

# WOODLAND/DAVIS AEROMODELERS

## Jan Newsletter 2012



### From the President

Hello, and I hope everyone is looking forward to having some fun with club activities. We will see a transition from work to play as there are no major projects underway. Some help getting the grass growing is first on my mind, I miss the grass at the old field. When it warms up a little we can throw out some Bermuda grass seed. There is some thought to trying to acquire a portable school room for the field so we can have our meetings at the field. If you can help with finding a good deal on one feel free to help out. But mostly I would like to see the emphasis on flying and model building. I need to finish my F-4 and start on a 1/4 scale dart, and I have an F6F that really wants to be built.

I would like to see more model-centered time in the meetings, and also want to revive the guest speaker/member presentation schedule we used to have. Those who want to discuss club business are welcome to attend the board meeting, contact our eager new vice president, Monty Welch, to get something on the board agenda, or if you have a pretty urgent reason to want it on the regular meeting agenda contact me beforehand. The board meetings start at 6 PM. The club business meeting will primarily be to give the officer's reports, the board action report, and to bring to the general membership those items that are best left to the general membership to decide.

We will be meeting at the mall again in January, but not at Gottschalks. We will have a new room that Al Aldrete, the new manager at the mall, is putting together as a community room, and chairs and tables will be provided by the mall on a regular basis. We should probably look at doing a mall show as a thank you if this works out as well as Al hopes it will. The room will be at the Penney's end of the mall. I will get the exact location in the next few days but I need to get this diatribe to Rich before he gets his Death Ray warmed up.

Contact me to volunteer to find a guest speaker or do a presentation yourself. Show and tell can be expanded to include more in-progress stuff, an airplane need not be finished to be welcome. Let's use those unfinished birds to share problem-solving and building tips. New guys especially, bring 'em in and get some help. When you are new even putting radios in an ARF or mounting the engine and fuel tank can be a problem, or if you are not new at it show off your brilliant solutions—you probably

won't get hollered at too much, and there is no toilet seat award should you be re-inventing the wheel in some particularly foolish fashion!

The first event of the year is the Chili and Chilly Fly-in on January One, I think Forrest said he was going to be there at 0730, official sunrise, there being only 9.4 hours of daylight to fly in! There will be an indoor fly at Woodland Watts on Friday the 6<sup>th</sup>, 5:30pm -9:30pm and dinner will be upgraded with the addition of REAL Polish Dogs.

Having caused enough grief, I retire...

*John Eaton*

**The new meeting location is still at the Woodland Mall, but NO LONGER at GOTTCHALKS!**  
**NEW LOCATION IS 3 rooms south of Penny's on the East side of the mall walkway. Closest parking is between Mervyn's and JC Penny's.**

## This month:

- From the President
- Meeting Minutes
- On the Safe Side
- WDA membership
- Gas engine break-in

John Eaton  
Paul Torgerson  
AMA reprint  
online only  
Pat Roy

**Woodland Davis Aeromodelers Club  
Meeting Minutes by Paul Torgerson  
December 12, 2011**

Call to order at 7:10pm

Approval of Nov. Minutes, Pass

Officer Reports

- Treasurer, Fiscal report
- Points Chair, up to date
- Web site, Current
- Safety Officer, Make sure when you are starting your engine, that the prop plane is clear of people.

Event report

Indoor fly, Had 9 pilots. All had a good time.

Old Business

Looking at revamping the startup area.

Nominations for Club Officers

- Board, John C. Jeff L. George M. Scott R.
- Secretary, Mike O'Kane
- V.P. Monty Welch
- Pres. John E.

New Business

- Find a new place for meeting. Looking at a double wide for the field???
- VOTES are in. Pres. John E. V. Pres. Monty W. Board are Jeff L. and Scott R.

Toilet Seat Award

Jeff L. ME 109 lost a wing in flight.

Adjourn at 8:25pm

**Woodland-Davis Aeromodelers  
Board Meeting by Paul Torgerson**

Call to order at 6:15pm

Approval of Nov. minutes, Pass

Officer Reports

Treasurer, Fiscal report

Old Business

- Open house is to join the Jet Fly weekend this year.
- Looking at revamping the startup area.

New Business

- Insurance for the indoor fly and the float fly at Lake Minden was passed.

Adjourn at 6:40pm

## ON THE SAFE SIDE

### **Propeller Strikes and Arming Switches**

Jim Tiller, *Insider* Safety Column Editor

(reprinted from *AMA Insider*, Nov. 2011 issue)

#### **Never, Never Stick Your Finger in the Propeller**

Before I took the job as *AMA Insider* safety columnist, I remember lamenting to my beautiful wife that it might be hard to make the column interesting. I remember saying, "Just how many times can you tell someone not to put his finger in the propeller?" On a warm Friday afternoon in late August, I found that the answer. After 30 years of flying airplanes, I had my first encounter with a spinning propeller.

I was with a bunch of flying buddies at our preferred float-flying spot, enjoying the late summer morning. It was the first flight of the day on my .30 four-stroke powered Newbie float plane. As the flight progressed, I could see the motor was not developing full power, so I made an early landing and taxied back to do some engine adjustment.

With another flier holding the airplane, I was adjusting the high-end needle setting when my hand somehow wandered into the full-throttle propeller. In an instant, the motor stopped and the blood began to run. The cuts were quite serious and we immediately went into damage-control mode. We had a first aid kit along, but it was a small one. We applied pressure and bandaged the wound with the only high strength tape available, a roll of black electrical tape. With the blood flow temporarily stopped, I made my way to the emergency room for a two-hour stay and about 14 stitches from a very competent and friendly emergency room doctor. This little lady looked, to me, to be about 14, but she did a great job sewing up four separate propeller strikes on my right hand. She mentioned that I was her very first prop-strike victim and I replied that it was also a first for me.



Fortunately, there was no permanent damage except to my pride. I managed to hit the blade with the flat of my hand rather than the fingers. That stopped the propeller and reduced the number of strikes somewhat. It is now almost two months later and I have just the scars to remind me of my errant ways.

Who do I have to blame? No one but myself—it was a preventable accident. In hindsight, I lost what the military calls “situational awareness.” I was so focused on the job at hand (no pun intended), which was tuning the engine that I totally ignored the close proximity to the spinning propeller. I know better. On that day, evidently, I did not know better and all it takes is one lapse in concentration. That is the lesson I leave with you and why I am sharing my experience.

A second observation. This little four-stroke is my smallest motor. Maybe that is why I was not as conscientious as I might have been. As you can see, small propellers do just as much damage as big ones.

A third observation; and one that my flying group has now corrected. Our first aid equipment was inadequate. We have since purchased a much better equipped first aid kit and put it in the storage locker in our retrieval boat. That kit now matches the one we have at our field. By the way, it still includes the roll of electrical tape. I can vouch for how well it worked at compressing the bandage over the wound.

A fourth observation. I have my flying buddies to thank for the help and assistance. It is important to surround yourself with fellows who are safety conscious and who can be trusted in an emergency.

And last: Never, never stick your finger in the propeller.

### Arming Switches on Electric Airplanes

This past summer, I learned of a couple of instances where an electric airplane started before the pilot was ready. In one instance, the pilot turned on the transmitter but had it improperly set to another airplane program. Evidently, the programmed airplane had the throttle reversed and when the airplane battery pack was plugged in the motor engaged. Most good ESCs are supposed to prevent this by making you put the throttle to its lowest setting before arming. I’m not sure what happened here.

In the second instance, the airplane was on the bench and the transmitter had yet to be programmed. The throttle stick was in the mid-range. Once again, when the battery was plugged in, the motor engaged.

An arming switch is a good way to prevent any accidental motor start on an electric airplane. They are most feasible on larger motors, but many electric gurus say they can be fitted to an airplane of almost any size.

Another good reason for the arming switch is to be able to plug in the battery and then prepare the airplane for flight. Many times there are cowlings or hatches that have to be secured or other preflight preparations to complete. Why do that with the battery and motor armed?

A number of commercial arming switches are out there. They are not very expensive and are easy to use. Your local hobby shop can surely provide you with one.

If you want to tackle the project in your shop, just peruse the online forums and you will find lots of pictures and schematics. Here’s one in the RCGroups forum: [www.rcgroups.com/forums/showthread.php?t=1335070](http://www.rcgroups.com/forums/showthread.php?t=1335070).

And here’s an even better idea. These two clubs have posted pertinent information and how-tos on their websites for their members and others to use. I think that is a great idea. It would be a simple matter to create a link on your site to these documents or write one of your own.

Here’s a great reference from the East Bay RC Club in Livermore, California: [www.eastbayrc.org/TimTips/TimsTips\\_ArmingSwitch.htm](http://www.eastbayrc.org/TimTips/TimsTips_ArmingSwitch.htm).

And another from the White Hills Eagles club in Shelton, Connecticut: [www.whitehillseaglesrc.org/membercontent%5Ctransmittercutoff%5Celectricflightthrottlesafety.pdf](http://www.whitehillseaglesrc.org/membercontent%5Ctransmittercutoff%5Celectricflightthrottlesafety.pdf). →

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#### All Woodland Davis Members

Sandy Collins passed away on 12/23. A memorial service will be held at Saint Paul's Lutheran Church located at the corner of Gibson and Cottonwood in Woodland on Sunday January 15th at 1pm. He will be placed to rest on Monday the 16th at the VA Memorial Cemetery during a private service



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(\$16.66/point) = \$ \_\_\_\_\_ (6pts./year required)

2011 Payment:(\_\_\_) Junior \$16.00 (\_\_\_) Adult 18-55 \$65.00(\_\_\_) Senior 55-75 \$60.00

(\_\_\_) Super Senior 75 & older 60.00 (\_\_\_) Family \$81.00

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 \_\_\_\_\_

2011 Payment:(\_\_\_) Junior \$16.00 (\_\_\_) Adult 18-55 \$65.00(\_\_\_) Senior 55-75 \$60.00

(\_\_\_) Super Senior 75 & older 60.00 (\_\_\_) Family \$81.00

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 reddogusa1@aol.com or write to the below address.

**WDA, Inc.**

**c/o Monty Pate (530) 308-8050**

**144 Clover St.**

**Woodland, CA 95695**

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.

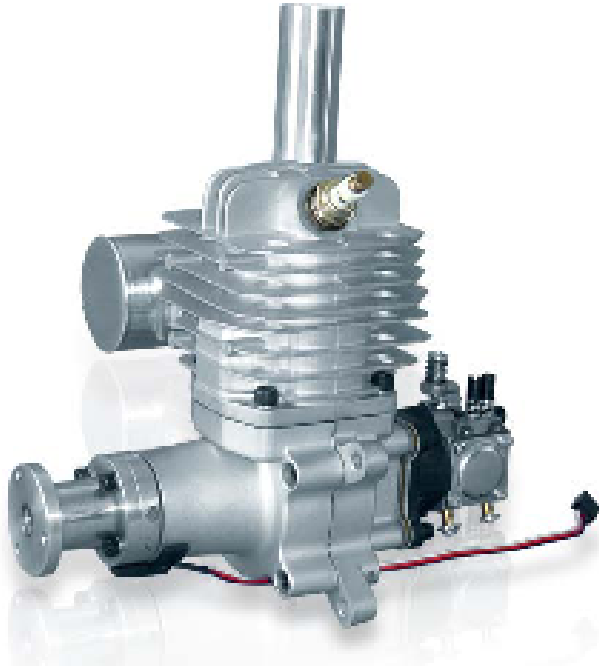
Signature \_\_\_\_\_ Date \_\_\_\_\_

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Dues Received: \_\_\_\_\_ Card Issued: \_\_\_\_\_ Newsletter Editor Notified \_\_\_\_\_

# Master Series - 2 Stroke Engine Break In Technique

By Pat Roy aka Tired Old Man



Two items important to remember with any engine. The needle settings required to get most any engine started is between 1-1/2 to 2 turns open on both needles. The second is never try to tune or adjust a cold engine. They must be warm for a needle or idle setting to be effective. Otherwise the effects of changed settings alter as an engine warms up.

I prefer to start with the high needle. Others prefer starting with the low. Start and warm up the engine then run it up to peak rpm. Now adjust the high needle for max rpm. Not a little lean or a little rich, but peak. Now bring the engine back to idle and let it cool off. You may want to shut down for a little while for more cooling.

Next run the engine somewhere between 2,500 and 3,000 rpm. Hold it there and adjust the low needle so that the engine increases rpm until it falls off. Back the low needle up until the engine again increases rpm, then falls off because it got too rich. Adjust the low needle back to the point on max rpm. All of that with the engine at that initial throttle position required to obtain the 2,500 to 3,000. You do not want to be using the throttle when adjusting the low needle.

Run the engine up to max rpm with the throttle to clear it out, then once again peak the high needle at max rpm. then back to idle for a few moments for cooling. Shut it down and let it cool.

After a cooling period start the engine and let it idle for a few seconds. Now quickly advance the throttle. Did it bog or sag? Adjust any of that out using the low needle. Now go fly and note any fine tuning that may be needed during the flight.

Sags on a long up line? Take a little off the high needle. Really fat and burbling in mid throttle level flight? Adjust the low a little leaner. Very small adjustments on either needle for flight adjustments.

Bear in mind that a couple of engines will burble no matter what you do.

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Cont. Next page...

**On to break in.** You can't really break an engine in until you have it tuned. Sloppy rich does not break in an engine. What you want to do is perform heating and cooling cycles without reaching excessively high cylinder temps. By excessively high I mean above about 300f. They can handle that just fine if you don't keep it that high. Preferable would be about 250f-275f. Anyone tells you their gas engine runs fine at temps below 200f doesn't know what they are talking about. You can't build a fire without increasing heat output.

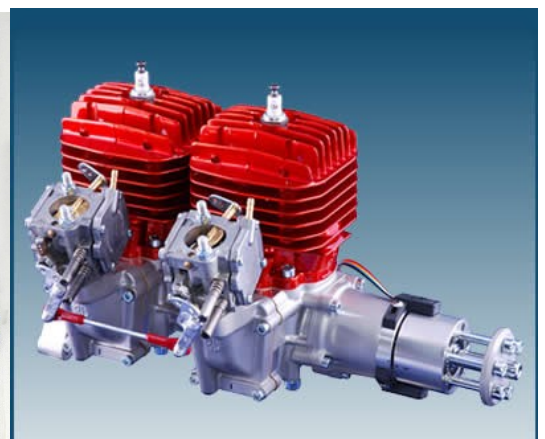
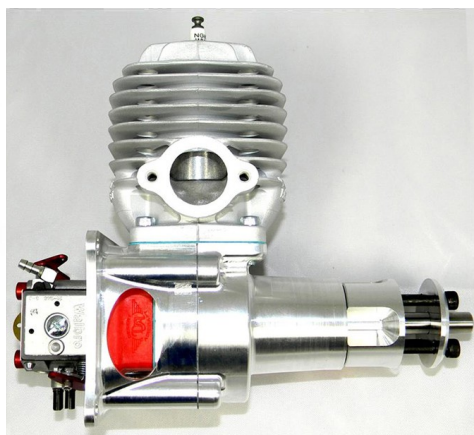
A temp gun almost the most useless piece of equipment you can have in a flight box. The most useless would be a glow driver in a gasser field box. They make you think you are seeing an accurate temperature. Wrong!! That temp can be off 100 degrees or more, especially if the gun is being used just after landing to check an engine. Accuracy comes with expense. You need a thermocouple and a data logger. Use one on the ground with the cowl off if you want but expect a lack of accuracy. Never use one with a cowl over the engine. Aim it at the base of the spark plug for about the best reading you will get.

So tune the engine. Now run the engine in 10 to 15 minute time periods, cycling the engine between a high idle rpm of about 2,000, running up to peak rpm for a few moments long enough to warm it up. Then back it down to cool. Do this for about a tank of gas. Now if you're a realist you'll be able to figure out that what's going on here closely approximates what takes place in every flight. Those people will tune their engine on the ground then go fly for the break in. They just won't be doing any hovering, torque rolls, or long verticals until they have a few gallons of gas through the engine. Those will also be the smart people.

## Oil Ratios

There's only one reason for running lean oil ratios. You're effin lazy and don't like cleaning the bottom of your plane. Why would anyone want to use less lubrication when more has always been better? I suppose there are other activities best done wet that you would like to try dry as well...She will hate you for it.

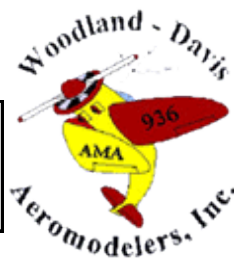
50-1 is about as lean as you want to go. The engine still stays relatively clean and cool when tuned correctly. Lean oil mixes do strange things to the chemical makeup of oils when they get hot. Hard carbon, ash, glazing, all kinds of things you don't want or need. 32 to 50-1 works for everything. They run smoother, cleaner, stronger, and last longer.



# WDA Officers and Board

- **President: John Eaton**  
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[Loon12@aol.com](mailto:Loon12@aol.com)
  - **Secretary: Mike O'kane**  
(530) 796-4377  
[mokane@cableview.tv](mailto:mokane@cableview.tv)
  - **Treasurer: Jack McAfee**  
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  - Douglas Barton (530) 662-6469  
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  - Scott Rowan (707) 452-0969  
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  - Glen Barton (530) 662-6417  
[gcp6k@att.net](mailto:gcp6k@att.net)
  - Chris Dellinger (707) 446-9647  
[cdellin@sbcglobal.net](mailto:cdellin@sbcglobal.net)

**WDA website**  
[www.wdarc.org](http://www.wdarc.org)



## WDA Cabinet

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## Flight Instruction

### Flight instructors:

- Art Williams(916) 925-2615  
[4wills@att.net](mailto:4wills@att.net)
- Mike Neely(530) 662-7730  
[rocketman@aol.com](mailto:rocketman@aol.com)
- Sheldon Berkowitz  
(530)756-1217  
[saberkowitz2@comcast.net](mailto:saberkowitz2@comcast.net)

### Jet Turbine Instructors

- Daniel Avilla  
(916) 660-9974  
[jetman@ssctv.net](mailto:jetman@ssctv.net)

### Helicopter Instructor (Only):

**OPEN**



# Next Meeting: Monday, Jan. 9th 7:00PM

Woodland Mall, off Gibson Rd. in Woodland; 3 rooms South of JC Penny's



WOODLAND/DAVIS AEROMODELERS  
C/O RICHARD GEERTSON  
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DIXON, CA 95620