

WOODLAND/DAVIS AEROMODELERS



PREZ SEZ



ct Newsletter 2022

Hey All, mashing keys here again, well past the deadline to print the newsletter. Sorry to our dedicated Editor, Rich Geertson! Here's some thoughts for this month!

Dogs: We have had a number of comments and complaints about dogs. Our policy and rule on dogs has been that all dogs must be leashed. We have not done a good job of holding ourselves accountable to this rule. I've personally witnessed what happens when ordinarily mild mannered dogs get together and mayhem ensues. This can cause injury to the animal, person and property and represents an unacceptable situation to the club. Our rules are in place to protect the safety of our members and our guests. The board has reviewed recent events and has decided to purchase some signage to help make sure that members and guests are aware of the responsibility to leash (and clean up) after a pet that is brought to the field. The goal is also that members/guests who are there and see a situation have something they can easily point to - the signage that is clearly posted. It's important that we create a welcoming environment for modeling, and our own fellowship. If pets are not able to be leashed effectively or are creating excess distraction, then owners should act accordingly.

Water: The September storm brought needed water that has helped green up around the field. In addition to our watering efforts the conditions around the runways and in the control line areas are improved but still need work. Continue to be wary of risk for fire due to dry conditions. I would like to see the club continue to put the effort into our irrigation going into next year so that when things begin to dry out in May, that we are already irrigating these areas to avoid the cracks and avoid having to cancel events like we did this year with the Control Line area. If we can keep water on already green areas, we can keep the field in better shape longer into the season. This year we

Prez Sez

Board Meeting Minutes

General Meeting Minutes

Reno Jet Crash

Modeler's Corner

Upcoming Events

Jeff Lovitt

Mike O'Kane

Mike O'Kane

Rich Geertson

Rich Geertson

**The WDA General meeting will be
Monday Oct. 10th @ 7pm at the Round
Table Pizza
Party room, 421 Pioneer Ave, Woodland.
Check the website for any changes.
wdarc.org**

developed a method to bring water from the slough which is working quite well, but its difficult to put enough moisture back into the soil once it dries out.

Training: I think the club should mount a renewed effort to offer an introductory experience to modeling and for training. The horizon eflite apprentice is the gold standard in my opinion for an easy to maintain and easy to operate training platform. I believe the club should endeavor to procure a couple of these setups and establish some scheduled and marketed introductory days going into the coming year. It's important that we build good connections to the community and its also important for us to have enough members to spread the cost of operations. We also unfortunately lose some members to relocations and other hobbies so its important that we are reaching out to let people know we are here.

Website Help: As many of you know, or have commented, our website is a bit dated. While it is current in content, the visual factor and use on mobile devices are both dated. Kerry Roberson has maintained the website for years and has done a great job of it. As you may or may not know, Kerry is now doing this remotely as he has moved to Florida, and is only back in California from time to time. Kerry has graciously continued to perform this task and I thank him for that. It's time for us to find someone new to take the helm, hopefully someone who has experience with web development or knows someone who does. If you are interested or have information related to this, please let me know.

Elections: It's never too early to start thinking about board/officer positions. Nominations will be opened at the November meeting, but please consider someone you feel should be nominated or if you are interested in a role on the board/officer please ask a board/officer.

That's it for now. We are in the midst of the best flying weather of the year, so let's get out and enjoy it. I look forward to seeing you out there.

Best, Jeff Lovitt

**Board Members Meeting
September 9, 2022
ZOOM meeting**

Board Members present: Jeff Lovitt, John Eaton, Forrest Barton, Mike O'Kane, Chris Dellinger, Danny Winter, Bill McGaughey and Doug Barton

Meeting was conducted via ZOOM on September 9th at 7pm

Meeting called to order at 7:11pm

Discussion

- 2022 Membership is at 95
- Income for 8/8 thru 8/13 was \$238.21, expenses \$ net income for the month after expenses is minus \$<147.67>
- Water pump Discussion took place with regard to setting up the suction boost pump as an electric pump vs. gasoline. Consensus is to go electric. Plan is to wire the pump at the water pickup with salvaged #10 wire and provide a Lo pressure cutout to protect the main pump during periods of extended water cycles. Suction pressure has been lost during extended run periods and the Lo pressure switch will illuminate the pumps from running dry. Motion was made and 2nd by Jeff to continue to configure the pump until completed, vote was unanimous.

Gate lock has been replaced due to reported intermittent latch/locking issue.

Donated tractors transportation cost. Amos Metz Rentals has an 18' tilt trailer (no winch) for \$100.00/day.

A quote from Citizen's Chevrolet was provided to move both tractors for around \$400.00.

Motion was made to cover the moving cost, 2nd by Forrest, unanimous vote.

Bill McGaughey brought up a plan to move the additional I beams onto the conex roof to span the distance between to big conex install trusses and cover the roof with salvaged metal siding. Discussion to be continued.

Tileston House is being emptied and prepared for sale (as is). When emptied John will contact Realtor and begin the sales process.

Next Board Meeting is set for 6:00pm October 10 at the Pizza Hut on Pioneer Ave.

General membership meeting is at 7PM October 10th Round Table Pizza party room on Pioneer Avenue.

Meeting adjourned @ 7:10p

General Members Meeting
September 12, 2022
Meeting location Round Table Pizza, Pioneer Ave Woodland CA

Board Members present: Jeff Lovitt, Forrest Barton, John Eaton, Mike O’Kane, Chris Dellinger, Dan Winters and Doug Barton.

Meeting called to order by Jeff Lovitt. 3 general members present.

Treasurer has financial statement available at the meeting. Net income from 8-9-22 to 9-12-22 was \$270.82. Total expense 454.49, net income <183.67>.

The Club members need to be reminded that Dogs **MUST** be on a leash when brought to the Club Field.

Member ship is at 95.

Art Williams will continue as Field Maintenance coordinator and will need help with the physical work due to health reasons.

Pumping water from the slough has been a chore, pump is not currently providing a consistent water flow for irrigating the control line/runway grass.

Update The additional gas pump at the water pickup has made watering the field possible. An electric pump is going to replace the gas pump to provide longer uninterrupted pumping sessions. A low pressure cutout will be installed to shut down the pumps when suction is lost. Watering the u-control circles and the RC grass runway is providing good results closing the cracks. Thanks John, Doug, Bill, Art and Robert.

Tileston House: The security tenant is moving out of the home and John Eaton will contact a realtor to put the house on the market when the house is empty.

FAA-recognized identification area (FRIAS) Posted on the AMA WEB site on September 9, 2022. AMA is expecting the FAA to release Advisory Circular (AC) 91-57C and open an online portal to apply for FRIA (FAA-recognized identification area) status very soon. AMA is asking all of our clubs to standby while we review the AC and FRIA process and wait for instructions on next steps. Our hope is to apply for FRIA status on behalf of each of our clubs that are interested in having this designation. It is likely that AMA and FAA will have to take care of some administrative processes before AMA clubs can request FRIA status. Rest assured, AMA will assist all interested clubs in applying for FRIA status. Remember, the deadline for operators to comply with Remote ID requirements is not until September 16, 2023. The FRIA requirement is being monitored by the WDA Board and will take the required action when the FAA published AC 91-57C, more to come

Youth outreach: Group discussion regarding effective methods the Club could employ to reach out to Youth Groups. Organized Scout and STEM groups were discussed. Need for the Club to have adequate instructors and aircraft. Open House venue this spring with Public flights available. More to come.

WEB Master: With Kerry now relocated to Tampa FL there is a need to have more of a local person in charge which is Kerry’s desire as well. A person that has design capability or experience is needed. A redesign of the current WEB site was discussed with the intent of making the WDA WEB site more contemporary and interactive, professional design outreach is a consideration.

NEWSletter: Rich continues to provide stellar content and is always looking for input from Club members.

Events: Pattern event is scheduled for September 24 – 25. The RC Runway will be closed during this event. I was at the RC Runway when it opened up for members to fly at noon on Sunday, the Pattern flyers did a fantastic cleanup job after the event ended which included emptying all the garbage cans and a walk around the pit and snack shack area, all garbage was packed out. Great Job guys!

Old Business: The donated tractors are available and need to be moved from the Watts airport to the Field. These are both 30HP 1950’s Ford tractors, one is an 8N-B the other is a 600 series. The hope

is they can be made to run and provide rotary mowing to keep the field clear of high grass and weeds.

The case tractor 3pt is in need of repair which will involve a considerable effort, the Fork lift engine is needing valve work as well.

Show and Tell: Danny Winter showed a MS 2000mm (78.7") Beaver V2 Sea Planes with Reflex V2 stabilization. Model is injected foam and turns a 16 by 9 prop with a 6 cell 5000mahr LiPo. Model has a lot of nice detail. Float kit is available.



Doug Barton showed a framed-up 1953 Chicken Hawk that will be powered by a small glow engine. Airplane is a single channel configuration

The Toilet Seat award lives, Forrest Barton entered a flat spin with his F-14 Tomcat and was unable to save the plane. Cause was related to an Ec5 connector for one of the engines, he has retracted his for sale offering for his original TomCat. (**Editor's Note:** Did GOOSE SURVIVE this one?)

Next General meeting date is October 10, 2022 at the Round Table Pizza Party room located at 421 Pioneer Ave, Woodland, CA 95776. Meeting time is 7pm. This restaurant was used for the July Club meeting. Good things to eat and plenty of room.

The next Board Meeting will be prior to the General Membership meeting September 10, 2022 at 6pm.

Meeting adjourned @ 8:29

Reno Air Race pilot, Aaron Hogue, was killed on Sunday Sept. 18th when he flew his L-29 Delfin into the ground during this year's Gold jet race. This was perhaps my 7th time attending the Reno Air Races and my first time experiencing a fatality. NOT something I EVER wish to see again. I was seated in the Checkered Flag club bleachers, about as far from the location of the crash as possible, so comprehending the crash, from start to finish was not only difficult to see, but at 500 mph, difficult to quickly process. Aaron was an experience pilot of high performance aircraft, but a relative new-comer to racing; he was awarded Reno's "rookie of the year" in 2001.

Like many pilots, Aaron built and flew line control and RC models as a youngster. He earned his full-scale pilot's license in 1987. As a Private IFR pilot, Aaron had accumulated 2300+ hours in several aircraft and earned an Aerobatic Proficiency Certificate from Shawn Tuckers Tutima Academy.

The official cause of the crash is yet to be released, but after many experts analyzed the incident, it is pretty clear Aaron subjected himself to too many G's when he suddenly rolled to the outside of the course in an attempt to prevent a pylon cut, then pulled too hard to get back on course. While holding the L-29 in the turn, he flew it gradually into the ground. R.I.P. Aaron.



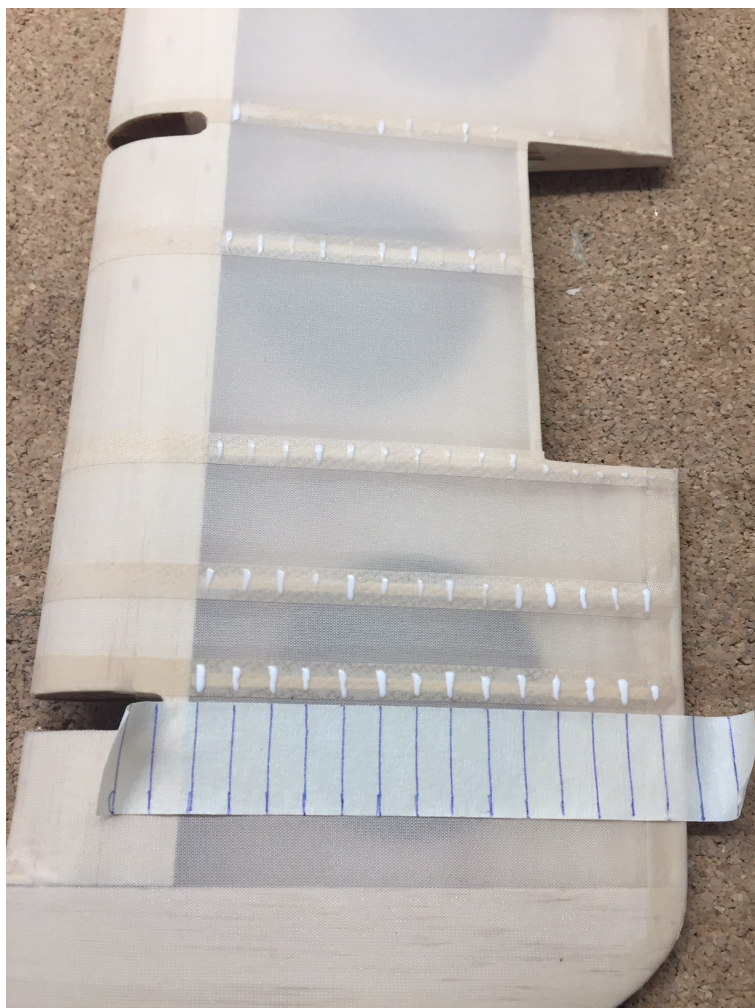
Modelers Corner

The Wildcat is being constructed differently than any other aircraft I have ever built. In the past, the bulk of my building - framing, shaping and fitting - was completed, then processes like radio gear and hardware installations came next, followed by sanding/covering/finishing. I think most of us

who've been building for years, developed this typical order of things based on most of the kits we've encountered. While there is sound reasoning to support that order of things, when it comes to a complex (i.e. tedious) project, I find it difficult to remain engaged (i.e. motivated) when mired in one process for too long! I'm probably not going out on a limb to state that the FRAMING of a model is probably the most fun. Assuming parts fit is good, the model takes shape very quickly during the "framing up" process. In other words, it doesn't take long to begin to SEE AN AIRPLANE. But like building a house, framing a model takes about 25% of the time. The remaining fitting, sanding, filling, engineering (radio gear, landing gear, etc.) detailing and FINISHING takes at least 75% of the time. ON a complex scale model, the ratio is even more skewed.

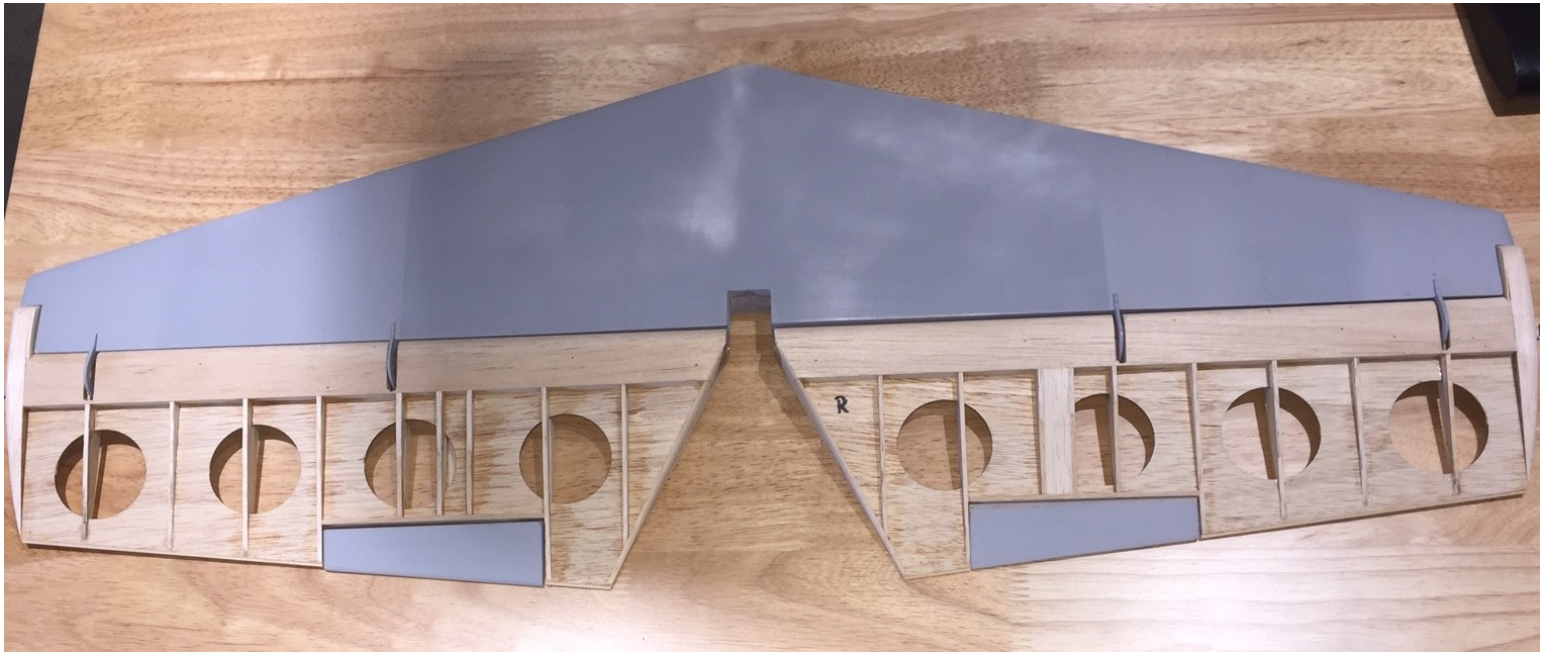
I am simply not the type who enjoys being completely immersed (i.e. buried) in one process for an extended period of time.... I LOSE INTEREST.

SO, on THIS build I am taking a completely different approach... focusing on one sub-assembly at a time, I am trying to FINISH each assembly before moving onto the next. What this means, for example, is that assemblies like the rudder, horizontal stab, elevators, cowl, canopy, tail-wheel and main gear, are being FINISHED. This allows me to break up the monotony of a single process by mixing in ALL the modeling techniques employed, from framing to engineering to detailing to painting.



The Wildcat rudder shows how that looks - I first framed, sanded to shape and fit to the fin, hinged, then covered (w/Supershrink Coverite), added rib tape, trim tab, inspection plates and other surface details, then primed and painted. These same techniques are being utilized as I finish the horizontal

stab and elevators. The elevators have been framed, sanded to shape and fit to the stab, and are



ready for covering. Trim tabs are ready for surface detail. The stab has been glassed, primed, finish-sanded, and surface details added - it is ready for paint, BUT first needs to be glued into the fuselage and faired in. Panel lines are made using two methods: Overlapping panels are created by creating a tape line and priming up to the tape line, building up the surface. When the tape is pulled away, the adjacent primed area is slightly higher, creating a very subtle raised panel.

Flush panel lines are created using very narrow Chart tape to mark out where the panels meet, primer is applied, and before the primer fully sets, the Chart tape is



removed. This is done on a parts that are literally ready for paint such that the only remaining sanding is with very fine wet/dry sandpaper. Fine wet sanding smooths out the flush panel lines left behind after removing the Chart tape.

I have followed the same procedure on the canopy, except that raised fasteners were simulated using a toothpick dipped in RC56 white glue. A toothpick and RC56 was also used to simulate rib stitching. The cowl has been completed. "Flush fasteners" were created using a sharp end brass tube clamped

to a soldering iron.

All that remains are markings and some final 'weathering.'

I guess my point in all of this is to let you know that THERE ARE NO RULES when it comes to building.

Consider - very soon I will have the Wildcat's tail section 100% FINISHED, along with the landing gear, cowl, sliding canopy, and tail wheel assembly... and I have yet to even LOOK at wing construction!

Building the model in this manner has kept me interested and engaged.

While I DO enjoy adding scale details, I enjoy it in SMALL CHUNKS, NOT a 12-course meal!

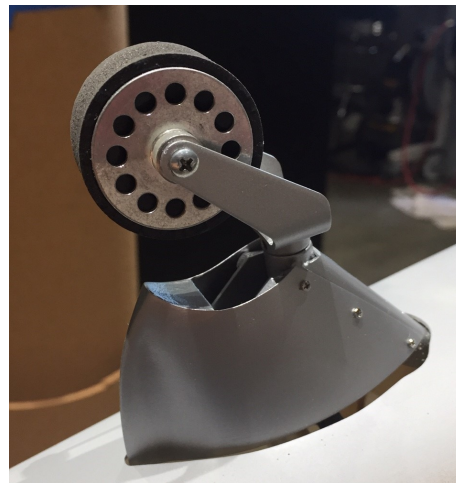
Finishing and detailing, while rewarding, IS the most difficult and tedious part of most scale builds. IF I were to save it all until the end, I might decide to push the fully framed-up Wildcat aside for an indefinite period of time while I try to gin up enough energy and interest to take on that portion.

By mixing it up, my interest level remains high!

Now in some instances, I have come close to finishing a sub-

assembly, but decided it required some "re-work" to meet my expectations.

The Tail wheel fairing and tail wheel fall into that category. My FIRST iteration is on the left... my second iteration is on the right. Sometimes I have to "finish" something before I even know if I like it..?



It also helps IF you don't put yourself under a "deadline"... THAT takes the fun right out of it for me! Until next month, BUILD something. ;-)

Rich Geertson

Radio Control Flyers Unlimited
3rd Annual Giant Scale Fall Fly In
October 14-16, 2022

Ward Hendricks Field, 8400 Eastman Rd, Oakdale, CA



District X Charter Club #1442

**Landing Fee-Only \$25 Includes lunch
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Proof of Current AMA and FAA to fly

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No smoking due to fire hazard

No open fires (propane ok)

Fire Extinguisher Required

800' Asphalt runway and shaded pits

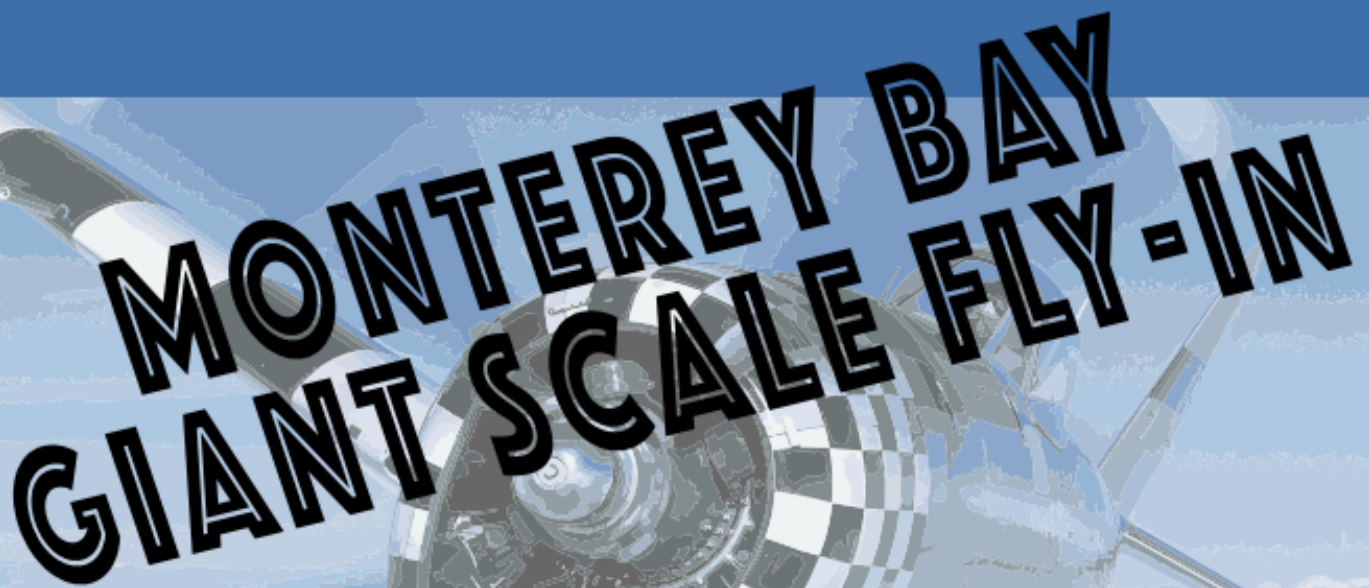
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Pre-registration requested

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- Open to all Giant Scale Aircraft (80in Monoplane and 60in Biplane)
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- Pilot's Raffle, Night Flying
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- For more information:
 - Contact: James Collins (jamesjcollins@me.com or (831) 325-6391)
 - Visit www.salinasareamodelers.org
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**vendors
welcome**

9:00 am Friday, Saturday, Sunday

Public Welcome | Food Concession on Site

Overnight Camping (No Hook-ups)

Tents for rent | Please call or email for confirmation

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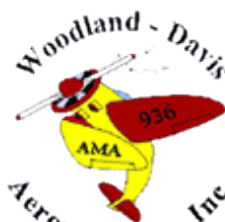
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Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Monday Oct. 10th, 7pm Round Table Pizza, Woodland



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