monday Jan. 10th. at 7pm.

wdarc.org

should have according to my gpa), graduated in 1995, migrated to the Bay Area for about 5 years or so then back to Davis in 2000 after marrying my wife Stacy. We have lived in Davis since and our son Adam is a sophomore at Sac State and Ian is a senior at Davis High. Both have spent time at the field and learned to fly, though they do not share the same passion as me. Maybe they will gravitate back to it, we shall see. I work in the construction industry, with most of my work having occurred in the public works sector doing school construction throughout the Sacramento Valley and Bay Area.

I have gotten a lot from this hobby. It gives me time to think and plan how to build and complete a complex model. I love researching scale model subjects, finding documentation for a cool color scheme and understanding history through the process. Understanding mechanics, structures, electronics, and the art of finishing models has given me great satisfaction over the



In the beginning. An Airtronics Monarch 05 powered glider, photo about 1983 in Willits CA



My first plans built model, a 1/5 Dehaviland Chipmunk with OS 1.20 Four Stroke power. Ukiah Propbusters Field, 1997

“only does racing, only jets, only gliders,” etc.

Looking ahead, the hobby has changed massively in my lifetime and will continue to do so. We've seen the transition from the local hobby shop (did you know Davis used to have a real one? Hobby Manor was operated by Bob and Mavis Henson, one of our field's name-sake). We've seen the influx of ARF models and the reduction of kit building materials that are available. We have also seen the explosion of the internet and we now have other tools that are helpful. Youtube videos offer a wealth of instruction and are only a quick search away. The internet forums provide an amazing resource to share projects and also to find solutions to problems. We have an internet marketplace that allows us to buy and sell sometimes hard to find items with relative ease. In some ways the hobby has never been better, and in others, worse. If we change the thinking from better/worse to just different/evolving we can prepare ourselves for what's to come. As an example I was a

years. My enjoyment of the hobby has been shaped by others, who I have met through flying clubs and competition who have been willing to help, offer advice and share the techniques that have been learned through trial and error. I find that the flying club, and the flying site is a critical resource to my enjoyment of the hobby. I don't get much enjoyment from operating and building completely alone and seeing what others are working on, seeing those test flights, seeing someone new to the hobby find success for the first time, or spending time at the field as friends and modelers, are what make this hobby great. The variety is the space of this hobby, and I enjoy many facets of the hobby, and love to see the range of things that our field can support. Old-Timers to Jets, Helicopters and Drones, sailplanes, float-flying, pylon racing, sport models, scale, and control line stunt. All of these things are needed to support what we do and this club has a long history of welcoming modelers with varying interests and bringing them together. We are not the club that



35% Extra 260, the last of my IMAC modeling days. DA 100 for power.



Me and my Dad at the Scale Masters in 2019. He had just won second place with his Nieuport 28.

non-believer in the gyro technology when it came out. I firmly believed I didn't need a gyro to "fly my plane". Fast forward to today and we have three axis stabilization that truly acts like shock absorber for what the air does to a model in flight. A car without shock absorbers would be tough to drive. A model can fly better with shocks, and it doesn't fly the plane. This technology applied to the micro models has made very small models a lot of fun. Technology can help our enjoyment of the hobby.

The same advances in technology have challenged the hobby as well. The capability of semi autonomous drone flight, long distance FPV presented huge issues for the AMA and the FAA and the airspace has become restricted as a result. We continue to follow the changes that have been and could be imposed as the FAA manages the

airspace that we operate in. The importance of being a model club with a fixed base of modeling operations can't be underscored. By working together as a club and with AMA, little will change for us. The most important thing for us is to operate safely, see and avoid other models and full scale and continue to enjoy the hobby. I know that I felt that the sky was falling a couple of years ago when the FAA starting making changes, but I don't feel that way now. We must be positive and work together.

Speaking of working together, we have an amazing field. One that we would not have without the generous contribution of Fred Burgdorf who founded APC propellers many years ago in Woodland. Fred's generous contributions of equipment and capital have benefited the club over and over through the years before his passing. The legacy that Fred started has been continued by Robert Holik. The field that we've created requires upkeep to maintain what we have. Additionally, we try to make plans each year for what we can do to improve the field, allocate funds and decide on how best to fund those efforts. One of our main chal-



Me and my T33 after the last flight at Top Gun 2018. Soaking wet, flying in the rain and having a blast!



Me and my boys learning to fly. They aren't that little anymore!

lenges is that we really get a ton of work done with a surprisingly small number of VERY dedicated people. One of the things we need to do going forward is to involve more people in some of this work so that we ensure the strength of the club and reduce overall workload. As they say, many hands make light work.

In closing, its an honor to serve again as President of this club. I want to hear from you about what you want to see from this club. I think we need a flight training program, a strong work party plan, and a connection to our community. If we

can continue to make the field the most welcoming place it can be, we will make it a destination where people want to come to see model flight in action and perhaps have the desire to take part as well.



If you have ideas, I want to hear them.
My email is jlovitt@sbcglobal.net, and I am happy to talk.
Let's work together to continue making WDA the premier modeling venue in the area that it has become.

Jeff Lovitt

THIS is what modeling
is all about...
Fun with friends and
family.



General Members Meeting
December 11, 2021
Meeting location Burgdorf Henson Field

Board Members present: Forest Barton John Eaton, Mike O'Kane, Jeff Lovitt, Chris Dellinger, Keith Young, Doug Barton and Dan Winters.

Meeting called to order by Forrest Barton. Members present constitute a quorum
November 2021 News Letter Meeting minutes reviewed, motion for approval, 2nd, and received a majority vote to pass.

Recognition of guests and new members, Rosie the Hawk

Officer reports

- ♦ President: Forest Barton comments throughout the meeting
- ♦ V.P. position: open @ present
- ♦ Secretary: Mike O'Kane No secretary comments.
- ♦ Treasury: Monthly income of 400.00 and expenses of 1,494.05 balanced out to a -1094.00 loss.
- ♦ Membership: 102 membership cards have been issued.
- ♦ Membership renewal is ongoing, John can accept PayPal utilizing Friends and relative's method. PayPal address is WDA2100@yahoo.com. Note: Membership work points will be applicable for the 2022 renewal.
- ♦ John has registered the Club with PayPal confirmed charity. Excerpt: "Now your charity will benefit from a discounted processing rate, a verified checkmark, and the exposure that comes with being eligible to enroll in PayPal Giving Fun".
- ♦ Safety Chair: Interim Safety Chair is Mike O'Kane, appointment of new chair person was discussed and will be appointed by the next elected president.
- ♦ Food events being considered need to be in line with County requirements.
- ♦ Field Chair: Please consider reaching out to Art if you want to assist with mowing and upkeep of the equipment. There is currently no water available from Yolo County
- ♦ 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: The point tally is current as of this meeting.
- ♦ WEB Page: Kerry has the WEB current.

Old Business - Relocate water faucet from middle of walkway at the North shade structure to eliminate safety concerns. Pending

New Business - Chili-N-Chili scheduled for New Year's Day. Linda Welch is the food coordinator to ensure we will have a variety of food and deserts. Reach out to her @ loon12@AOL.com

Reposition the point's mail box back to its original location. Mail box post was removed to install artificial turf. Pending

By-laws need additional changes to keep up with industry changes. Pending

Event scheduling, contact Forrest Barton with the event and date request. See the Club WEB page for current listing of events.

- Nominations were opened.
- Motion for Mike O’Kane as Secretary, 2nd made, nomination approved
- Motion previously approved for Forrest Barton as the Vice President.
- Motion previously approved for John Eaton as the treasurer.
- Bill McGaughey nominated for Board position,
- Dan Winters nomination approved for his current Board position.
- Motion to close nominations and approve candidates as listed in the nominations received a 2nd
- Vote to approve nominated candidates was unanimous.

Work Party at Eut Tileston’s Home Saturday November 20th focused on pool cleanup and tree cleanout, good progress was made. Roof leak in the garage needs attention next.

Monthly Work parties have been re-established and will be held the Saturday following the General Club meeting. No additional work party schedules are anticipated for the remainder of 2021. Flying at the field is closed during work parties.

Next Board/General meeting is scheduled for Monday January 10th, 2022 @ Doug Baton’s home in Woodland. Bring your own chair. Address is 807 Cleveland Ave. Woodland CA 95695. This is a neighborhood environment. Board Meeting is at 6pm with General meeting at 7pm

Meeting adjourned.

**Board Members Meeting
December 9, 2021
ZOOM meeting**

Board Members present: John Eaton, Doug Barton, Chris Dillinger, Keith Young, Mike O’Kane and Danny Winter

Meeting was conducted via ZOOM on 12-09-21

Meeting called to order.

Discussion

Membership is at 101

John is checking with the Library to see if we can continue to hold meetings at the Leake room, info pending. No response from the County as of yet

Nominations for upcoming year are all set. No new nominations as of this meeting

Club has been contacted by Jenny Clark a Sport Falconer and asked permission to use the field for her falcon to hunt. Motion was made to approve her request, 2nd was made, vote was unanimous.

Chris D. will follow up with Jenny Clark a licensed Falconer that has asked to use the Club leased property for her Red Tail Falcon Rosie to hunt. Ms. Clark and Rosie will be at the General meeting on Saturday to answer questions

Discussion re: switching pumping service from Yolo Pumping to Area Portable Services due to billing issues. Agenda item for next January Board meeting.

Current nominations listed in the General meeting minutes

Next Board Meeting scheduled for Monday January 10th at 6pm. Meeting will be at the home of Doug and Christy Barton’s in the new shop. Bring your own chair with you to 807 Cleveland Ave. Woodland CA 95695. General Members meeting will be at 7pm following the Board meeting.

Meeting adjourned



Celebrating the new year at the John Hoppe Chilly n' Chili





**Not all the flying things at Woodland Davis
Aeromodelers, have motors...
We were joined by a couple of red tailed
hawks and their handlers.
The birds hunt jack rabbits at the field.**



Woodland Davis Aeromodelers Points as of Dec 5, 2021

			Total Points Due	Officers	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
1	Avilla	Daniel	Life														0
2	Bahnson	Noah	8														0
3	Barnett	Lance	8														0
4	Barton	Craig	8														0
5	Barton	Daniel	8														0
6	Barton	Douglas	8	8													8
7	Barton	Forrest	8	8													8
8	Barton	Glen	8														0
9	Barton	Jacob	Family														0
10	Ben-Ora	Kelden	8														0
11	Berkowitz	Sheldon	8														0
12	Buer	Stein	8	8													8
13	Burgdorf	Otto	8														0
14	Byrns	Glen	8														0
15	Carpenter	Jeffrey	8														0
16	Cerati	Mike	8														0
17	Chao	Zhixiang	8														0
18	Clabaugh	Hobie	8														0
19	Clabaugh	Jim	8														0
20	Cortez	Jaime	8														0
21	Costas	John	O														0
22	Cunha	Pete	8					2					6				8
23	Cunningham	James	8										10				8
24	Davis	Dantley	8														0
25	Davison	Wayne	8														0
26	Dellinger	Chris	8	8													8
27	DeVisser	Bruce	O														0
28	Diaz	Jack	O														0
29	Diaz	Juan "kiki" Jr	Jr														0
30	Diaz	Santiago Jr	Jr														0
31	Doyle	James	O														0
32	Eaton	John	Life	16													8
33	Emmett	Derek	8														0
34	Fitzgerald	David	8										4				4
35	Fox	Lou	8														0
36	Freitas III	Joe	Life														0
37	Frint	Michael	8														0
38	Galbreath	Doug	Life														0
39	Geertson	Richard	Life	8													8
40	Guarnizo	Pablo	8														0
41	Guelfroy	Donald	8														0
42	Hall	John	8														0
43	Hartsfield	Steve	8														0
44	Henry	King	8														0
45	Holdeman	Gerry	8														0
46	Holik	Robert	Life														0
47	Holmes	Roy	8														0
48	Hook	Ken	Life														0
49	Jeffrey	Ashley	Life														0
50	Joiner	David	8								1.50						1.5
51	Jonathan	Stemen	8														0
52	Kadir	Tariq	8														0
53	Kozlowski	Robert	8														0
54	Kruschke	Ken	8														0
55	Latona	Joe	8														0
56	Lingwood	Cleon	8														0
57	Lingwood	Lewis	Family														0

58	Lovitt	Jeff	Life	8													8
59	Lovitt	Ian	Family														0
60	Lovitt	Adam	Family														0
61	Mac Donald	James	Life														0
62	Malda	Rick	O														0
63	Martin	Kenneth	Life														0
64	Martinez	Gonzalo	8														0
		Herbert															
65	McAfee	(Jack)	Life														0
66	McGaughey	Bill	Family				2.00			1.00							3
67	Meguire	Bill	8														0
68	Milosevich	Greg	O														0
69	Morell	Matthew	8														0
70	Morgan	Ed	Family														0
71	Morgan	Daniel	8														0
72	Morledge	John	8														0
73	Myrik	Jeff	8														0
74	Nelson	Kirk	8														0
75	Nino	William	8														0
76	O'Kane	Mike	8	8													8
77	Oku	Craig	8														0
78	Pippen	David	O														0
79	Ponzo	Bennett	8														0
80	Radu	Michael	O														0
81	Rainda	Dan	Life														0
82	Rumsey	Ken	8														0
83	Sanchez	Robert	8					5.00									5
84	Schellenberger	Eric	O														0
85	Sizemore	Randy	8														0
86	Smith	Ron	8														0
87	Stewart	Donald	8			1.00	1.50										2.5
88	Stutsman	Gus	O														0
89	Sutherland	Larry	8														0
90	Thom	Peter	8														0
91	Tradelius Jr.	Paul	8														0
92	Vance	John	8			2.00	4.00										6
93	Wei	Peng	8														0
94	Welch	Monty	Life														0
95	Whitney	Jason	8														0
96	Williams	Art	8	8			2.00										8
97	Winters	Danny	8	8													8
98	Young	Dylan	Family														0
99	Young	Neal	Family														0
100	Young	Keith	8	8		4.00											8
101	Yow	Scott	8														0
				536	96.0	0.0	0.0	7.0	11.5	5.0	0.0	2.5	0.0	20.0	0.0	0.0	126.0

Note: You may email your work points info directly to Points Monitor at steinbuer@gmail.com or text to 916-850-9457 or fill out tally sheet at the field.

For each workday, please list the date, hours worked, and a short description of your activities.

Description of Work Performed for Points as of Dec 5, 2021

Date	Last Name	First Name	Job Description or Event Worked	# Hours Worked	Points
4/15/2021	McGaughey	Bill	Clean ditch, replace pickup head	4.50	2.00
Apr Subtotal	McGaughey				2.00
7/13/2021	McGaughey	Bill	Clean around pit area, cut down weeds by shack	2.00	1.00
July Subtotal	McGaughey				1.00
4/15/2021	Williams	Art	Sprinklers	6.00	2.00
Apr Subtotal	Williams				2.00
3/19/2021	Young	Keith	Club SWEP meeting, sold club items, cleanup	2.00	1.00
3/20/2021	Young	Keith	Club SWEP meeting, sold club items, cleanup	2.00	1.00
3/21/2021	Young	Keith	Club SWEP meeting, sold club items, cleanup	4.00	2.00
Mar Subtotal	Young				4.00
3/25/2021	Stewart	Don	Mowing	2.00	1.00
Mar Subtotal	Stewart				1.00
4/8/2021	Stewart	Don	Mowing	3.00	1.50
Apr Subtotal	Stewart				1.50
3/25/2021	Vance	John	Mowing	5.00	2.00
Mar Subtotal	Vance				2.00
4/1/2021	Vance	John	Mowing	4.00	2.00
4/6/2021	Vance	John	Mowing	4.00	2.00
Apr Subtotal	Vance				4.00
7/13/2021	Joiner	David	Shade	3.00	1.50
Jul Subtotal	Joiner				1.50
5/4/2021	Sanchez	Robert	Shade	4.00	2.00
5/6/2021	Sanchez	Robert	Shade	4.00	2.00
5/11/2021	Sanchez	Robert	Shade	2.00	1.00
May Subtotal	Sanchez				5.00

Welcome to the year 2022! I hope the New Year brings you health, happiness, and lots of NEW RC STUFF! As always, my RC dreams and schemes exceed the hours on the clock. But the good news is, I will never run out of them.

Last month, I talked about my Skyrocket wing repairs and the switch from O.S. 33cc single cylinder engines to DLE 40cc twins. Well, the weather has slowed progress substantially, at least when it comes to applying ANY kind of finish to my repaired wing. However, the cool temperatures do offer an ideal climate for engine break-in. My preferred engine break-in regimen is IN FLIGHT. While I value some running on the test bench just to become familiar and to get the needles within range, the heating/cooling, load/no-load cycling in flight, is the best method for engine break-in.

In the case of a TWIN engine aircraft, and owing to the fact that the airframe isn't 100% ready, I decided that a complete break-in and adjustment on the ground was in order. ONE point of contention I have yet to fully resolve is the fairly recent (last 10 years) manufacturer recommendation that new engines be run-in on full synthetic oil..? This goes against conventional RING SEATING wisdom.

In the past, it was understood that piston rings need to wear-in and properly SEAT for the best fit within the cylinder. The way to do that was by using regular mineral oil at a higher mix ratio. So, for example, using Lawn Boy or Pennzoil air-cooled two stroke mineral oil at 30:1 for the first couple of gallons. Gas two stroke engines should NEVER be run exceedingly RICH as this only leads to fouled plugs and excess carbon build-up. The high and low speed needles should be set for what I call "clean" running at all RPMs. The IDEAL high speed needle setting for in-flight break-in should result in a clean and even top-end with an occasional "burp" indicating the engine isn't as lean as it can go. As the rings seat, easier starting and more reliable idle should be observed. But back to oils...

These days, most every engine manufacturer recommends ONLY full synthetic two stroke oils be used right out of the box, and often at higher ratios during the break-in process. Again, my understanding of ring seating is that some

Modeler's Corner



abrasiveness is required to properly wear-in the rings for a perfect cylinder fit. Today's synthetic oils offer such superior lubricity, I worry that the rings may NEVER seat OR, will require an exceedingly long time to seat? The opposing argument is that today's modern machining is SO accurate, that "ring seating/wearing-in" is no longer required, as the fit is perfect right out of the box...

I have engaged in this conversation with Dave Johnson (owner of Desert Aircraft engines) and never really got a straight answer. He has sold thousands of engines over the years. Many were treated to a lengthy and careful break-in process, while others were fed Amsoil 100:1 and flown hard from day one, with (apparently) NO deleterious results..?!

My late friend and expert machinest, Rick Schell, owned many motorcycles, snow mobiles, and model aircraft engines over the years. Rick built crankshafts for the Yamaha GP250 racing team and spent a lifetime doing high performance machining on every kind of engine. His break-in process? **RUN IT LIKE YOU STOLE IT FROM DAY ONE!!** He used to say, *"Break it in slow, it will go slow...break it in fast, it will go fast."* Rick believed that the whole "break-in process" was hogwash, at least for engines built in the last 50 years.

Another friend of mine, who is an expert Harley Davidson mechanic, believes in a lengthy, controlled break-in, which starts with careful heat cycling of the new engine, followed by 1000 miles of easy riding, varying RPMS, all done using conventional motor oils. ONLY after 1000 miles of break-in should the switch to full synthetic occur. Granted, a Harley is a four stroke while my DLE 40s are two strokes, but rings are rings, bearings are bearings, metal is metal. Considering my experience and the experience of others, I elected to go with a hybrid break-in process; lengthy and controlled, but per DLE instructions, using FULL SYNTHETIC oil.

I began the break-in using a light prop on the smallish side of the recommended range, running the engines for very short periods, followed by a complete cool down. After 4 of these heat cycles, the engines were run for approximately 20 ounces of fuel at just over 4,000 rpm (the factory instructions state that full break-in isn't achieved until over 2 hours @ over 4,000 rpm). After a complete cool down, I then ran the engines at varied rpms, adjusting the high and low speed needles for "clean" running (or at least as clean as could be achieved), followed by another 20 ounces at over 4,000 rpms. At no time were the engines allowed to get hot, nor were they run exceedingly rich or lean. Then, **more** variable speed running to continue tuning the carburetors. I then switched to the scale-ish Biela 18x10 3-blade props, which represent a far more substantial load. With these heavy props, idles as low as 1300 could be achieved, although 1500 rpm was more reliable. Jabbing the throttles to full would not result in an instant transition to full power... this might take several seconds... then dropping the throttle back to idle would require sometimes a length period to fully slow down to the lowest idle. In other words, the engines were still behaving as though they needed more run-in time. I could not detect ANY change (increase) in compression, to indicate the rings were developing a better seal. After more steady running at just above 4000 rpms, and little change in the throttle transition and recovery, up or down, I decided to install BOWMAN piston rings.



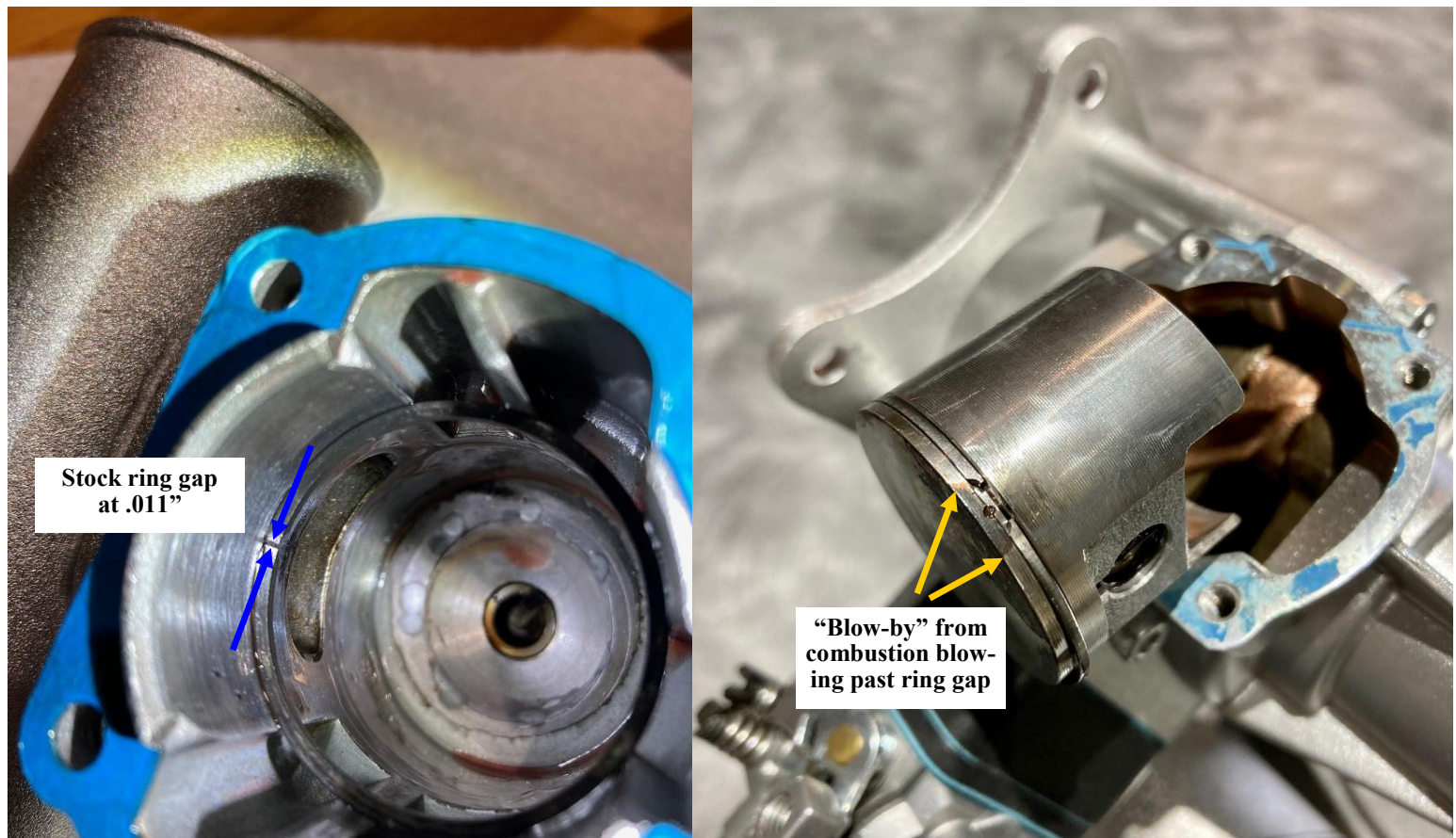
It isn't that I am disappointed in engine performance.... It is more an exploratory exercise to see if BETTER performance can be achieved. I was also curious to see the DLE's guts! I purchased two sets of Bowman piston rings from Valley View RC, first calling to speak with a tech about ring GAP. This is fairly critical as it is responsible for attaining the correct seal, but must also allow for heat expansion so as not to SEIZE the piston in the cylinder! Oddly, he could not provide a spec..? His advice was to adjust the gaps so that a "piece of paper" would fit... Not being quite satisfied with this 'high tech' advice, I looked online and found some information on Bowman ring replacement in a DLE55. A ring gap of .001 - .002" was recommended. WOW! That is REALLY SMALL! Almost any amount of expansion could result in a piston to cylinder seizure! Not finding any additional info, I elected to do my own exploratory surgery and see what the EXISTING stock DLE rings exhibited as far as gap.

What I found fully supports my "opinion" that when buying "low budget" engines, you get EXACTLY what you pay for. What I found also supported my physical observations regarding engine compression: neither engine exhibited great compression, but one did have better compression than the other, despite both engines receiving IDENTICAL run-in treatments.

The stock piston ring to cylinder fits varied greatly and in all 4 examples, EXCEEDED what would be considered a proper ring gap. Careful measurement of all four stock piston rings revealed gaps ranging from .010" to .015." Excessive gaps showed evidence of excessive blow-by (combustion gasses blowing by the piston, through the gap). NONE of this can be attributed to WEAR as a result of engine running, since the cylinder hone marks were all still fully visible, indicating very little wearing-in of the cylinders had even occurred. This also cannot be explained by variance in the stock DLE piston rings, as checking the new Bowman ring end gaps revealed exactly the same variance in cylinder bores. The excessive stock ring end gaps are 100% the result of cylinder bores NOT being perfectly accurate FROM THE FACTORY.

While the online article on Bowman ring replacement indicated the Bowman rings should be adjusted for .001" to .002" gap, this wasn't going to be possible in my engines, as the gaps of all four rings were already in excess of that, ranging from .004" to .008." And just to double check, I tried different Bowman rings in different cylinders to see if the gaps would vary... they did not, indicating the Bowman rings are very accurately machined... while the DLE cylinder bores ARE NOT.

So, moving on to RUNNING the engines with Bowman rings –



Improved compression was immediately evident by simply turning over the engines by hand; again, owing to the reduced ring end gap of the tighter fitting Bowmans.

At this stage of the break-in process with stock rings, both engines would spin the heavy Biella 18x10 3-blades at up to 5,200 rpm, and idle down to as low as 1,300 rpms.

With the Bowman rings, after a short break-in using Pennzoil Lawn and garden two stroke oil mixed 32:1, I was observing both better top end performance AND a more predictable return to idle. This appears to be improving with run time. Compared to the stock rings, both engines are showing a 100 rpm improvement with the Biella 18x10 3-blade and are now spinning that “high load” prop at about 500 rpm more than did the O.S. 33s. Equally important, the DLE’s are idling over 500 rpm lower than the OS’s, which should help with the “idle creep” that plagued the Skyrocket the moment it was released from my grip. Not surprisingly, the engine with the better fitting rings, out-turns the other engine by about 100 rpm. This is negligible and can be adjusted using throttle end-points to equalize both engine outputs.

It is too soon to declare the Bowman rings a “dramatic” improvement or even a “significant” improvement, but there is SOME improvement over stock. Bottom line is the stock rings have too much end gap, which reduces cylinder seals/ compression. A better fitting piston is going to provide better performance.

Now that the engines are adequately adjusted and running reliably, any remaining break-in can be safely conducted while FLYING. I will run the remainder of my Pennzoil break-in mix in the air, then switch to full synthetic.

NOW, if only we could experience some global warming, just so I can finish the painting / repairs!

Rich Geertson

Roy Merwin Holmes

November 28, 1925 - October 31, 2021

Born November 28, 1925 in the family’s farmhouse in Clarksburg where he grew up alongside his three siblings, Joseph, Doris, and Leonard.

Graduated from Clarksburg high school in 1943. Joined the Army Air Corp during WWII to become a pilot. Attended UC Davis majoring in agriculture.

Track and field athlete (high jump) in high school and college.

Completed pilot training while at UC Davis, soloed and secured his pilot’s license...and spent many years flying taking his last flight at age 92 co-piloting a 1950s era flight trainer.

Met Mary Joanne Leask at UC Davis and married her in 1948.

Farmed with his brother in Clarksburg and then with Newhall Land and Farming Company, River Garden Farms, and Demeter Corporation, moving between Madera, Knights Landing, Merced, and Woodland. In 1980 moved into a second career in real estate.

Deeply committed to his community—Scouting, Rotary, Farm Bureau, Courtland Masonic Lodge, Clarksburg Community Church, Friends of the Clarksburg Library, The Mix Masters, Woodland Literacy Council board, Toastmasters, Meals on Wheels, Woodland Christian Church. Received the Silver Beaver Award (Scouting). Six-time Paul Harris Fellow (Rotary).

He loved flying remote-control airplanes, traveling, the outdoors, hiking, the Echo Lake cabin.

Life-long friend of Steve Holmes, Bill Merwin, Darrell Merwin and David Wilson.

Above all loved his family—Mary Jo, Lydia, Dan, Marjorie, Rebecca, Jim, Matt, Ben, Sam, Lydia, Zeke, Ethan, Ryan, Owen, Saige, Ivy and Judah.

(Please join the family for a reception in the church courtyard.)



*A Service in Remembrance
and Celebration of the Life of*

Roy Merwin Holmes

November 28, 1925 - October 31, 2021

Saturday, December 4, 2021

***Christian Church
(Disciples of Christ)***

WDA Officers and Board

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Flight instructors:

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johneaton@sbcglobal.net

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

Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Monday Jan. 10th, 7pm at Doug and Christy Barton's home



WOODLAND/DAVIS AEROMODELERS
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800 COLLIER DR.
DIXON, CA 95620