

WOODLAND/DAVIS AEROMODELERS

Prez
Sez

It's a new year, we have a new field, and lots of work to do to get the old field cleaned up. Check your email to attend work parties when the weather gives us a break.

It's time to renew your club membership, so come to the January meeting.

Hope you had a happy holiday season.

Kerry Roberson

READY OR NOT HERE IT COMES
HAPPY NEW YEAR



Prototype of new CARF-Models P-47 Thunderbolt...
Moki 250 under the hood.

What's new this month...

- **Prez Sez** *Kerry Roberson*
- **New Club Raffle** *G. Miller*
- **Meetings Minutes** *P. Torgerson*
- **2010 WDA Membership Form**
- **On the Safe Side—Fuel** AMA reprint
- **Dirt in Carburetor** AMA reprint
- **Protecting Yourself from Hazardous Materials**

At the November meeting, George Miller proposed a new raffle format.

It was unanimously approved and goes as follows:

EVERY MEETING ATTENDEE will receive **ONE free RAFFLE TICKET.**

Instead of many low-dollar raffle prizes, the new format will feature 3 Gift Certificates (one ea.) of \$75, \$50, and \$25 value.

Only **ONE WIN** per **MEMBER** per **RAFFLE** Allowed!

WDA Meetings Minutes by Paul Torgerson, WDA Secretary

Woodland-Davis Aeromodelers Club Meeting December 13, 2010

Call to order at 7:10pm

Nov. min. Pass

Officer Report

1. Pres, Thank you for the help at the work party.
2. Vice Pres. Field Equipment check out.
3. Trea. Fiscal Report. New field coast \$47,000.00
4. Membership, Waiting on new cards

Old Business

John Eaton, Points to be on hold or not. Put on hold tell January meeting.

Mall Show

- Show went well, Swap meet not so good
- Best Plane went to Monty P.
- People Choice Richard G.
- Best Military scale Monty W.
- Best Civilian George M.

New Business

Lou Fox Donated his 40% Edge 540 to the club.

Show & Tell

George Miller's F4 fiberglass plug.

Raffle Plane WINNER

Glen Burns

Adjourn at 8:35pm

WDA CLUB MEETING LOCATION

Woodland Mall

Room location is at the south
end of the mall, right next to
Gottschalks

Woodland-Davis Aeromodlers Board Meeting December 12, 2010

Call to order at 6:15pm

Nov. min. Pass

Pres. Report that the tractor needs a new alternator.

V. Pres. New name for the new field.

Old Business

1. Work party, There is still work to be done after the holidays.
 2. Snack shack, Take down the walls and move it over to the new field.
- Roof over the conx, What will work?

New Business

1. New Pilot station to be made out of aluminum, Cost \$600.00 for four. Pass
- Glen Barton to over see old site move.

Adjourn at 6:45pm

Hi,

My Name is Brian Koluder and I am a software developer.

I have created an iPhone application that I think will be very helpful to RC aircraft enthusiasts. It is a real-time wind gauge to report direction and speed from NOAA.

The application is only .99 cents and I think it would be well worth it to know the current wind conditions when flying those expensive aircraft.

Here is a link with screen shots and more info on the application.

<http://itunes.apple.com/app/codestork/id407770307?mt=8>

Thank you very much and I hope you have a happy holiday!

Brian Koluder

ADULT MEMBER OR GUARDIAN

Name:
Street: City: State:
Zip:
Home Phone:
Alt Phone: Email Address:

- () List my name only on club roster Club Newsletter (Check One)
() I wish to receive a hardcopy of the club newsletter
() I'll read the online version of the club newsletter

RETURNING MEMBERS

2011 AMA Number: 2010 Points Earned:
2010 Points Purchased: X (\$25/point) = \$ (8pts./year required)
2011 Payment: () Junior \$16.00 () Adult \$80.00 () Senior \$75.00 () Family \$86.00
Total Payment: \$ Check No. 2011 Combo

NEW MEMBERS

(Payment made from 1/1 to 8/31 Full Amount, 9/1 to 11/30 50%, 12/1 to 12/31 Full Amount and Applied to the Following Year)

2011 AMA Number: New Member Initiation Fee: \$200.00 (Fee waived for first time AMA members)
2011 Payment: () Junior \$16.00 () Adult \$80.00 () Senior \$75.00 () Family \$86.00
Total Payment: \$ Check No. 2011 Combo

Mail membership application, check payable to "WOODLAND/DAVIS AEROMODELERS, INC.", self-addressed stamped envelope, and proof of AMA membership (either a copy of your AMA card or FAX from the AMA).
For inquires e-mail Randy Sizemore at reddogusal@aol.com or write to the below address.

WDA, Inc.
c/o Randy Sizemore
7317 Black Oaks Way
Citrus Heights, CA 95621

Junior Members

(Each Member Must have a current AMA No. Print Additional Names and AMA Numbers on the Back)

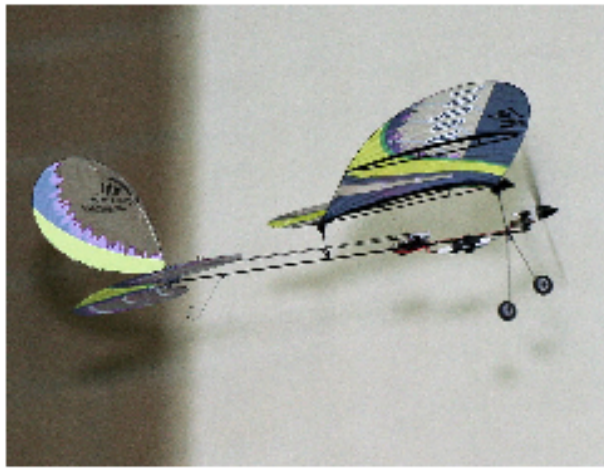
1. Name: AMA No.
2. Name: AMA No.

I have read, understand and agree to abide by the AMA Model Safety Code, Woodland/Davis Aeromodelers Current Bylaws and Field Operating Rules and Regulations.

Signature Date

OFFICE USE ONLY

Dues Received: Card Issued: Newsletter Editor Notified



Woodland-Davis Aeromodelers
present an evening

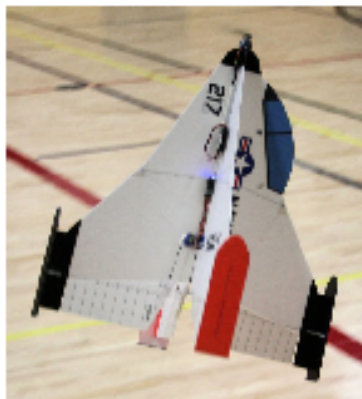
Indoor Fun-Fly

Friday Feb, 4th at the Watts Woodland Airport

Well we have all been waiting for it and the time has arrived. The Woodland-Davis Aeromodelers will be holding it's first indoor fun fly. The event will be held at the Watts Woodland Airport just outside of Woodland. The event will be in an 100'x150' hangar with aprox 25' ceilings. So there is plenty of room to fly whatever you want. Entry fee will be \$10 for the event and AMA insurance is required. Will be flying 6pm-till 9:30pm . For those with a GPS the address is below. Otherwise use the map provided. Once at the airport the hangar we are using has the airports rotating beacon on top, and it sits right across the street from the local fire station. See the inset in the map below for area details.

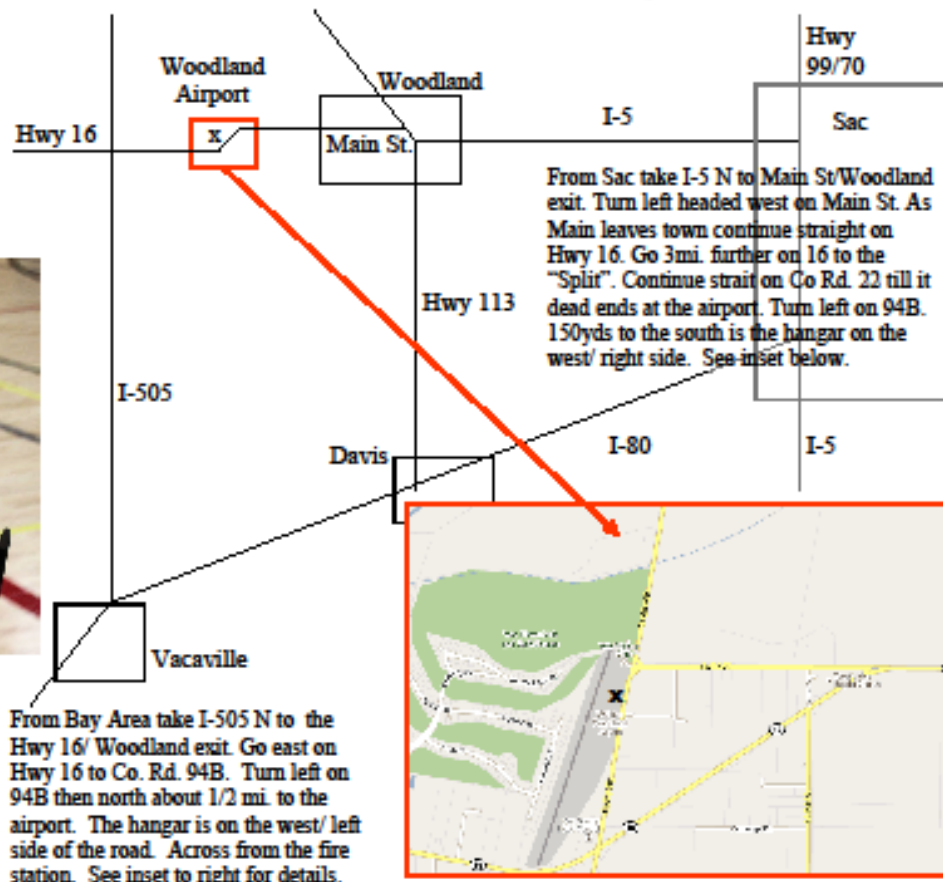
Web Site:
www.WDARC.org

Watts-Woodland Airport
17992 County Road 94B
Woodland, Ca 95695



For information contact
Forrest Barton
Phone: 530-383-9019
E-mail: CBarton328@aol.com

Date: Feb 4th 2011
Time: 6:00pm -9:30pm



The following 3 articles reprinted from The AMA Insider, online

ON THE SAFE SIDE

By Don Nix, Insider Safety Column Editor

As I have mentioned in the past, for a dozen years I was the owner of one of the leading model fuel manufacturers. During that time—and even now another dozen years later—one of the most frequently asked questions was about rust and corrosion in engines. In retrospect, it seems there have been almost as many different theories about the cause as the number of questions.

Assuming the fuel was made properly in the first place (key word: assuming), there is only one thing that causes rust: water. Experienced modelers know the trick of disconnecting the fuel line and running their engines completely dry after the last flight of the day. Methanol, the primary ingredient of glow fuel is extremely hygroscopic—meaning it absorbs moisture from the air very rapidly. Residual fuel left in engines, even small amounts, can easily cause rust on steel parts in a very short time.

Smart (and careful) modelers will follow this with a few drops of an after-run oil in the intake, followed by a quick hit with the electric starter to disperse the oil throughout the engine. Incidentally, Marvel Mystery Oil works just fine as an after-run.

Oh, did I mention that methanol is hygroscopic? I have no data to support it, but my guess is more “bad fuel” is caused by leaving the cap off the fuel container than by all other reasons combined, and it can happen in an astonishingly short time. Anyone who has spilled fuel on top of the can has noticed it very shortly assumes a milky appearance. That dear reader is a graphic demonstration of the hygroscopic nature of methanol, so keep the cap on the fuel container at all times.

Frequent e-mails ask something like, “I bought (found, whatever) several gallons of fuel that I’m sure are several years old. Is it any good, or will it damage my engine if I run it?”

The only way to know if it is still good is to run it. If it runs fine (particularly at idle), then it’s good. If it runs roughly (particularly at idle) or won’t run at all, you have the obvious answer. If the latter happens, drain the tank thoroughly, replace with new fuel and go fly. And use after-run oil.

A few paragraphs above, I said that properly made fuel would not cause rust. I am aware of one incident where a particular blend of a popular and normally highly respected fuel suddenly began causing extreme cases of rust in certain brands of engines. The owner of the company nearly drove himself and those near him crazy checking everything in that particular batch; same methanol as in other blends and batches, same oils, same additives.

No clue whatever, until the owner asked his plant foreman if there was anything—even the slightest little thing—that could have been different about that one batch. “Well,” the manager replied, “nothing except a different dye. We ran out of our usual industrial dye, so I

went down to Wal-Mart, got lucky and found the exact same color “Rit” dye. I used it until we got the new supply the next day. That certainly couldn’t have caused any problem, could it?” Oh, no; except that one of the ingredients of “Rit” dye is salt.

Jumping subjects abruptly, I remember a time some twenty-odd years ago when an out-of-control model hit one of the other fliers at our field, injuring him rather seriously. Although this was before every kid and his cat had a cell phone, fortunately one in the group had one, and EMTs were called. We couldn’t understand what took them so long to get there until the boss told us no one really knew where the field was. Always be sure the local EMT and fire department have the precise coordinates of your local field.

Oh, in case you’re curious about the dye story, wondering if it really happened, I can assure you it did, since I know the original owner of that fuel maker quite well. I see him every time I brush my teeth.

From The Beacon, Miramar Radio Control Flyers, San Diego, California

2-Cycle Engine Field Emergency: Dirt in Carburetor

Every now and then, when you can’t get an engine to run right, the culprit is dirt in the carburetor. The engine was running fine last time out, and you haven’t changed the engine settings. Now it quits at full power and won’t idle.

What’s wrong?

If you haven’t been to the field in six months, make sure you’re using fresh fuel! Fuel that’s been sitting around for months, especially if it’s left in the fuel tank, could be your problem. If it’s not the fuel, put in a new glow plug.

Check the clunk hung up in the fuel tank for clogged fuel lines. If your aircraft comes to a sudden stop, the fuel tank clunk can slide forward, getting stuck in that position. Having eliminated these possibilities, you may have a fuel draw problem caused by dirt in the carburetor, most likely at the narrowest part where fuel is drawn through the needle valve. If backing out the needle valve doesn’t allow the engine to run rich like it should, it’s time to flush the carburetor.

At home, you can disassemble the carburetor for complete cleaning. At the field, a quick fix is to back flush the carburetor with fuel. This doesn’t require carburetor removal and can be done in just a few minutes.

Cleaning the carburetor:

1. Check to see where the main needle valve is set. Then remove it and set it aside. Remove the fuel inlet tubing. Adapt these procedures to engines with remote needle valves.

2. Connect the fuel tubing from your fuel pump to the fuel inlet nipple. Pump fuel. It's a bit messy but only takes a second or so. Almost invariably, the culprit is a particle of dirt lodged at the point where the tip of the needle valve throttles engine fuel. The back flush blows that particle out.
3. You've probably got excess fuel in the engine. To avoid hydraulic lock damage to your engine, remove the glow plug and washer and blow the excess fuel out of the engine with your electric starter. **[Tech Editor's Note:** Before you apply the starter, make sure the plug/washer are out of the head, then point the cylinder head so that when you run the starter it doesn't spew fuel all over someone else or something else that the raw fuel shouldn't be spattered on, friends, relatives, or pets. Usually, pointing the cylinder straight down does a great job and then it will be just your legs and feet that get the benefit of fresh fuel.]
4. Replace the glow plug, washer, needle valve, and reconnect the fuel tank line. Adjust the needle valve to its previous setting.
5. Check your engine and fly.

Avoid getting dirt in the carburetor

In three words—use fuel filters! Somehow, dirt, or minute solid particles get into our fuel. In order to keep these particles out of my engines, I started using multiple fuel filters. Use one at the bottom of the fuel bottle or can. You'll soon find that once in a while, this first filter gets a bit clogged. Back flush it, and you start drawing fuel again. Use another fuel filter between the fuel pump and the aircraft fuel tank. Finally, always use a fuel filter between the aircraft fuel tank and the engine. When fueling the aircraft, disconnect the fuel line at the tank side of the engine fuel filter. This system works and eliminates the old problem of having to periodically back flush the engine to get rid of dirt. When flushing fuel filters, make sure you flush them both ways before inserting them back into the fuel lines.

From Notam, Bayou City Flyers, Katy Texas
Protecting Yourself From Hazardous Materials
 By Chris Myers

If we caught our kids out in the garage sniffing paint or glue, we would send them to counseling. Yet, as adults we do this and call it modeling.

Last year I read an article about a man who was working with acetone in his house. After using it, he almost collapsed. Getting out of the room and lying down, he returned to normal.

When I look at the shelves in my work room, the chemicals stored there range from Balsarite to various spray cans, paint, lacquer, pesticides, etc., to CA to acetone, along with a couple cases of fuel. In addition to this, I use balsa and do a lot of sanding, creating particles to clog my lungs.

In the process of repairing and maintaining our aircraft, our hands come in contact with several hazardous ma-

terials. Our body absorbs these chemicals, and consistent exposure to them can be a danger to your health.

If you dissect our hobby, it quickly becomes apparent that we often spill fuel and CA on our hands. We sniff the paint and glue fumes and use grease and oil in our maintenance. It all gets on our hands. If you are an active modeler, you have a lot of exposure to hazardous materials.

Below is a list of a few items you may want to keep around the workshop. They should help minimize the risk of exposure to hazardous materials.

1. Get a fire extinguisher.
2. Go to an auto paint and body shop and pick up a good face mask.
3. Buy a small fan for ventilation. **[Tech editor's note:** A large fan is recommended. In order to move more air, a small fan must be run at a higher speed and that causes some of its own problems. A large fan running slow moves sufficient air without making other problems.]
4. Work in a room that is properly ventilated.
5. Buy a box of rubber gloves.

Our hobby is great fun, but more than the propeller deserves some serious attention to keep you from being in harm's way.

Fly safe and have fun.



CARF-Models P-47D Thunderbolt after first flights by the model designer and owner, Andreas Gietz.

Highly prefabricated composite construction, 110" span, fowler style flaps, panel line and rivet details molded in. Custom Sierra Precision retracts. 47 pounds. Designed for Moki 250, but provisions for DA120 included. This aircraft will be a future subject of Modeler's Projects when I dive into building kit #2...

Editor

http://carf-models.com/public_carf/pages/common/start.html

WDA Officers and Board

President

Kerry Roberson (707) 447-2701
kroberson@jccomp.com

Vice President

John Eaton (530) 662-3698
johneaton@sbcglobal.net

Treasurer

Jack McAfee (530) 312-1745
Lanette1941@att.net

Secretary

Paul Torgerson (916) 825-5534
akagp4@yahoo.com

Bd. Mike O'Kane, (530) 796-4377

mokane@cableview.tv

Bd. Glen Barton (530) 662-6417

gbarton@afes.com

Bd. Doug Barton (530) 662-6469

dbarton@woodlandaviation.com

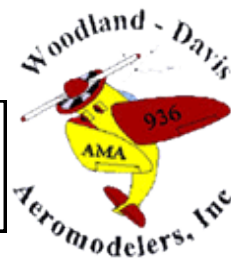
Bd. Chris Dellinger (707) 446-9647

cdellin@sbcglobal.net

Bd. Daniel Avilla (916) 660-9974

jetman@ssctv.net

WDA website
www.wdarc.org



WDA Cabinet

Membership

Randy Sizemore (916) 804-4250 reddogusa1@aol.com

Safety Officer

Dennis Mix Sr. (530) 668-1175 mix391@wavecable.com

Field Maintenance

Ken Rumsey (530) 787-3076 kenrumsey@sbcglobal.net

Snack Shack

VACANT

Raffle

Gary White (530) 668-4427 zanzee43@aol.com

Points

Monty Welch (707) 451-1842 loon12@aol.com

Newsletter Editor

Richard Geertson (707) 693-9537 geertson@sbcglobal.net

Mailing

Ed Morgan (707) 678-1121 ejmorgan54@sbcglobal.net

Web

Kerry Roberson (707) 447-2701 kroberson@jccomp.com

Club Advocacy

Lou Fox (530) 753-9331 loujfox@yahoo.com

Flight Instruction

Flight instructors:

Art Williams (916) 925-2615
4wills@att.net

Leo Van Sistine (707) 315-3713
Lvansistin@aol.com

John Hancock (530) 666-0295
johnlh@flightaudit.com

Mike Neely (530) 662-7730
rocketman@aol.com

Sheldon Berkowitz (530) 756-1217
saberkowitz2@comcast.net

Jet Turbine Instructors (Only):

Daniel Avilla (916) 660-9974
jetman@ssctv.net

John Hoppe (916) 392-1525
hopalong99@sbcglobal.net

Helicopter Instructor (Only):

Errol Nevalasca (707) 592-1905
raptorhawk@comcast.net

WDA website
www.wdarc.org

Next Meeting: Monday, Jan. 10th 7:00PM

Woodland Mall, off Gibson Rd. in Woodland. South end near Sassies; in the old Gottchalks store



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