

Woodland/Davis Aeromodelers



Feb Newsletter 2026

PREZ SEZ

Well, January has come and gone already and February is now here. Feels like we might be on the verge of leaving the fog behind and getting started on some blue sky flying days here soon. In the meantime, please make sure that your renewals are in to avoid loss of access and late fees. Remember, the gate code will change the day after the next club meeting which is scheduled for February 9.

With the weather starting to improve, we are seeing the grass and weeds start to sprout and the whole field has turned green. Mowing operations are back underway, so please expect activity and yield to mowing operations on Tuesdays when they are working. If you want to get checked out, please connect with Miguel Halpern at mhalpern@gmail.com. He can get you trained and ready to work. We are down a couple of people from last year so having some new blood is important so that we can keep up and no one person is having to do too much.

Our swap meet scheduled for March 14th is the next event at the field. This will be an important event and it's a chance for you to earn some points. Helping to collect the items that we have previously received and get them out of the containers so that they can be sold, is an important part of our annual budget. It helps fund the 'nice to have' things that we hope to do each year. This year, we have items from the Eut Tileston estate as well as helping John Eaton's family with the disposition of many of his items collected over a lifetime of modeling. A few of us began to collect those items and there is still some more to collect. These will need to be staged the week of the swap meet. Stay tuned for email communications to help coordinate this.

Speaking of email communication, if you have not received an email from the club email list, please send me an email at jlovitt@sbcglobal.net. Chris sends me emails with the new members; however sometimes

Prez Sez

WDA Meeting Minutes

WDA Jr. Member flying his Sea Duck

WDA 2026 Events Calendar

Modeler's Corner

Event Flyers

Jeff Lovitt

Miguel Halpern

Forrest Barton

Forrest Barton

Mike Radu & Rich Geertson

The WDA General meeting is scheduled for MONDAY Feb. 9th at Round Table Pizza in Woodland. Board Meeting @ 6pm, 7pm General membership meeting.

wdarc.org

I miss one or something gets entered incorrectly. Let me know so I can check.

The events calendar is up on our website for the year. Check it out!

FYI, we have had an influx of new members to the control line area. The newest exciting activity is control line combat. These flights will pit two pilots with two models at the same time in what looks like a frenzy to try to cut the other flyer's string. The flights are very exciting and the pilots are really talented. Next time you are at the field, check it out and don't hesitate to ask Patrick or Nate or Keith or any of them a question. They are very excited to help anyone interested to get involved. We are working to help get the parking area serving the control line area tuned up for this season, much as the RC side received a major effort last year. Looking forward to a work party or two to pretty this area up just a bit.

RC area work items for 2026 are mostly to complete the south taxiway grading and fabric that we could not get to last year. We have some base rock on hand, but will be ordering some more and doing most of this work with shovels and wheelbarrows and rakes to add additional material and staple fresh material down in that areas. If you have an idea for something that needs attention, please let me know via email.

I think that's about it for now. Hope you have been building something or tuning up models for the season!

See you at the field.... **Jeff**

January 12, 2026 General Meeting Minutes

Meeting called to order at 7:23pm by Jeff.

Motion to accept the December minutes made by Mike and seconded by Chris, all approved.

- ◆ President: field has been active this week, and especially the control line area with new members flying combat and drawing in additional new members.
- ◆ Vice president: No Report
- ◆ Secretary: No Report
- ◆ Treasurer: reviewed end of year statements and the current profit loss statement. No issues. Membership at 61.

Old Business

Safety officer reports the need for 3 new ABC fire extinguishers and a new sand bucket to replace the full and used bucket. Jim Dahl will purchase and replace the extinguishers. Talked about possibly having an AED at the field, but its pricey and where to place are concerns. We will visit this topic at another time. Jim and Jeff plan to do a safety walk thru to create a list of items: i.e install the safety cable by the visitor area, align and paint parking bumpers, repair the water wagon tires, etc.

Chilly and Chili scheduled for January 24th and Keith young is the contact person

Reminder to have your club ID/ Badge visible when at the field flying.

We are still toying with the idea of purchasing a used tractor, so if you see one let Jeff or the Board know

Reviewed the events planned for 2026

Jeff mentioned the opening for a new board member due to John Eaton's passing, but would need to check the new by-laws for the correct way to appoint someone. Position expires in 2027. And in closing Jeff wanted the membership to think about ways to honor previous members that have contributed to the club's existence and endurance. We would like to acknowledge John Eaton, but also others. Do we make a new plaque, create a memorial wall? Any ideas are welcome. There is no urgency.

The Meeting was adjourned at 8:26

Members present: Jeff, Chris, Miguel, Kieth, Forrest, Mike, Jim, Danny.

Meeting called to order at 6:08pm by Forrest

Motion to approve the December minutes as published in the newsletter made by Miguel, second by Mike, all approved.

- ◆ President. People flying quite a bit this week, still waiting for official date about John eaton's funeral memorial, possibly in February.
- ◆ Vice president. No Report
- ◆ Secretary. No Report
- ◆ Treasurer. Annual report sent out. Food costs for events is being offset by donations to about 50%. The final PG&E bills arrived in December. Review cost breakdowns for the year,, gasoline for the water pump and the mower and the pit project all increased field maintenance this year, but the club is making about 5% of interest from the saving account. No issues and the club is in good shape. Current membership is 61 for this time of year.

Old Business

RC car area - no movement

Wire project for south pit area was discussed in deeper detail.. Miguel supplied new pricing sheets for different wire sizes. It was agreed that we needed to have as much capacity as possible to allow for future projects and the club decided to stay with the 4/0 wire sizing. The current 1/0 wire from the power pole to the Conex box will likely remain in place and a new 525 foot wire will occupy the current buried pipe to the conex box and then enter into the new buried pipe to the south pit area. A motion was made by Mike O'kane to approve a \$2000 budget, and the board approved the request.

New business

Actions on purchasing the field were discussed and Mike O'kane will investigate the requirements for a non profit entities on purchasing property.

Talked about the equipment that belonged to John Eaton and is at the field. Jeff will contact his daughter to see if there were requests or if the club can help the family out in any way.

Forrest reports the current events for 2026:

January 24 - chill and chili, Keith Young contact person.

March 14 - Swap Meet

April 3, 4 - Jet Fly

April 23-25 Float Fly

May 2 - Open House

May 23-25 - Memorial Day camp out

June 6, 7 - Pattern Contest

June 26-28 - Wings of Victory

September 5-7 -Labour Day camp out

October 9-11 - NASA scale contest

November 7- Toys for Tots

A motion was made by Miguel to accept the 2026 schedule, second by Danny, all approved.

Will be planning to finish the south taxi-way base rock and probably add more the other areas.

Will try and get the parking lot bummers painted and aligned soon, included new ones to Control line parking area due to more members flying CL.

Mowing crew to start, Miguel will be contact person and will train those interested in volunteering.

The Meeting was adjourned at 7:10

Next meeting will be February 9th.

Forrest Barton submitted pictures of one of our Jr. WDA members flying a Christmas gift off water... This is a [Flite Test See Duck](#)
The pilot is Tyler Rogelstad



WDA 2026 Events

Jan 24	Chilli n' Chilly
Mar 14	Swap Meet
Apr 3-5	Jet Fly
Apr 23-23	Float Fly (Minden)
May 2	Open House
May 23-25	Memorial Day Camp-Out
June 6-7	Pattern Contest
June 26-28	Wings of Victory
Sept 5-7	Labor Day Camp-Out
Oct 1-3	Float Fly (Minden)
Oct 9-11	NASA Scale Contest
Nov 7	Toy's 4 Tots

Modeler's Corner

This month I want to share an amazing 3D project by Mike Radu. Anyone familiar with Mike's modeling exploits knows that he is a stickler for scale realism, so much so that he has mastered the art of 3D printing to create miniature replicas of all manner of aircraft hardware. This month, Mike sent to me an Anemometer from the WWI era of aircraft.

Anemometers preceded Pitot tubes as a means of measuring air speed. They were usually mounted on an interplane N strut, close enough to the pilot for him to check air speed. Lest you think the Anemometer was a 20th century invention..... The earliest known description of an anemometer was by Italian architect and author [Leon Battista Alberti](#) (1404–1472) in 1450!!

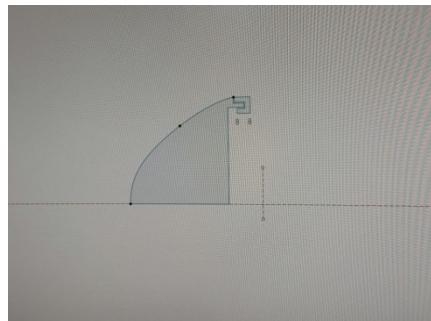
Mike Radu provided me with a description of the process he followed to create this incredible scale reproduction:

Building process for the 1/3rd and 1/4th scale Anemometer

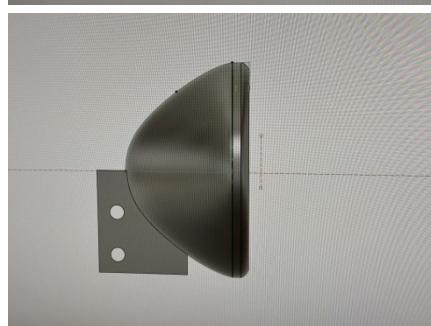


This is the third scale version I made for my Fokker D.VII and Fokker Dr.1. I used 2 bearings (pillow bearing) to make smooth spinning of the cups.

I start by searching images on the internet using Google Images search. Then I launch the software "Fusion 360" (there is a free version)



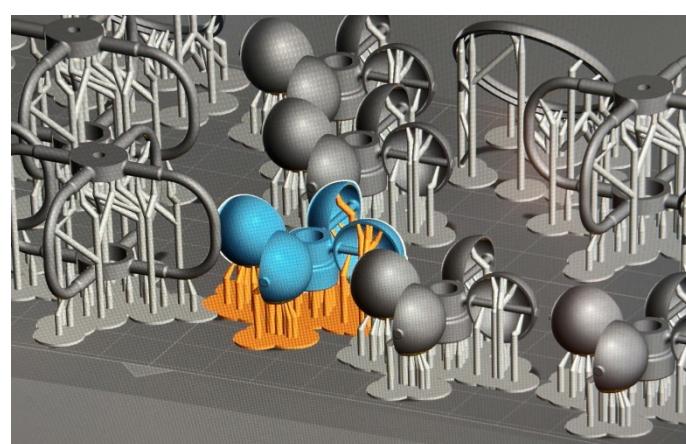
In Fusion 360 I start by drawing a side profile. Then I use the command to revolve the profile



I continue to draw out the 3D model and combine parts and some are separate. This model has four parts. The cups are one part. The cage around the cups, the main body and the cover ring make the four parts. The bearing for the third scale have a 5mm diameter with a 2mm hole in the center. The quarter scale are even smaller.

After exporting the four parts (the files are STL files) I take them into my 3D printing software.

I use a software program called "Lychee" In this software I have to import my 3D models (the STL files) and then make supports for the 3D printer to print them out. The blue is the part or 3D model and the yellow are the supports.





The three printed parts of four are shown in grey. They are shown directly off the printer and I have removed the printing supports. Also you can see the two bearings and the 2mm brass rod (left)



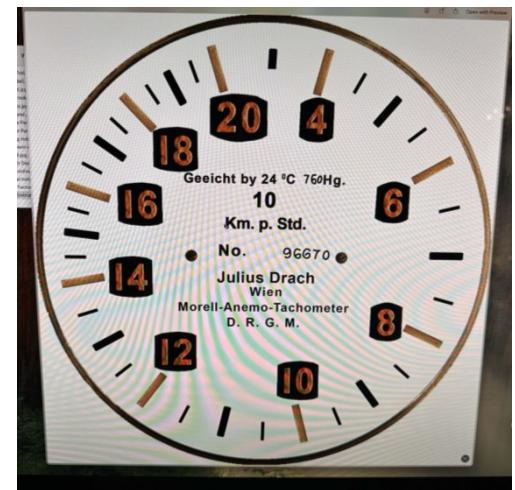
I have used a spray can to paint the cups. I also used a glow felt tip marker. It looks better and dries fast.



The holes in the face were made for draining the liquid resin from the printing of the part.



Next I took the online images and used the software Adobe PhotoShop to make the face plate without the needle.



After cutting out the photo paper of the face plate I also cut a clear plastic face plate.

I used CA to glue the parts and face plate.



Now I'm onto designing my mount for the strut. I plan on making it out of aluminum with my CNC router.

Let me know if you want to see that process and or if you have any questions. If you want one I will sell them. I do not paint them to lower the cost.

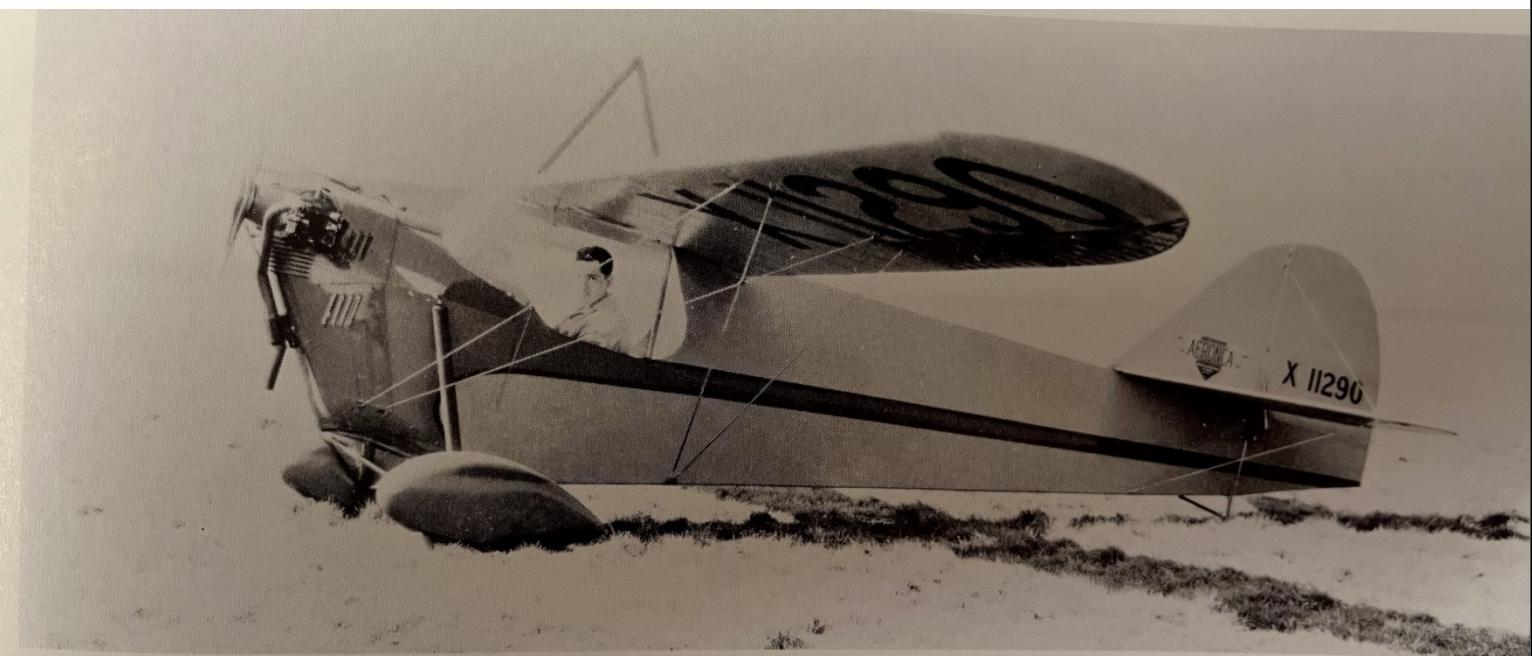
1/3rd scale, non-painted and shipped is \$100.

1/4th non-painted and shipped is \$80.

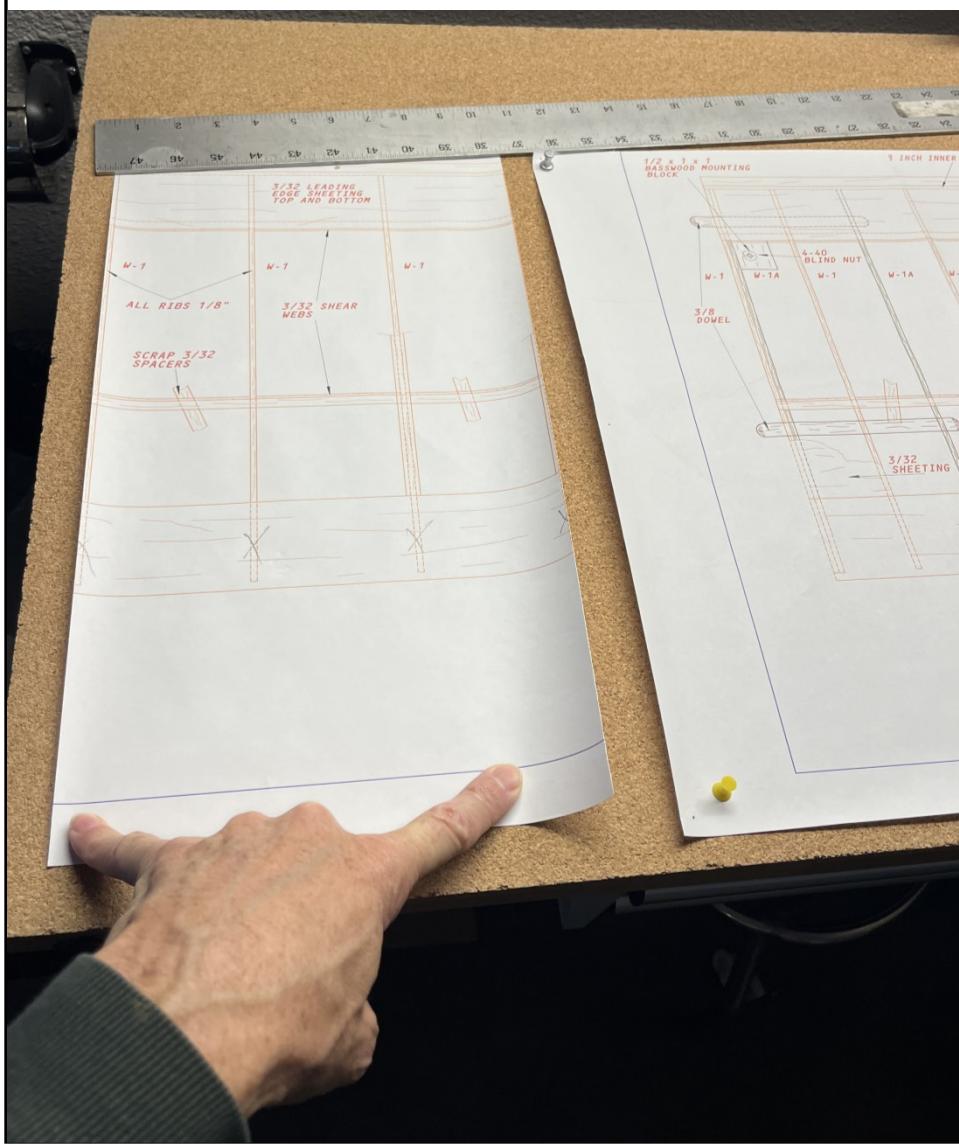
Add \$25 if you want yours painted and assembled.

Michael Radu
radu@mac.com

Balsa USA Aeronca C-1 build... Progress continues. As I explained last month, I am kit-bashing a C-3 kit into a C-1. Not a whole lot of "bashing" required to arrive at a decent rendition of a C-1.



The Aeronca C-1 with pilot Fred Fluck. This airplane was built in February, 1931 and was a hybrid aimed at the *ra* aerobatic market.



Chopping 20" from the 107" wingspan was not only easy, but it rendered the process of building the wing halves considerably easier, as no splicing of spars or sheeting was necessary.

When building the full span wing, all the 36" stock included with the kit is insufficient for the full span of each wing half, so splicing of all those parts is necessary. NOT SO with the shorter wing :-)

Removing 10" from each wing half shown on the plans was also quite simple, as the cuts fell directly on existing rib locations.

Aside from the extra power of my Saito FG-41 up front, slightly less wing dihedral and wheel pants will complete the transformation.

The finished product will be what we like to call "sport scale" or "squint scale" (stand way back and squint...) but that is all I was going for.

I have always had an unexplainable affinity for all the Aeronca aircraft and I suppose the "flying bath tub" is probably less often modeled than, say, the Champ.

It certainly falls into the category of "golden age" aircraft, and so its appeal to me is even greater.



Taping the plans back together and building the wing halves as instructed was straight forward. Interestingly, the ailerons are exceptionally large as are the elevators and rudder. It's almost as if Aeronca had aerobatics in mind when they designed this AIR KNOCKER?

One might assume inverted flight would suffer, owing to the flat bottom airfoil, but I was quite surprised when flying my Bud Nosen Gere Sport biplane, with its flat bottom wings, how easily it flew inverted?! Just a pinch of down elevator to keep it level.

Like the BUSA DR1 build, the Aeronca utilizes laminations to form the elevator and rudder trailing edges. Below you see the elevator jig and resulting laminated trailing edge.



1/6" x 3/8" balsa stock is soaked in hot water, then wrapped around the jig, applying Titebond glue to each layer. All 7 layers were pinned and clamped to the jig overnight while the glue set. The results are above. The trailing edge is trimmed to fit the other parts that make up the tail feathers.

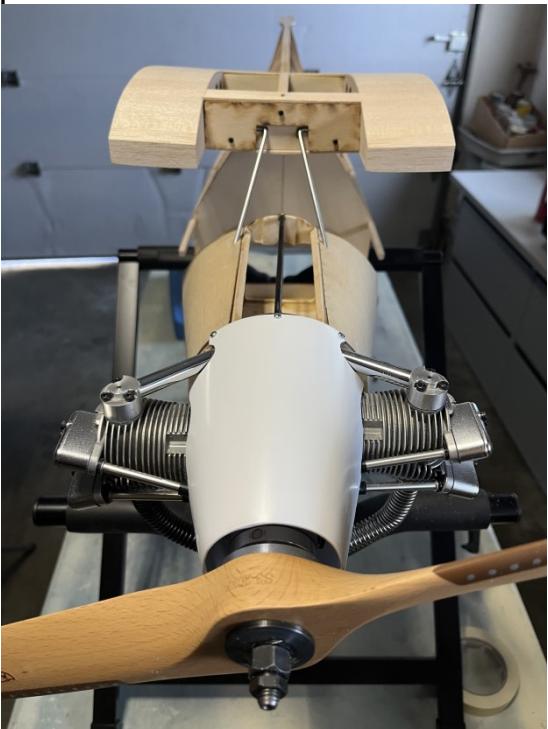
The finished assemblies are then shaped and sanded to achieve the rounded leading and trailing edges. The kit includes the rudder and elevator jigs, laser cut from ply. However, scrap balsa must be added to build up a "wall" around the edge so the laminations are fully supported.

As I stated last month, I am pleased overall with the kit. The laser cutting is EXCELLENT, but the instructions do have a number of mistakes that can create some confusion during construction.

Having written assembly manuals, I can attest to the fact that it is sometimes difficult to put yourself in the

head of the person building the aircraft. To do that requires abandoning all that you KNOW about building the model and write as though you know nothing about it and are unfamiliar with the plans or what the final assemblies should look like. Whoever wrote this manual did not approach the process from that viewpoint, and it the Builder must instead get inside the head of the Instructor and try to ascertain what is being explained.

Oh well, it keeps the old synapses firing :-)

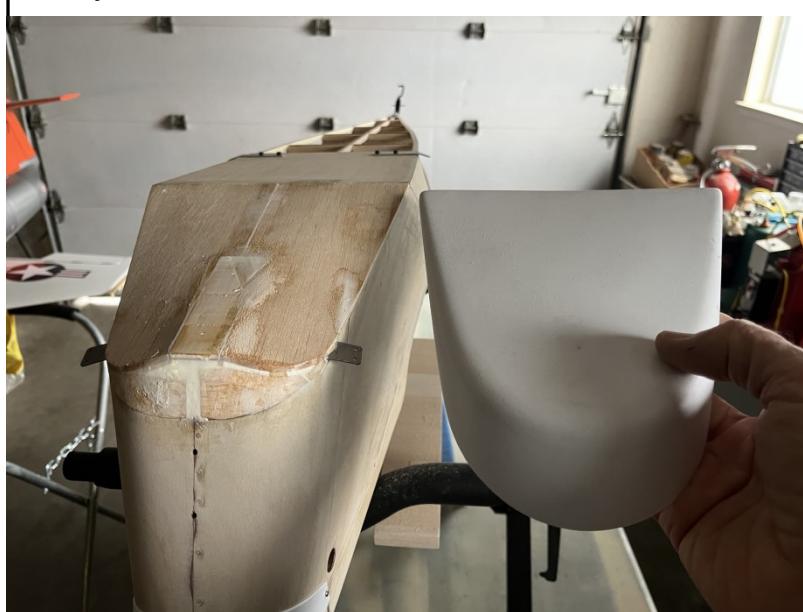


The engine cowling parts are of sturdy ABS. Cutting and fitting the cowling for the Saito was simply a matter of trial and error.... Keep trimming until it fits. I will probably apply fiberglass cloth and resin to the interior of the cowl to add strength for the long haul.

The wing center section is shown at left. The wing halves plug in with dowels, but fully functional flying wires keep everything in place.

Something I found out when reading another builder's blog on this kit was that a special [swage tool](#) is really needed to create the DOZEN swages on the ends of the flying wires. At \$55 it was a bit pricey, and honestly, I don't know what other project I will ever use it for.... Jets don't have flying wires, do they? :-)

So, IF any of you have a hankering to build one of these, you are welcome to borrow my swage tool and save yourself a few bucks.

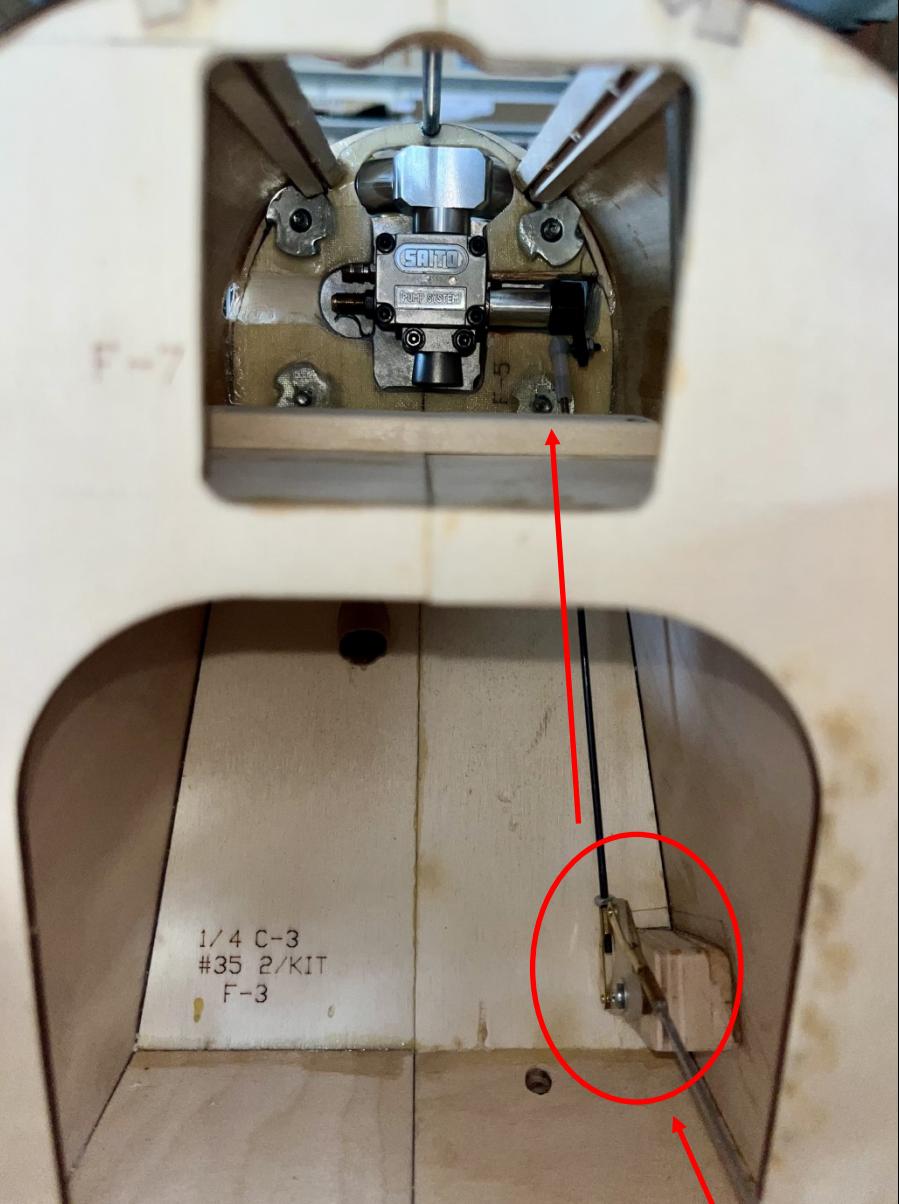


I wasn't too crazy about the plastic piece intended to form the bottom of the forward fuselage "tub" as it did not conform to the shape of the full scale, so I elected instead to form this section from balsa and filler. Again, this is no super scale model, but I do have SOME standards!

In building this plane it is very evident BUSA never intended it to be gas or glow powered. In every respect it screams ELECTRIC and that is what they show in the assembly manual, an electric motor up front.

My choice of a 41cc gasser is probably serious overkill, but it looks somewhat like the original Aeronca E-113 twin, will sound great, and provide ample power for barn storming style aerobatics.

Servo install is per plans. These will be somewhat hidden under the pilot seat and pilot. Throttle linkage required that I make a bell crank to translate the fore and aft servo motion to up and down.



As the C-1 takes shape you can understand why it was affectionately called “the flying bath tub”



Well, that wraps it up for this month.

Until next month, BUILD SOMETHING ;-)

Rich Geertson

MAVRIX
Cinco De Flyo
& NorCal Swap Meet

SATURDAY, May 2, 2026
10AM - 5PM

Steve Price at the Grill!
Breakfast @ 9AM! \$10. (FREE 4 Mavrix)
Lunch @ 1PM \$15. (FREE 4 Mavrix)

Airsoft Shoot-Down tickets:
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The Mavrix Cinco De Flyo & NorCal Swap Meet

Get ready for a full day of flying, competition, food, and nonstop RC excitement. The Mavrix Cinco De Flyo & NorCal Swap Meet is shaping up to be the largest AMOS event we've ever hosted, and it's packed from morning to finish.

Whether you're coming to fly, shop, compete, or just enjoy the atmosphere, there will be something happening all day long.

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Helicopter Instructor
⇒ **OPEN**



Next Club Meeting: Monday Feb. 9th at Round Table Pizza in Woodland



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